# APPENDIX J

Traffic Level of Service Sheets

LEVEL OF SERVICE WORKSHEETS

# EXISTING CONDITIONS
# AM PEAK HOUR

Folsom South of US-50 Annexation
Existing No Project AM

Impact Analysis Report
Level Of Service

| Intersection | Base LOS | Base Del/ Veh | Base V/ C | Future LOS | Future Del/ Veh | Future V/ C | Change in |
|---|---|---|---|---|---|---|---|
| # 1 Folsom Blvd/ Blue Ravine Rd | D | 35.6 | 0.871 | D | 35.6 | 0.871 | + 0.000 D/V |
| # 2 Sibly Street/ Blue Ravine Road | D | 41.4 | 0.900 | D | 41.4 | 0.900 | + 0.000 D/V |
| # 3 Oak Avenue Parkway/ Blue Ravin | C | 25.2 | 0.611 | C | 25.2 | 0.611 | + 0.000 D/V |
| # 4 Empire Ranch Road/ Natoma Stre | A | 9.7 | 0.388 | A | 9.7 | 0.388 | + 0.000 V/C |
| # 5 Oak Avenue Parkway/ Riley Stre | C | 24.8 | 0.466 | C | 24.8 | 0.466 | + 0.000 D/V |
| # 6 Oak Avenue Parkway/ East Bidwe | C | 24.6 | 0.409 | C | 24.6 | 0.409 | + 0.000 D/V |
| # 7 East Bidwell St/Nesmith Ct | B | 12.3 | 0.492 | B | 12.3 | 0.492 | + 0.000 D/V |
| # 8 East Bidwell St/Scholar Way | B | 14.1 | 0.443 | B | 14.1 | 0.443 | + 0.000 D/V |
| # 9 East Bidwell St/Power Center D | B | 11.6 | 0.374 | B | 11.6 | 0.374 | + 0.000 D/V |
| # 10 Broadstone Pkwy/ East Bidwell | B | 19.7 | 0.433 | B | 19.7 | 0.433 | + 0.000 D/V |
| # 11 Empire Ranch Road/ Broadstone | A | 9.2 | 0.214 | A | 9.2 | 0.214 | + 0.000 V/C |
| # 12 Oak Avenue Prky / Haverhill Dr | C | 22.8 | 0.355 | C | 22.8 | 0.355 | + 0.000 D/V |
| # 13 Oak Avenue Prky / Haldion Wy | B | 19.2 | 0.276 | B | 19.2 | 0.276 | + 0.000 D/V |
| # 14 Folsom Blvd/ Iron Point Road | C | 27.6 | 0.938 | C | 27.6 | 0.938 | + 0.000 D/V |
| # 15 Prairie City Rd/ Iron Point Rd | C | 29.1 | 0.741 | C | 29.1 | 0.741 | + 0.000 D/V |
| # 16 Grover Rd/ Iron Point Rd | C | 20.2 | 0.670 | C | 20.2 | 0.670 | + 0.000 D/V |
| # 17 McAdoo Dr/ Iron Point Rd | C | 21.3 | 0.661 | C | 21.3 | 0.661 | + 0.000 D/V |
| # 18 Oak Ave Pkwy/ Iron Point Rd | C | 29.8 | 0.790 | C | 29.8 | 0.790 | + 0.000 D/V |
| # 19 Rowberry Dr/ Iron Point Rd | B | 14.5 | 0.314 | B | 14.5 | 0.314 | + 0.000 D/V |
| # 20 Broadstone Pkwy/ Iron Point Rd | C | 22.2 | 0.211 | C | 22.2 | 0.211 | + 0.000 D/V |
| # 21 East Bidwell St/ Iron Point Rd | C | 31.7 | 0.726 | C | 31.7 | 0.726 | + 0.000 D/V |
| # 22 Cavitt Dr / Iron Point Rd | B | 16.2 | 0.201 | B | 16.2 | 0.201 | + 0.000 D/V |
| # 23 Serpa Way / Iron Point Rd | B | 19.9 | 0.196 | B | 19.9 | 0.196 | + 0.000 D/V |
| # 24 Empire Ranch Road/ Iron Point | A | 9.3 | 0.255 | A | 9.3 | 0.255 | + 0.000 V/C |

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Folsom South of US-50 Annexation
Existing No Project AM

| Intersection | Base LOS | Base Del/ Veh | Base V/ C | Future LOS | Future Del/ Veh | Future V/ C | Change in |
|---|---|---|---|---|---|---|---|
| # 25 Prairie City Rd/ High School | C | 21.8 | 0.556 | C | 21.8 | 0.556 | + 0.000 D/V |
| # 27 Prairie City Rd/ White Rock Rd | F | 51.4 | 1.001 | F | 51.4 | 1.001 | + 0.000 V/C |
| # 28 Scott Rd (South)/ White Rock R | B | 15.0 | 0.182 | B | 15.0 | 0.182 | + 0.000 D/V |
| # 29 Scott Rd (North)/ White Rock R | C | 17.1 | 0.657 | C | 17.1 | 0.657 | + 0.000 V/C |
| # 30 Placerville Rd/ White Rock Rd | B | 11.9 | 0.367 | B | 11.9 | 0.367 | + 0.000 D/V |
| # 57 Hazel Blvd/ Gold Country | B | xxxxx | 0.691 | B | xxxxx | 0.691 | + 0.000 V/C |
| # 58 Hazel Ave/ Folsom Blvd | B | xxxxx | 0.609 | B | xxxxx | 0.609 | + 0.000 V/C |
| # 59 Grant Line Rd/ White Rock Rd | E | 43.5 | 0.381 | E | 43.5 | 0.381 | + 0.000 D/V |
| # 60 Grant Line Rd/ Sunrise Rd | D | xxxxx | 0.803 | D | xxxxx | 0.803 | + 0.000 V/C |
| # 65 Sunrise Blvd/ White Rock Rd | B | xxxxx | 0.652 | B | xxxxx | 0.652 | + 0.000 V/C |
| # 66 Fitzgerald Road / White Rock R | B | 14.7 | 0.701 | B | 14.7 | 0.701 | + 0.000 V/C |
| # 67 Sunrise Blvd/ Douglas Rd | C | xxxxx | 0.781 | C | xxxxx | 0.781 | + 0.000 V/C |
| # 68 Grant Line Rd/ Douglas Rd | C | 23.8 | 0.242 | C | 23.8 | 0.242 | + 0.000 D/V |
| # 69 Grant Line Road/Kiefer Bouleva | B | 11.7 | 0.594 | B | 11.7 | 0.594 | + 0.000 V/C |
| # 83 White Rock Rd/ Carson Crossing | B | 13.7 | 0.046 | B | 13.7 | 0.046 | + 0.000 D/V |
| # 84 White Rock Rd/ Stonebriar Rd | C | 20.6 | 0.307 | C | 20.6 | 0.307 | + 0.000 D/V |
| # 85 White Rock Rd/ Windfield Way | E | 43.9 | 0.566 | E | 43.9 | 0.566 | + 0.000 D/V |
| # 86 White Rock Rd/ Latrobe Rd | C | 22.7 | 0.690 | C | 22.7 | 0.690 | + 0.000 D/V |
| # 87 White Rock Rd/ Valley View Pkw | B | 16.6 | 0.417 | B | 16.6 | 0.417 | + 0.000 D/V |
| # 88 El Dorado Hills Blvd/Serrano P | C | 32.1 | 0.838 | C | 32.1 | 0.838 | + 0.000 D/V |
| # 89 El Dorado Hills Blvd/Saratoga | C | 21.6 | 0.641 | C | 21.6 | 0.641 | + 0.000 D/V |
| # 90 El Dorado Hills Blvd/Park Driv | B | 11.6 | 0.478 | B | 11.6 | 0.478 | + 0.000 D/V |
| # 91 Latrobe Rd/ Town Center Blvd | B | 14.6 | 0.437 | B | 14.6 | 0.437 | + 0.000 D/V |
| # 92 Hazel Blvd/ Tributary- WB US 5 | C | 26.3 | 0.754 | C | 26.3 | 0.754 | + 0.000 D/V |
| # 93 Hazel Ave/ EB US-50 Ramps | C | 21.6 | 0.634 | C | 21.6 | 0.634 | + 0.000 D/V |

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Folsom South of US-50 Annexation
Existing No Project AM

| Intersection | Base LOS | Base Del/ Veh | Base V/ C | Future LOS | Future Del/ Veh | Future V/ C | Change in |
|---|---|---|---|---|---|---|---|
| # 94 Folsom Blvd/ WB US 50 Ramps | A | 8.8 | 0.455 | A | 8.8 | 0.455 | + 0.000 D/V |
| # 95 Folsom Blvd/ EB US 50 Ramps | C | 21.7 | 0.754 | C | 21.7 | 0.754 | + 0.000 D/V |
| # 96 Prairie City/ WB US 50 Ramps | C | 20.7 | 0.659 | C | 20.7 | 0.659 | + 0.000 D/V |
| # 97 Prairie City/ EB US 50 Ramps | B | 17.7 | 0.350 | B | 17.7 | 0.350 | + 0.000 D/V |
| # 98 East Bidwell St/ WB US 50 Ramp | B | 19.8 | 0.551 | B | 19.8 | 0.551 | + 0.000 D/V |
| # 99 East Bidwell St/ EB US 50 Ramp | B | 18.0 | 0.421 | B | 18.0 | 0.421 | + 0.000 D/V |
| #100 El Dorado Hills Blvd/ WB US 50 | D | 42.9 | 1.001 | D | 42.9 | 1.001 | + 0.000 D/V |
| #101 El Dorado Hills Blvd/ EB US 50 | D | 35.7 | 0.906 | D | 35.7 | 0.906 | + 0.000 D/V |
| #102 Sunrise Rd/ Jackson Hwy-SR16 | E | 58.4 | 1.006 | E | 58.4 | 1.006 | + 0.000 D/V |
| #103 Grant Line Rd/ Jackson Rd- SR1 | F | 87.1 | 1.100 | F | 87.1 | 1.100 | + 0.000 D/V |





Folsom South of US-50 Annexation
Existing No Project AM

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

Intersection #1 Folsom Blvd/ Blue Ravine Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.871
Loss Time (sec): 15 Average Delay (sec/veh): 35.6
Optimal Cycle: 104 Level Of Service: D

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 2 | 0 1 | 1 | 0 | 2 | 0 1 | 1 | 0 | 1 | 0 1 | 2 | 0 | 1 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 199 | 839 | 251 | | 411 | 1454 | 53 | | 34 | 32 | 28 | | 607 | 263 | 247 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 199 | 839 | 251 | | 411 | 1454 | 53 | | 34 | 32 | 28 | | 607 | 263 | 247 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.95 | 0.95 | 0.95 | | 0.95 | 0.95 | 0.95 | | 0.95 | 0.95 | 0.95 | | 0.95 | 0.95 | 0.95 | |
| PHF Volume: | 209 | 883 | 264 | | 433 | 1531 | 56 | | 36 | 34 | 29 | | 639 | 277 | 260 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 209 | 883 | 264 | | 433 | 1531 | 56 | | 36 | 34 | 29 | | 639 | 277 | 260 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 209 | 883 | 264 | | 433 | 1531 | 56 | | 36 | 34 | 29 | | 639 | 277 | 260 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.95 | 0.85 | | 0.95 | 0.95 | 0.85 | | 0.95 | 1.00 | 0.85 | | 0.92 | 1.00 | 0.85 | |
| Lanes: | 1.00 | 2.00 | 1.00 | | 1.00 | 2.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 2.00 | 1.00 | 1.00 | |
| Final Sat.: | 1805 | 3610 | 1615 | | 1805 | 3610 | 1615 | | 1805 | 1900 | 1615 | | 3502 | 1900 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.12 | 0.24 | 0.16 | | 0.24 | 0.42 | 0.03 | | 0.02 | 0.02 | 0.02 | | 0.18 | 0.15 | 0.16 | |
| Crit Moves: | **** | | | | | **** | | | | **** | | | **** | | | |
| Green/Cycle: | 0.13 | 0.31 | 0.52 | | 0.31 | 0.49 | 0.51 | | 0.03 | 0.02 | 0.15 | | 0.21 | 0.20 | 0.51 | |
| Volume/Cap: | 0.87 | 0.78 | 0.31 | | 0.78 | 0.87 | 0.07 | | 0.72 | 0.87 | 0.12 | | 0.87 | 0.72 | 0.32 | |
| Delay/Veh: | 69.7 | 34.8 | 13.8 | | 38.7 | 27.9 | 12.2 | | 88.4 | 144 | 36.7 | | 49.2 | 43.7 | 14.6 | |
| 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: | 69.7 | 34.8 | 13.8 | | 38.7 | 27.9 | 12.2 | | 88.4 | 144 | 36.7 | | 49.2 | 43.7 | 14.6 | |
| LOS by Move: | E | C | B | | D | C | B | | F | F | D | | D | D | B | |
| HCM2kAvgQ: | 7 | 13 | 4 | | 14 | 25 | 1 | | 2 | 3 | 1 | | 10 | 8 | 4 | |

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

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Folsom South of US-50 Annexation
Existing No Project AM

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

Intersection #2 Sibly Street/ Blue Ravine Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.900
Loss Time (sec): 12 Average Delay (sec/veh): 41.4
Optimal Cycle: 110 Level Of Service: D

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Ovl | | | Ovl | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 | 0 | 2 | 0 | 1 | 1 | 0 | 2 | 0 | 1 | 2 | 0 | 1 | 1 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 394 | 434 | 250 | 25 | 530 | 147 | 89 | 340 | 339 | 666 | 786 | 35 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 394 | 434 | 250 | 25 | 530 | 147 | 89 | 340 | 339 | 666 | 786 | 35 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 |
| PHF Volume: | 480 | 529 | 305 | 30 | 646 | 179 | 109 | 415 | 413 | 812 | 959 | 43 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 480 | 529 | 305 | 30 | 646 | 179 | 109 | 415 | 413 | 812 | 959 | 43 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 480 | 529 | 305 | 30 | 646 | 179 | 109 | 415 | 413 | 812 | 959 | 43 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.95 | 0.85 | 0.95 | 0.95 | 0.85 | 0.95 | 0.95 | 0.85 | 0.92 | 0.94 | 0.94 |
| Lanes: | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 2.00 | 1.91 | 0.09 |
| Final Sat.: | 1805 | 3610 | 1615 | 1805 | 3610 | 1615 | 1805 | 3610 | 1615 | 3502 | 3435 | 153 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.27 | 0.15 | 0.19 | 0.02 | 0.18 | 0.11 | 0.06 | 0.11 | 0.26 | 0.23 | 0.28 | 0.28 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green/Cycle: | 0.30 | 0.44 | 0.70 | 0.05 | 0.20 | 0.27 | 0.07 | 0.13 | 0.42 | 0.26 | 0.32 | 0.32 |
| Volume/Cap: | 0.90 | 0.33 | 0.27 | 0.33 | 0.90 | 0.42 | 0.88 | 0.90 | 0.60 | 0.90 | 0.88 | 0.88 |
| Delay/Veh: | 52.0 | 18.3 | 5.6 | 47.9 | 53.5 | 30.8 | 92.7 | 63.3 | 23.9 | 47.8 | 40.5 | 40.5 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 52.0 | 18.3 | 5.6 | 47.9 | 53.5 | 30.8 | 92.7 | 63.3 | 23.9 | 47.8 | 40.5 | 40.5 |
| LOS by Move: | D | B | A | D | D | C | F | E | C | D | D | D |
| HCM2kAvgQ: | 16 | 5 | 3 | 1 | 14 | 5 | 3 | 7 | 9 | 14 | 16 | 16 |

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





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Folsom South of US-50 Annexation
Existing No Project AM

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

Intersection #3 Oak Avenue Parkway/ Blue Ravine Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.611
Loss Time (sec): 12 Average Delay (sec/veh): 25.2
Optimal Cycle: 49 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Include | | | Ovl | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 | 0 | 3 | 0 | 1 | 1 | 0 | 3 | 0 | 1 | 2 | 0 | 2 | 0 | 1 | 2 | 0 | 1 | 1 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 199 | 104 | 201 | 2 | 139 | 117 | 43 | 319 | 166 | 428 | 989 | 12 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 199 | 104 | 201 | 2 | 139 | 117 | 43 | 319 | 166 | 428 | 989 | 12 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| PHF Volume: | 226 | 118 | 228 | 2 | 158 | 133 | 49 | 363 | 189 | 486 | 1124 | 14 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 226 | 118 | 228 | 2 | 158 | 133 | 49 | 363 | 189 | 486 | 1124 | 14 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 226 | 118 | 228 | 2 | 158 | 133 | 49 | 363 | 189 | 486 | 1124 | 14 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.91 | 0.85 | 0.95 | 0.91 | 0.85 | 0.92 | 0.95 | 0.85 | 0.92 | 0.95 | 0.95 |
| Lanes: | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 | 2.00 | 2.00 | 1.00 | 2.00 | 1.98 | 0.02 |
| Final Sat.: | 1805 | 5187 | 1615 | 1805 | 5187 | 1615 | 3502 | 3610 | 1615 | 3502 | 3560 | 43 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.13 | 0.02 | 0.14 | 0.00 | 0.03 | 0.08 | 0.01 | 0.10 | 0.12 | 0.14 | 0.32 | 0.32 |
| Crit Moves: | **** | | | | | **** | **** | | | | **** | |
| Green/Cycle: | 0.21 | 0.32 | 0.64 | 0.02 | 0.13 | 0.13 | 0.02 | 0.23 | 0.43 | 0.31 | 0.52 | 0.52 |
| Volume/Cap: | 0.61 | 0.07 | 0.22 | 0.07 | 0.23 | 0.61 | 0.61 | 0.44 | 0.27 | 0.44 | 0.61 | 0.61 |
| Delay/Veh: | 39.1 | 23.5 | 7.8 | 49.2 | 38.8 | 45.8 | 61.4 | 33.6 | 18.5 | 27.7 | 17.6 | 17.6 |
| 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: | 39.1 | 23.5 | 7.8 | 49.2 | 38.8 | 45.8 | 61.4 | 33.6 | 18.5 | 27.7 | 17.6 | 17.6 |
| LOS by Move: | D | C | A | D | D | D | E | C | B | C | B | B |
| HCM2kAvgQ: | 6 | 1 | 3 | 0 | 2 | 5 | 1 | 5 | 3 | 6 | 13 | 13 |

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

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Folsom South of US-50 Annexation
Existing No Project AM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #4 Empire Ranch Road/ Natoma Street

Cycle (sec): 100 Critical Vol./Cap. (X): 0.388
Loss Time (sec): 0 Average Delay (sec/veh): 9.7
Optimal Cycle: 0 Level Of Service: A

| 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: | 2 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 1 | 0 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 65 | 41 | 0 | | 0 | 221 | 27 | | 13 | 0 | 128 | | 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: | 65 | 41 | 0 | | 0 | 221 | 27 | | 13 | 0 | 128 | | 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: | 0.82 | 0.82 | 0.82 | | 0.82 | 0.82 | 0.82 | | 0.82 | 0.82 | 0.82 | | 0.82 | 0.82 | 0.82 | |
| PHF Volume: | 79 | 50 | 0 | | 0 | 270 | 33 | | 16 | 0 | 156 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 79 | 50 | 0 | | 0 | 270 | 33 | | 16 | 0 | 156 | | 0 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 79 | 50 | 0 | | 0 | 270 | 33 | | 16 | 0 | 156 | | 0 | 0 | 0 | |
| 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: | 2.00 | 1.00 | 0.00 | | 0.00 | 1.00 | 1.00 | | 2.00 | 0.00 | 1.00 | | 0.00 | 0.00 | 0.00 | |
| Final Sat.: | 1147 | 623 | 0 | | 0 | 695 | 799 | | 1137 | 0 | 703 | | 0 | 0 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.07 | 0.08 | xxxx | | xxxx | 0.39 | 0.04 | | 0.01 | xxxx | 0.22 | | xxxx | xxxx | xxxx | |
| Crit Moves: | | **** | | | | **** | | | | | **** | | | | | |
| Delay/Veh: | 9.2 | 8.7 | 0.0 | | 0.0 | 10.8 | 7.2 | | 8.8 | 0.0 | 8.8 | | 0.0 | 0.0 | 0.0 | |
| Delay Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 9.2 | 8.7 | 0.0 | | 0.0 | 10.8 | 7.2 | | 8.8 | 0.0 | 8.8 | | 0.0 | 0.0 | 0.0 | |
| LOS by Move: | A | A | * | | * | B | A | | A | * | A | | * | * | * | |
| ApproachDel: | 9.0 | | | | 10.4 | | | | 8.8 | | xxxxxx | | | | | |
| Delay Adj: | 1.00 | | | | 1.00 | | | | 1.00 | | xxxxx | | | | | |
| ApprAdjDel: | 9.0 | | | | 10.4 | | | | 8.8 | | xxxxxx | | | | | |
| LOS by Appr: | A | | | | B | | | | A | | * | | | | | |
| AllWayAvgQ: | 0.1 | 0.1 | 0.0 | | 0.0 | 0.6 | 0.0 | | 0.0 | 0.0 | 0.2 | | 0.0 | 0.0 | 0.0 | |

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





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Folsom South of US-50 Annexation
Existing No Project AM

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

Intersection #5 Oak Avenue Parkway/ Riley Street

Cycle (sec): 100 Critical Vol./Cap. (X): 0.466
Loss Time (sec): 12 Average Delay (sec/veh): 24.8
Optimal Cycle: 39 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - | R | L | - T | - | R | L | - T | - | R | L | - T | - | R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 2 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 128 | 212 | 12 | | 9 | 424 | 219 | | 162 | 15 | 153 | | 28 | 26 | 3 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 128 | 212 | 12 | | 9 | 424 | 219 | | 162 | 15 | 153 | | 28 | 26 | 3 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.90 | 0.90 | 0.90 | | 0.90 | 0.90 | 0.90 | | 0.90 | 0.90 | 0.90 | | 0.90 | 0.90 | 0.90 | |
| PHF Volume: | 142 | 236 | 13 | | 10 | 471 | 243 | | 180 | 17 | 170 | | 31 | 29 | 3 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 142 | 236 | 13 | | 10 | 471 | 243 | | 180 | 17 | 170 | | 31 | 29 | 3 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 142 | 236 | 13 | | 10 | 471 | 243 | | 180 | 17 | 170 | | 31 | 29 | 3 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.90 | 0.90 | | 0.95 | 0.90 | 0.90 | | 0.95 | 1.00 | 0.85 | | 0.95 | 0.99 | 0.99 | |
| Lanes: | 1.00 | 2.84 | 0.16 | | 1.00 | 1.32 | 0.68 | | 1.00 | 1.00 | 1.00 | | 1.00 | 0.90 | 0.10 | |
| Final Sat.: | 1805 | 4870 | 276 | | 1805 | 2259 | 1167 | | 1805 | 1900 | 1615 | | 1805 | 1678 | 194 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.08 | 0.05 | 0.05 | | 0.01 | 0.21 | 0.21 | | 0.10 | 0.01 | 0.11 | | 0.02 | 0.02 | 0.02 | |
| Crit Moves: | **** | | | | | **** | | | | | **** | | **** | | | |
| Green/Cycle: | 0.17 | 0.55 | 0.55 | | 0.06 | 0.45 | 0.45 | | 0.22 | 0.23 | 0.23 | | 0.04 | 0.04 | 0.04 | |
| Volume/Cap: | 0.47 | 0.09 | 0.09 | | 0.09 | 0.47 | 0.47 | | 0.44 | 0.04 | 0.47 | | 0.47 | 0.44 | 0.44 | |
| Delay/Veh: | 38.6 | 10.5 | 10.5 | | 44.4 | 19.5 | 19.5 | | 34.2 | 30.3 | 34.4 | | 52.2 | 51.3 | 51.3 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 38.6 | 10.5 | 10.5 | | 44.4 | 19.5 | 19.5 | | 34.2 | 30.3 | 34.4 | | 52.2 | 51.3 | 51.3 | |
| LOS by Move: | D | B | B | | D | B | B | | C | C | C | | D | D | D | |
| HCM2kAvgQ: | 4 | 1 | 1 | | 0 | 8 | 8 | | 5 | 0 | 5 | | 2 | 2 | 2 | |

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

AM Existing Thu May 7, 2009 11:45:47 Page 8-1

Folsom South of US-50 Annexation
Existing No Project AM

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

Intersection #6 Oak Avenue Parkway/ East Bidwell Street

Cycle (sec): 100 Critical Vol./Cap. (X): 0.409
Loss Time (sec): 12 Average Delay (sec/veh): 24.6
Optimal Cycle: 36 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Ignore | | | Ignore | | | Ignore | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 2 | 0 3 | 0 1 | 2 | 0 3 | 0 1 | 2 | 0 3 | 0 1 | 2 | 0 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 70 | 166 | 138 | 315 | 339 | 154 | 92 | 627 | 62 | 55 | 874 | 230 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 70 | 166 | 138 | 315 | 339 | 154 | 92 | 627 | 62 | 55 | 874 | 230 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 0.88 | 0.88 | 0.00 | 0.88 | 0.88 | 0.00 | 0.88 | 0.88 | 0.00 | 0.88 | 0.88 | 0.00 |
| PHF Volume: | 80 | 189 | 0 | 358 | 385 | 0 | 105 | 713 | 0 | 63 | 993 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 80 | 189 | 0 | 358 | 385 | 0 | 105 | 713 | 0 | 63 | 993 | 0 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| FinalVolume: | 80 | 189 | 0 | 358 | 385 | 0 | 105 | 713 | 0 | 63 | 993 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.91 | 1.00 | 0.92 | 0.91 | 1.00 | 0.92 | 0.91 | 1.00 | 0.92 | 0.91 | 1.00 |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3502 | 5187 | 1900 | 3502 | 5187 | 1900 | 3502 | 5187 | 1900 | 3502 | 5187 | 1900 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.04 | 0.00 | 0.10 | 0.07 | 0.00 | 0.03 | 0.14 | 0.00 | 0.02 | 0.19 | 0.00 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green/Cycle: | 0.08 | 0.09 | 0.00 | 0.25 | 0.26 | 0.00 | 0.07 | 0.48 | 0.00 | 0.06 | 0.47 | 0.00 |
| Volume/Cap: | 0.29 | 0.41 | 0.00 | 0.41 | 0.29 | 0.00 | 0.41 | 0.29 | 0.00 | 0.29 | 0.41 | 0.00 |
| Delay/Veh: | 43.9 | 43.7 | 0.0 | 31.6 | 29.7 | 0.0 | 45.4 | 15.8 | 0.0 | 45.5 | 17.6 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 43.9 | 43.7 | 0.0 | 31.6 | 29.7 | 0.0 | 45.4 | 15.8 | 0.0 | 45.5 | 17.6 | 0.0 |
| LOS by Move: | D | D | A | C | C | A | D | B | A | D | B | A |
| HCM2kAvgQ: | 1 | 2 | 0 | 5 | 3 | 0 | 2 | 5 | 0 | 1 | 7 | 0 |

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





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Folsom South of US-50 Annexation
Existing No Project AM

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

Intersection #7 East Bidwell St/Nesmith Ct

Cycle (sec): 100 Critical Vol./Cap. (X): 0.492
Loss Time (sec): 12 Average Delay (sec/veh): 12.3
Optimal Cycle: 40 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Split Phase | | | Split Phase | | |
| Rights: | Ovl | | | Include | | | Include | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 | 0 2 | 0 1 | 2 | 0 2 | 1 0 | 0 | 0 1! | 0 0 | 1 | 1 0 | 0 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 43 | 1046 | 110 | 238 | 896 | 42 | 20 | 1 | 13 | 28 | 1 | 49 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 43 | 1046 | 110 | 238 | 896 | 42 | 20 | 1 | 13 | 28 | 1 | 49 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 48 | 1175 | 124 | 267 | 1007 | 47 | 22 | 1 | 15 | 31 | 1 | 55 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 48 | 1175 | 124 | 267 | 1007 | 47 | 22 | 1 | 15 | 31 | 1 | 55 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 48 | 1175 | 124 | 267 | 1007 | 47 | 22 | 1 | 15 | 31 | 1 | 55 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.95 | 0.85 | 0.92 | 0.90 | 0.90 | 0.92 | 0.92 | 0.92 | 0.95 | 0.95 | 0.85 |
| Lanes: | 1.00 | 2.00 | 1.00 | 2.00 | 2.87 | 0.13 | 0.59 | 0.03 | 0.38 | 1.93 | 0.07 | 1.00 |
| Final Sat.: | 1805 | 3610 | 1615 | 3502 | 4920 | 231 | 1029 | 51 | 669 | 3500 | 125 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.33 | 0.08 | 0.08 | 0.20 | 0.20 | 0.02 | 0.02 | 0.02 | 0.01 | 0.01 | 0.03 |
| Crit Moves: | | **** | | **** | | | | **** | | **** | | |
| Green/Cycle: | 0.09 | 0.66 | 0.68 | 0.16 | 0.72 | 0.72 | 0.04 | 0.04 | 0.04 | 0.02 | 0.02 | 0.17 |
| Volume/Cap: | 0.28 | 0.49 | 0.11 | 0.49 | 0.28 | 0.28 | 0.49 | 0.49 | 0.49 | 0.49 | 0.49 | 0.20 |
| Delay/Veh: | 43.0 | 8.6 | 5.6 | 39.3 | 4.9 | 4.9 | 51.5 | 51.5 | 51.5 | 54.3 | 54.3 | 35.7 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 43.0 | 8.6 | 5.6 | 39.3 | 4.9 | 4.9 | 51.5 | 51.5 | 51.5 | 54.3 | 54.3 | 35.7 |
| LOS by Move: | D | A | A | D | A | A | D | D | D | D | D | D |
| HCM2kAvgQ: | 2 | 10 | 1 | 4 | 4 | 4 | 1 | 1 | 1 | 1 | 1 | 1 |

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

AM Existing Thu May 7, 2009 11:45:47 Page 10-1

Folsom South of US-50 Annexation
Existing No Project AM

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

Intersection #8 East Bidwell St/Scholar Way

Cycle (sec): 100 Critical Vol./Cap. (X): 0.443
Loss Time (sec): 12 Average Delay (sec/veh): 14.1
Optimal Cycle: 37 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Ignore | | | Ignore | | | Ignore | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 2 | 0 | 2 | 0 | 1 | 2 | 0 | 3 | 0 | 1 | 0 | 2 | 0 | 1 | 1 | 0 | 2 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 47 | 948 | 268 | 74 | 773 | 94 | 97 | 20 | 9 | 98 | 35 | 147 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 47 | 948 | 268 | 74 | 773 | 94 | 97 | 20 | 9 | 98 | 35 | 147 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 0.89 | 0.89 | 0.00 | 0.89 | 0.89 | 0.00 | 0.89 | 0.89 | 0.00 | 0.89 | 0.89 | 0.00 |
| PHF Volume: | 53 | 1065 | 0 | 83 | 869 | 0 | 109 | 22 | 0 | 110 | 39 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 53 | 1065 | 0 | 83 | 869 | 0 | 109 | 22 | 0 | 110 | 39 | 0 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| FinalVolume: | 53 | 1065 | 0 | 83 | 869 | 0 | 109 | 22 | 0 | 110 | 39 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.95 | 1.00 | 0.92 | 0.91 | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 | 1.00 |
| Lanes: | 2.00 | 2.00 | 1.00 | 2.00 | 3.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 3502 | 3610 | 1900 | 3502 | 5187 | 1900 | 1805 | 3610 | 1900 | 1805 | 3610 | 1900 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.30 | 0.00 | 0.02 | 0.17 | 0.00 | 0.06 | 0.01 | 0.00 | 0.06 | 0.01 | 0.00 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green/Cycle: | 0.06 | 0.67 | 0.00 | 0.05 | 0.66 | 0.00 | 0.14 | 0.01 | 0.00 | 0.15 | 0.02 | 0.00 |
| Volume/Cap: | 0.25 | 0.44 | 0.00 | 0.44 | 0.25 | 0.00 | 0.44 | 0.42 | 0.00 | 0.42 | 0.44 | 0.00 |
| Delay/Veh: | 45.6 | 8.1 | 0.0 | 47.5 | 7.0 | 0.0 | 41.0 | 54.0 | 0.0 | 39.9 | 51.6 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 45.6 | 8.1 | 0.0 | 47.5 | 7.0 | 0.0 | 41.0 | 54.0 | 0.0 | 39.9 | 51.6 | 0.0 |
| LOS by Move: | D | A | A | D | A | A | D | D | A | D | D | A |
| HCM2kAvgQ: | 1 | 8 | 0 | 2 | 4 | 0 | 3 | 0 | 0 | 3 | 1 | 0 |

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





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Folsom South of US-50 Annexation
Existing No Project AM

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

Intersection #9 East Bidwell St/Power Center Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.374
Loss Time (sec): 12 Average Delay (sec/veh): 11.6
Optimal Cycle: 34 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Split Phase | | | Split Phase | | |
| Rights: | Ovl | | | Ovl | | | Ovl | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 | 0 | 3 | 0 | 1 | 1 | 0 | 3 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 57 | 1170 | 26 | 69 | 796 | 26 | 67 | 16 | 43 | 6 | 6 | 50 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 57 | 1170 | 26 | 69 | 796 | 26 | 67 | 16 | 43 | 6 | 6 | 50 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 64 | 1315 | 29 | 78 | 894 | 29 | 75 | 18 | 48 | 7 | 7 | 56 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 64 | 1315 | 29 | 78 | 894 | 29 | 75 | 18 | 48 | 7 | 7 | 56 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 64 | 1315 | 29 | 78 | 894 | 29 | 75 | 18 | 48 | 7 | 7 | 56 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.91 | 0.85 | 0.95 | 0.91 | 0.85 | 0.96 | 0.96 | 0.85 | 0.98 | 0.98 | 0.85 |
| Lanes: | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 | 1.61 | 0.39 | 1.00 | 0.50 | 0.50 | 1.00 |
| Final Sat.: | 1805 | 5187 | 1615 | 1805 | 5187 | 1615 | 2948 | 704 | 1615 | 927 | 927 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.25 | 0.02 | 0.04 | 0.17 | 0.02 | 0.03 | 0.03 | 0.03 | 0.01 | 0.01 | 0.03 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green/Cycle: | 0.14 | 0.68 | 0.70 | 0.11 | 0.66 | 0.73 | 0.07 | 0.07 | 0.20 | 0.02 | 0.02 | 0.13 |
| Volume/Cap: | 0.26 | 0.37 | 0.03 | 0.37 | 0.26 | 0.02 | 0.37 | 0.37 | 0.15 | 0.37 | 0.37 | 0.26 |
| Delay/Veh: | 39.3 | 7.0 | 4.7 | 42.1 | 7.1 | 3.8 | 45.5 | 45.5 | 32.9 | 54.8 | 54.8 | 39.5 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 39.3 | 7.0 | 4.7 | 42.1 | 7.1 | 3.8 | 45.5 | 45.5 | 32.9 | 54.8 | 54.8 | 39.5 |
| LOS by Move: | D | A | A | D | A | A | D | D | C | D | D | D |
| HCM2kAvgQ: | 2 | 6 | 0 | 3 | 4 | 0 | 1 | 1 | 1 | 0 | 0 | 1 |

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

AM Existing Thu May 7, 2009 11:45:47 Page 12-1

Folsom South of US-50 Annexation
Existing No Project AM

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

Intersection #10 Broadstone Pkwy/ East Bidwell St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.433
Loss Time (sec): 12 Average Delay (sec/veh): 19.7
Optimal Cycle: 37 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Ignore | | | Ignore | | | Ignore | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 2 | 0 3 | 0 1 | 2 | 0 3 | 0 1 | 2 | 0 3 | 0 1 | 2 | 0 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 13 | 57 | 35 | 250 | 215 | 122 | 120 | 878 | 26 | 104 | 1094 | 168 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 13 | 57 | 35 | 250 | 215 | 122 | 120 | 878 | 26 | 104 | 1094 | 168 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 0.86 | 0.86 | 0.00 | 0.86 | 0.86 | 0.00 | 0.86 | 0.86 | 0.00 | 0.86 | 0.86 | 0.00 |
| PHF Volume: | 15 | 66 | 0 | 291 | 250 | 0 | 140 | 1021 | 0 | 121 | 1272 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 15 | 66 | 0 | 291 | 250 | 0 | 140 | 1021 | 0 | 121 | 1272 | 0 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| FinalVolume: | 15 | 66 | 0 | 291 | 250 | 0 | 140 | 1021 | 0 | 121 | 1272 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.91 | 1.00 | 0.92 | 0.91 | 1.00 | 0.92 | 0.91 | 1.00 | 0.92 | 0.91 | 1.00 |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3502 | 5187 | 1900 | 3502 | 5187 | 1900 | 3502 | 5187 | 1900 | 3502 | 5187 | 1900 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.01 | 0.00 | 0.08 | 0.05 | 0.00 | 0.04 | 0.20 | 0.00 | 0.03 | 0.25 | 0.00 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green/Cycle: | 0.02 | 0.03 | 0.00 | 0.19 | 0.20 | 0.00 | 0.09 | 0.56 | 0.00 | 0.10 | 0.57 | 0.00 |
| Volume/Cap: | 0.24 | 0.43 | 0.00 | 0.43 | 0.24 | 0.00 | 0.43 | 0.35 | 0.00 | 0.35 | 0.43 | 0.00 |
| Delay/Veh: | 50.3 | 49.7 | 0.0 | 36.1 | 33.5 | 0.0 | 43.9 | 12.1 | 0.0 | 42.7 | 12.5 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 50.3 | 49.7 | 0.0 | 36.1 | 33.5 | 0.0 | 43.9 | 12.1 | 0.0 | 42.7 | 12.5 | 0.0 |
| LOS by Move: | D | D | A | D | C | A | D | B | A | D | B | A |
| HCM2kAvgQ: | 0 | 1 | 0 | 4 | 2 | 0 | 2 | 6 | 0 | 2 | 8 | 0 |

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





AM Existing Thu May 7, 2009 11:45:47 Page 13-1

Folsom South of US-50 Annexation
Existing No Project AM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #11 Empire Ranch Road/ Broadstone Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.214
Loss Time (sec): 0 Average Delay (sec/veh): 9.2
Optimal Cycle: 0 Level Of Service: A

| 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 2 | 1 0 | 1 | 0 2 | 1 0 | 2 | 0 1 | 0 1 | 0 | 0 1! | 0 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 61 | 65 | 3 | 7 | 252 | 109 | 34 | 11 | 71 | 15 | 22 | 18 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 61 | 65 | 3 | 7 | 252 | 109 | 34 | 11 | 71 | 15 | 22 | 18 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 |
| PHF Volume: | 70 | 75 | 3 | 8 | 290 | 125 | 39 | 13 | 82 | 17 | 25 | 21 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 70 | 75 | 3 | 8 | 290 | 125 | 39 | 13 | 82 | 17 | 25 | 21 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 70 | 75 | 3 | 8 | 290 | 125 | 39 | 13 | 82 | 17 | 25 | 21 |
| 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 | 2.87 | 0.13 | 1.00 | 2.09 | 0.91 | 2.00 | 1.00 | 1.00 | 0.27 | 0.40 | 0.33 |
| Final Sat.: | 536 | 1665 | 78 | 588 | 1353 | 656 | 1060 | 572 | 646 | 158 | 232 | 190 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.13 | 0.04 | 0.04 | 0.01 | 0.21 | 0.19 | 0.04 | 0.02 | 0.13 | 0.11 | 0.11 | 0.11 |
| Crit Moves: | **** | | | | **** | | | | **** | **** | | |
| Delay/Veh: | 10.0 | 8.8 | 8.8 | 8.7 | 9.5 | 8.6 | 9.4 | 8.7 | 8.6 | 9.5 | 9.5 | 9.5 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 10.0 | 8.8 | 8.8 | 8.7 | 9.5 | 8.6 | 9.4 | 8.7 | 8.6 | 9.5 | 9.5 | 9.5 |
| LOS by Move: | B | A | A | A | A | A | A | A | A | A | A | A |
| ApproachDel: | 9.4 | | | 9.2 | | | 8.8 | | | 9.5 | | |
| Delay Adj: | 1.00 | | | 1.00 | | | 1.00 | | | 1.00 | | |
| ApprAdjDel: | 9.4 | | | 9.2 | | | 8.8 | | | 9.5 | | |
| LOS by Appr: | A | | | A | | | A | | | A | | |
| AllWayAvgQ: | 0.1 | 0.0 | 0.0 | 0.0 | 0.3 | 0.2 | 0.0 | 0.0 | 0.1 | 0.1 | 0.1 | 0.1 |

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

AM Existing Thu May 7, 2009 11:45:47 Page 14-1

Folsom South of US-50 Annexation
Existing No Project AM

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

Intersection #12 Oak Avenue Prky / Haverhill Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.355
Loss Time (sec): 9 Average Delay (sec/veh): 22.8
Optimal Cycle: 27 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Permitted | | | Permitted | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 0 | 1 | 1 0 | 1 0 | 1 | 1 0 | 0 0 | 1! | 0 0 | 0 0 | 1! | 0 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 1 | 177 | 16 | 97 | 460 | 2 | 2 | 21 | 4 | 75 | 15 | 142 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 1 | 177 | 16 | 97 | 460 | 2 | 2 | 21 | 4 | 75 | 15 | 142 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 |
| PHF Volume: | 1 | 206 | 19 | 113 | 535 | 2 | 2 | 24 | 5 | 87 | 17 | 165 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 1 | 206 | 19 | 113 | 535 | 2 | 2 | 24 | 5 | 87 | 17 | 165 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 1 | 206 | 19 | 113 | 535 | 2 | 2 | 24 | 5 | 87 | 17 | 165 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.94 | 0.94 | 0.95 | 0.95 | 0.95 | 0.97 | 0.97 | 0.97 | 0.82 | 0.82 | 0.82 |
| Lanes: | 1.00 | 1.83 | 0.17 | 1.00 | 1.99 | 0.01 | 0.07 | 0.78 | 0.15 | 0.32 | 0.06 | 0.62 |
| Final Sat.: | 1805 | 3271 | 296 | 1805 | 3591 | 16 | 136 | 1429 | 272 | 504 | 101 | 953 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.06 | 0.06 | 0.06 | 0.15 | 0.15 | 0.02 | 0.02 | 0.02 | 0.17 | 0.17 | 0.17 |
| Crit Moves: | **** | | | | **** | | | | | | **** | |
| Green/Cycle: | 0.00 | 0.21 | 0.21 | 0.21 | 0.42 | 0.42 | 0.49 | 0.49 | 0.49 | 0.49 | 0.49 | 0.49 |
| Volume/Cap: | 0.35 | 0.30 | 0.30 | 0.30 | 0.35 | 0.35 | 0.03 | 0.03 | 0.03 | 0.35 | 0.35 | 0.35 |
| Delay/Veh: | 105.6 | 33.4 | 33.4 | 33.7 | 19.9 | 19.9 | 13.3 | 13.3 | 13.3 | 16.1 | 16.1 | 16.1 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 105.6 | 33.4 | 33.4 | 33.7 | 19.9 | 19.9 | 13.3 | 13.3 | 13.3 | 16.1 | 16.1 | 16.1 |
| LOS by Move: | F | C | C | C | B | B | B | B | B | B | B | B |
| HCM2kAvgQ: | 0 | 3 | 3 | 3 | 6 | 6 | 0 | 0 | 0 | 5 | 5 | 5 |

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





AM Existing Thu May 7, 2009 11:45:47 Page 15-1

Folsom South of US-50 Annexation
Existing No Project AM

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

Intersection #13 Oak Avenue Prky / Haldion Wy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.276
Loss Time (sec): 9 Average Delay (sec/veh): 19.2
Optimal Cycle: 25 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Permitted | | | Permitted | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 0 | 1 | 1 0 | 1 0 | 1 | 1 0 | 0 0 | 1! | 0 0 | 0 0 | 1! | 0 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 29 | 156 | 51 | 38 | 460 | 10 | 16 | 23 | 42 | 91 | 5 | 32 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 29 | 156 | 51 | 38 | 460 | 10 | 16 | 23 | 42 | 91 | 5 | 32 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| PHF Volume: | 31 | 164 | 54 | 40 | 484 | 11 | 17 | 24 | 44 | 96 | 5 | 34 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 31 | 164 | 54 | 40 | 484 | 11 | 17 | 24 | 44 | 96 | 5 | 34 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 31 | 164 | 54 | 40 | 484 | 11 | 17 | 24 | 44 | 96 | 5 | 34 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.91 | 0.91 | 0.95 | 0.95 | 0.95 | 0.88 | 0.88 | 0.88 | 0.73 | 0.73 | 0.73 |
| Lanes: | 1.00 | 1.51 | 0.49 | 1.00 | 1.96 | 0.04 | 0.20 | 0.28 | 0.52 | 0.71 | 0.04 | 0.25 |
| Final Sat.: | 1805 | 2620 | 857 | 1805 | 3523 | 77 | 330 | 474 | 866 | 989 | 54 | 348 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.06 | 0.06 | 0.02 | 0.14 | 0.14 | 0.05 | 0.05 | 0.05 | 0.10 | 0.10 | 0.10 |
| Crit Moves: | **** | | | | **** | | | | | | **** | |
| Green/Cycle: | 0.06 | 0.41 | 0.41 | 0.15 | 0.50 | 0.50 | 0.35 | 0.35 | 0.35 | 0.35 | 0.35 | 0.35 |
| Volume/Cap: | 0.28 | 0.15 | 0.15 | 0.15 | 0.28 | 0.28 | 0.15 | 0.15 | 0.15 | 0.28 | 0.28 | 0.28 |
| Delay/Veh: | 46.2 | 18.4 | 18.4 | 37.6 | 14.7 | 14.7 | 22.3 | 22.3 | 22.3 | 23.6 | 23.6 | 23.6 |
| 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: | 46.2 | 18.4 | 18.4 | 37.6 | 14.7 | 14.7 | 22.3 | 22.3 | 22.3 | 23.6 | 23.6 | 23.6 |
| LOS by Move: | D | B | B | D | B | B | C | C | C | C | C | C |
| HCM2kAvgQ: | 1 | 2 | 2 | 1 | 4 | 4 | 2 | 2 | 2 | 3 | 3 | 3 |

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

AM Existing Thu May 7, 2009 11:45:47 Page 16-1

Folsom South of US-50 Annexation
Existing No Project AM

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

Intersection #14 Folsom Blvd/ Iron Point Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.938
Loss Time (sec): 12 Average Delay (sec/veh): 27.6
Optimal Cycle: 131 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Include | | | | Include | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 2 | 0 1 | 1 | 0 | 2 | 0 0 | 0 | 0 | 0 | 0 0 | 2 | 0 | 0 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1210 | 355 | | 180 | 1981 | 0 | | 0 | 0 | 0 | | 680 | 0 | 92 | |
| Growth Adj: | 1.00 | 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 | 1210 | 355 | | 180 | 1981 | 0 | | 0 | 0 | 0 | | 680 | 0 | 92 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.90 | 0.90 | 0.90 | | 0.90 | 0.90 | 0.90 | | 0.90 | 0.90 | 0.90 | | 0.90 | 0.90 | 0.90 | |
| PHF Volume: | 0 | 1344 | 394 | | 200 | 2201 | 0 | | 0 | 0 | 0 | | 756 | 0 | 102 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 1344 | 394 | | 200 | 2201 | 0 | | 0 | 0 | 0 | | 756 | 0 | 102 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 0 | 1344 | 394 | | 200 | 2201 | 0 | | 0 | 0 | 0 | | 756 | 0 | 102 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.95 | 0.85 | | 0.95 | 0.95 | 1.00 | | 1.00 | 1.00 | 1.00 | | 0.92 | 1.00 | 0.85 | |
| Lanes: | 0.00 | 2.00 | 1.00 | | 1.00 | 2.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 2.00 | 0.00 | 1.00 | |
| Final Sat.: | 0 | 3610 | 1615 | | 1805 | 3610 | 0 | | 0 | 0 | 0 | | 3502 | 0 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.37 | 0.24 | | 0.11 | 0.61 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.22 | 0.00 | 0.06 | |
| Crit Moves: | **** | | | | | **** | | | | | | | **** | | | |
| Green/Cycle: | 0.00 | 0.50 | 0.73 | | 0.15 | 0.65 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.23 | 0.00 | 0.38 | |
| Volume/Cap: | 0.00 | 0.74 | 0.33 | | 0.74 | 0.94 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.94 | 0.00 | 0.17 | |
| Delay/Veh: | 0.0 | 21.6 | 5.0 | | 51.4 | 23.8 | 0.0 | | 0.0 | 0.0 | 0.0 | | 56.2 | 0.0 | 20.7 | |
| 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: | 0.0 | 21.6 | 5.0 | | 51.4 | 23.8 | 0.0 | | 0.0 | 0.0 | 0.0 | | 56.2 | 0.0 | 20.7 | |
| LOS by Move: | A | C | A | | D | C | A | | A | A | A | | E | A | C | |
| HCM2kAvgQ: | 0 | 17 | 4 | | 6 | 32 | 0 | | 0 | 0 | 0 | | 13 | 0 | 2 | |

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





AM Existing Thu May 7, 2009 11:45:47 Page 17-1

Folsom South of US-50 Annexation
Existing No Project AM

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

Intersection #15 Prairie City Rd/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.741
Loss Time (sec): 12 Average Delay (sec/veh): 29.1
Optimal Cycle: 66 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ignore | | | | Ignore | | | | Ignore | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 2 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 289 | 644 | 199 | | 84 | 1122 | 84 | | 8 | 131 | 63 | | 445 | 834 | 395 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 289 | 644 | 199 | | 84 | 1122 | 84 | | 8 | 131 | 63 | | 445 | 834 | 395 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.80 | 0.80 | 0.00 | | 0.80 | 0.80 | 0.00 | | 0.80 | 0.80 | 0.00 | | 0.80 | 0.80 | 0.80 | |
| PHF Volume: | 361 | 805 | 0 | | 105 | 1403 | 0 | | 10 | 164 | 0 | | 556 | 1043 | 494 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 361 | 805 | 0 | | 105 | 1403 | 0 | | 10 | 164 | 0 | | 556 | 1043 | 494 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 361 | 805 | 0 | | 105 | 1403 | 0 | | 10 | 164 | 0 | | 556 | 1043 | 494 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.95 | 1.00 | | 0.92 | 0.91 | 1.00 | | 0.92 | 0.91 | 1.00 | | 0.92 | 0.91 | 0.85 | |
| Lanes: | 2.00 | 2.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | |
| Final Sat.: | 3502 | 3610 | 1900 | | 3502 | 5187 | 1900 | | 3502 | 5187 | 1900 | | 3502 | 5187 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.10 | 0.22 | 0.00 | | 0.03 | 0.27 | 0.00 | | 0.00 | 0.03 | 0.00 | | 0.16 | 0.20 | 0.31 | |
| Crit Moves: | **** | | | | | **** | | | **** | | | | | | **** | |
| Green/Cycle: | 0.14 | 0.44 | 0.00 | | 0.06 | 0.36 | 0.00 | | 0.00 | 0.06 | 0.00 | | 0.31 | 0.37 | 0.43 | |
| Volume/Cap: | 0.74 | 0.50 | 0.00 | | 0.50 | 0.74 | 0.00 | | 0.74 | 0.51 | 0.00 | | 0.51 | 0.54 | 0.71 | |
| Delay/Veh: | 47.3 | 20.1 | 0.0 | | 47.5 | 29.2 | 0.0 | | 164.6 | 46.7 | 0.0 | | 28.4 | 25.0 | 26.6 | |
| 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: | 47.3 | 20.1 | 0.0 | | 47.5 | 29.2 | 0.0 | | 164.6 | 46.7 | 0.0 | | 28.4 | 25.0 | 26.6 | |
| LOS by Move: | D | C | A | | D | C | A | | F | D | A | | C | C | C | |
| HCM2kAvgQ: | 6 | 9 | 0 | | 2 | 13 | 0 | | 0 | 2 | 0 | | 7 | 9 | 12 | |

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

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Folsom South of US-50 Annexation
Existing No Project AM

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

Intersection #16 Grover Rd/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.670
Loss Time (sec): 12 Average Delay (sec/veh): 20.2
Optimal Cycle: 56 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Split Phase | | | | Split Phase | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Ovl | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 1! | 0 0 | 1 | 0 | 0 | 1 0 | 1 | 0 | 3 | 0 1 | 1 | 0 | 2 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 93 | 20 | 2 | | 34 | 55 | 120 | | 18 | 474 | 122 | | 64 | 1469 | 39 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 93 | 20 | 2 | | 34 | 55 | 120 | | 18 | 474 | 122 | | 64 | 1469 | 39 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.75 | 0.75 | 0.75 | | 0.75 | 0.75 | 0.75 | | 0.75 | 0.75 | 0.75 | | 0.75 | 0.75 | 0.75 | |
| PHF Volume: | 124 | 27 | 3 | | 45 | 73 | 160 | | 24 | 632 | 163 | | 85 | 1959 | 52 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 124 | 27 | 3 | | 45 | 73 | 160 | | 24 | 632 | 163 | | 85 | 1959 | 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 | |
| FinalVolume: | 124 | 27 | 3 | | 45 | 73 | 160 | | 24 | 632 | 163 | | 85 | 1959 | 52 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.96 | 0.96 | 0.96 | | 0.95 | 0.90 | 0.90 | | 0.95 | 0.91 | 0.85 | | 0.95 | 0.91 | 0.91 | |
| Lanes: | 1.68 | 0.29 | 0.03 | | 1.00 | 0.31 | 0.69 | | 1.00 | 3.00 | 1.00 | | 1.00 | 2.92 | 0.08 | |
| Final Sat.: | 3056 | 532 | 53 | | 1805 | 536 | 1169 | | 1805 | 5187 | 1615 | | 1805 | 5033 | 134 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.05 | 0.05 | | 0.03 | 0.14 | 0.14 | | 0.01 | 0.12 | 0.10 | | 0.05 | 0.39 | 0.39 | |
| Crit Moves: | | **** | | | | | **** | | **** | | | | | **** | | |
| Green/Cycle: | 0.07 | 0.07 | 0.07 | | 0.20 | 0.20 | 0.20 | | 0.02 | 0.43 | 0.51 | | 0.17 | 0.58 | 0.58 | |
| Volume/Cap: | 0.54 | 0.67 | 0.67 | | 0.12 | 0.67 | 0.67 | | 0.67 | 0.28 | 0.20 | | 0.28 | 0.67 | 0.67 | |
| Delay/Veh: | 46.7 | 52.5 | 52.5 | | 32.6 | 41.7 | 41.7 | | 88.3 | 18.4 | 13.6 | | 36.8 | 15.0 | 15.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 46.7 | 52.5 | 52.5 | | 32.6 | 41.7 | 41.7 | | 88.3 | 18.4 | 13.6 | | 36.8 | 15.0 | 15.0 | |
| LOS by Move: | D | D | D | | C | D | D | | F | B | B | | D | B | B | |
| HCM2kAvgQ: | 3 | 4 | 4 | | 1 | 8 | 8 | | 1 | 4 | 3 | | 2 | 15 | 15 | |

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





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Folsom South of US-50 Annexation
Existing No Project AM

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

Intersection #17 McAdoo Dr/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.661
Loss Time (sec): 12 Average Delay (sec/veh): 21.3
Optimal Cycle: 55 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Ovl | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 | 0 | 0 0 | 1 | 0 | 0 | 0 1 | 1 | 0 | 3 | 0 0 | 0 | 0 | 2 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | | 65 | 0 | 349 | | 87 | 410 | 0 | | 0 | 1254 | 35 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 0 | 0 | 0 | | 65 | 0 | 349 | | 87 | 410 | 0 | | 0 | 1254 | 35 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.80 | 0.80 | 0.80 | | 0.80 | 0.80 | 0.80 | | 0.80 | 0.80 | 0.80 | | 0.80 | 0.80 | 0.80 | |
| PHF Volume: | 0 | 0 | 0 | | 81 | 0 | 436 | | 109 | 513 | 0 | | 0 | 1568 | 44 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 0 | 0 | | 81 | 0 | 436 | | 109 | 513 | 0 | | 0 | 1568 | 44 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 0 | 0 | | 81 | 0 | 436 | | 109 | 513 | 0 | | 0 | 1568 | 44 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 1.00 | 1.00 | | 0.79 | 1.00 | 0.85 | | 0.95 | 0.91 | 1.00 | | 1.00 | 0.91 | 0.91 | |
| Lanes: | 0.00 | 0.00 | 0.00 | | 1.00 | 0.00 | 1.00 | | 1.00 | 3.00 | 0.00 | | 0.00 | 2.92 | 0.08 | |
| Final Sat.: | 0 | 0 | 0 | | 1509 | 0 | 1615 | | 1805 | 5187 | 0 | | 0 | 5026 | 140 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | | 0.05 | 0.00 | 0.27 | | 0.06 | 0.10 | 0.00 | | 0.00 | 0.31 | 0.31 | |
| Crit Moves: | | | | | | | **** | | **** | | | | | **** | | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | | 0.32 | 0.00 | 0.41 | | 0.09 | 0.56 | 0.00 | | 0.00 | 0.47 | 0.47 | |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | | 0.17 | 0.00 | 0.66 | | 0.66 | 0.18 | 0.00 | | 0.00 | 0.66 | 0.66 | |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | | 24.8 | 0.0 | 26.5 | | 53.6 | 10.6 | 0.0 | | 0.0 | 21.0 | 21.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | | 24.8 | 0.0 | 26.5 | | 53.6 | 10.6 | 0.0 | | 0.0 | 21.0 | 21.0 | |
| LOS by Move: | A | A | A | | C | A | C | | D | B | A | | A | C | C | |
| HCM2kAvgQ: | 0 | 0 | 0 | | 2 | 0 | 12 | | 3 | 3 | 0 | | 0 | 13 | 13 | |

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

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Folsom South of US-50 Annexation
Existing No Project AM

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

Intersection #18 Oak Ave Pkwy/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.790
Loss Time (sec): 12 Average Delay (sec/veh): 29.8
Optimal Cycle: 75 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Ovl | | | Include | | | Ignore | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 2 | 0 | 2 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 115 | 0 | 646 | 180 | 278 | 0 | 0 | 640 | 45 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 115 | 0 | 646 | 180 | 278 | 0 | 0 | 640 | 45 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.00 |
| PHF Volume: | 0 | 0 | 0 | 139 | 0 | 778 | 217 | 335 | 0 | 0 | 771 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 139 | 0 | 778 | 217 | 335 | 0 | 0 | 771 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| FinalVolume: | 0 | 0 | 0 | 139 | 0 | 778 | 217 | 335 | 0 | 0 | 771 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 0.92 | 1.00 | 0.85 | 0.92 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Lanes: | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 1.00 | 2.00 | 2.00 | 0.00 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 0 | 0 | 0 | 3502 | 0 | 1615 | 3502 | 3610 | 0 | 1900 | 3610 | 1900 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.04 | 0.00 | 0.48 | 0.06 | 0.09 | 0.00 | 0.00 | 0.21 | 0.00 |
| Crit Moves: | | | | | | **** | **** | | | | **** | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | 0.53 | 0.00 | 0.61 | 0.08 | 0.35 | 0.00 | 0.00 | 0.27 | 0.00 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.07 | 0.00 | 0.79 | 0.79 | 0.27 | 0.00 | 0.00 | 0.79 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 11.4 | 0.0 | 19.1 | 59.6 | 23.5 | 0.0 | 0.0 | 38.3 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 11.4 | 0.0 | 19.1 | 59.6 | 23.5 | 0.0 | 0.0 | 38.3 | 0.0 |
| LOS by Move: | A | A | A | B | A | B | E | C | A | A | D | A |
| HCM2kAvgQ: | 0 | 0 | 0 | 1 | 0 | 19 | 4 | 4 | 0 | 0 | 12 | 0 |

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





AM Existing Thu May 7, 2009 11:45:48 Page 21-1

Folsom South of US-50 Annexation
Existing No Project AM

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

Intersection #19 Rowberry Dr/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.314
Loss Time (sec): 12 Average Delay (sec/veh): 14.5
Optimal Cycle: 32 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Split Phase | | | Split Phase | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Include | | | Ovl | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 1 | 2 | 0 | 1 | 1 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | | | | | |
| Base Vol: | 17 | 1 | 21 | 8 | 1 | 66 | 15 | 363 | 12 | 102 | 609 | 11 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 17 | 1 | 21 | 8 | 1 | 66 | 15 | 363 | 12 | 102 | 609 | 11 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 |
| PHF Volume: | 21 | 1 | 26 | 10 | 1 | 80 | 18 | 443 | 15 | 124 | 743 | 13 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 21 | 1 | 26 | 10 | 1 | 80 | 18 | 443 | 15 | 124 | 743 | 13 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 21 | 1 | 26 | 10 | 1 | 80 | 18 | 443 | 15 | 124 | 743 | 13 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.96 | 0.96 | 0.85 | 0.95 | 0.85 | 0.85 | 0.95 | 0.95 | 0.85 | 0.92 | 0.95 | 0.95 |
| Lanes: | 1.89 | 0.11 | 1.00 | 1.00 | 0.01 | 0.99 | 1.00 | 2.00 | 1.00 | 2.00 | 1.96 | 0.04 |
| Final Sat.: | 3427 | 202 | 1615 | 1805 | 24 | 1595 | 1805 | 3610 | 1615 | 3502 | 3535 | 64 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.01 | 0.02 | 0.01 | 0.05 | 0.05 | 0.01 | 0.12 | 0.01 | 0.04 | 0.21 | 0.21 |
| Crit Moves: | | **** | | | **** | | **** | | | | **** | |
| Green/Cycle: | 0.02 | 0.02 | 0.18 | 0.16 | 0.16 | 0.16 | 0.03 | 0.54 | 0.56 | 0.16 | 0.67 | 0.67 |
| Volume/Cap: | 0.31 | 0.31 | 0.09 | 0.03 | 0.31 | 0.31 | 0.31 | 0.23 | 0.02 | 0.23 | 0.31 | 0.31 |
| Delay/Veh: | 51.0 | 51.0 | 34.6 | 35.5 | 37.8 | 37.8 | 50.4 | 12.0 | 9.7 | 37.0 | 7.1 | 7.1 |
| 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: | 51.0 | 51.0 | 34.6 | 35.5 | 37.8 | 37.8 | 50.4 | 12.0 | 9.7 | 37.0 | 7.1 | 7.1 |
| LOS by Move: | D | D | C | D | D | D | D | B | A | D | A | A |
| HCM2kAvgQ: | 0 | 0 | 1 | 0 | 2 | 2 | 1 | 4 | 0 | 2 | 5 | 5 |

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

AM Existing Thu May 7, 2009 11:45:48 Page 22-1

Folsom South of US-50 Annexation
Existing No Project AM

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

Intersection #20 Broadstone Pkwy/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.211
Loss Time (sec): 12 Average Delay (sec/veh): 22.2
Optimal Cycle: 28 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Split Phase | | | Split Phase | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Ignore | | | Ovl | | | Ignore | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 1 | 0 | 0 1 | 2 0 | 1 | 0 1 | 1 0 | 2 | 0 1 | 2 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 7 | 4 | 4 | 59 | 50 | 365 | 97 | 236 | 55 | 92 | 338 | 18 |
| Growth Adj: | 1.00 1.00 | | 1.00 | 1.00 1.00 | | 1.00 | 1.00 1.00 | | 1.00 | 1.00 1.00 | | 1.00 |
| Initial Bse: | 7 | 4 | 4 | 59 | 50 | 365 | 97 | 236 | 55 | 92 | 338 | 18 |
| User Adj: | 1.00 1.00 | | 1.00 | 1.00 1.00 | | 0.00 | 1.00 1.00 | | 1.00 | 1.00 1.00 | | 0.00 |
| PHF Adj: | 0.80 0.80 | | 0.80 | 0.80 0.80 | | 0.00 | 0.80 0.80 | | 0.80 | 0.80 0.80 | | 0.00 |
| PHF Volume: | 9 | 5 | 5 | 74 | 63 | 0 | 121 | 295 | 69 | 115 | 423 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 9 | 5 | 5 | 74 | 63 | 0 | 121 | 295 | 69 | 115 | 423 | 0 |
| PCE Adj: | 1.00 1.00 | | 1.00 | 1.00 1.00 | | 0.00 | 1.00 1.00 | | 1.00 | 1.00 1.00 | | 0.00 |
| MLF Adj: | 1.00 1.00 | | 1.00 | 1.00 1.00 | | 0.00 | 1.00 1.00 | | 1.00 | 1.00 1.00 | | 0.00 |
| FinalVolume: | 9 | 5 | 5 | 74 | 63 | 0 | 121 | 295 | 69 | 115 | 423 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 1900 | | 1900 | 1900 1900 | | 1900 | 1900 1900 | | 1900 | 1900 1900 | | 1900 |
| Adjustment: | 0.97 0.97 | | 0.85 | 0.92 1.00 | | 1.00 | 0.95 0.95 | | 0.85 | 0.92 0.91 | | 1.00 |
| Lanes: | 1.27 0.73 | | 1.00 | 2.00 1.00 | | 1.00 | 1.00 2.00 | | 1.00 | 2.00 3.00 | | 1.00 |
| Final Sat.: | 2343 1339 | | 1615 | 3502 1900 | | 1900 | 1805 3610 | | 1615 | 3502 5187 | | 1900 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 0.00 | | 0.00 | 0.02 0.03 | | 0.00 | 0.07 0.08 | | 0.04 | 0.03 0.08 | | 0.00 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green/Cycle: | 0.02 0.02 | | 0.22 | 0.16 0.16 | | 0.00 | 0.32 0.50 | | 0.52 | 0.20 0.39 | | 0.00 |
| Volume/Cap: | 0.21 0.21 | | 0.01 | 0.13 0.21 | | 0.00 | 0.21 0.16 | | 0.08 | 0.16 0.21 | | 0.00 |
| Delay/Veh: | 50.0 50.0 | | 30.5 | 36.5 37.2 | | 0.0 | 25.0 13.5 | | 12.0 | 33.0 20.5 | | 0.0 |
| User DelAdj: | 1.00 1.00 | | 1.00 | 1.00 1.00 | | 1.00 | 1.00 1.00 | | 1.00 | 1.00 1.00 | | 1.00 |
| AdjDel/Veh: | 50.0 50.0 | | 30.5 | 36.5 37.2 | | 0.0 | 25.0 13.5 | | 12.0 | 33.0 20.5 | | 0.0 |
| LOS by Move: | D | D | C | D | D | A | C | B | B | C | C | A |
| HCM2kAvgQ: | 0 | 0 | 0 | 1 | 2 | 0 | 3 | 2 | 1 | 1 | 3 | 0 |

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





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Folsom South of US-50 Annexation
Existing No Project AM

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

Intersection #21 East Bidwell St/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.726
Loss Time (sec): 12 Average Delay (sec/veh): 31.7
Optimal Cycle: 63 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Ignore | | | Include | | | Ignore | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 2 0 | 3 | 0 1 | 2 0 | 3 | 0 1 | 2 0 | 2 | 1 0 | 2 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 329 1271 | | 145 | 38 1055 | | 62 | 57 | 33 | 254 | 333 | 95 | 38 |
| Growth Adj: | 1.00 1.00 | | 1.00 | 1.00 1.00 | | 1.00 | 1.00 1.00 | | 1.00 | 1.00 1.00 | | 1.00 |
| Initial Bse: | 329 1271 | | 145 | 38 1055 | | 62 | 57 | 33 | 254 | 333 | 95 | 38 |
| User Adj: | 1.00 1.00 | | 0.00 | 1.00 1.00 | | 0.00 | 1.00 1.00 | | 1.00 | 1.00 1.00 | | 0.00 |
| PHF Adj: | 0.88 0.88 | | 0.00 | 0.88 0.88 | | 0.00 | 0.88 0.88 | | 0.88 | 0.88 0.88 | | 0.00 |
| PHF Volume: | 374 1444 | | 0 | 43 1199 | | 0 | 65 | 38 | 289 | 378 | 108 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 374 1444 | | 0 | 43 1199 | | 0 | 65 | 38 | 289 | 378 | 108 | 0 |
| PCE Adj: | 1.00 1.00 | | 0.00 | 1.00 1.00 | | 0.00 | 1.00 1.00 | | 1.00 | 1.00 1.00 | | 0.00 |
| MLF Adj: | 1.00 1.00 | | 0.00 | 1.00 1.00 | | 0.00 | 1.00 1.00 | | 1.00 | 1.00 1.00 | | 0.00 |
| FinalVolume: | 374 1444 | | 0 | 43 1199 | | 0 | 65 | 38 | 289 | 378 | 108 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 1900 | | 1900 | 1900 1900 | | 1900 | 1900 1900 | | 1900 | 1900 1900 | | 1900 |
| Adjustment: | 0.92 0.91 | | 1.00 | 0.92 0.91 | | 1.00 | 0.92 0.79 | | 0.79 | 0.92 0.91 | | 1.00 |
| Lanes: | 2.00 3.00 | | 1.00 | 2.00 3.00 | | 1.00 | 2.00 2.00 | | 1.00 | 2.00 3.00 | | 1.00 |
| Final Sat.: | 3502 5187 | | 1900 | 3502 5187 | | 1900 | 3502 2998 | | 1499 | 3502 5187 | | 1900 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.11 0.28 | | 0.00 | 0.01 0.23 | | 0.00 | 0.02 0.01 | | 0.19 | 0.11 0.02 | | 0.00 |
| Crit Moves: | **** | | | **** | | | | | **** | **** | | |
| Green/Cycle: | 0.15 0.45 | | 0.00 | 0.02 0.32 | | 0.00 | 0.19 0.27 | | 0.27 | 0.15 0.22 | | 0.00 |
| Volume/Cap: | 0.73 0.62 | | 0.00 | 0.62 0.73 | | 0.00 | 0.09 0.05 | | 0.73 | 0.73 0.09 | | 0.00 |
| Delay/Veh: | 45.8 21.8 | | 0.0 | 65.2 31.8 | | 0.0 | 33.1 27.3 | | 39.2 | 45.7 31.2 | | 0.0 |
| User DelAdj: | 1.00 1.00 | | 1.00 | 1.00 1.00 | | 1.00 | 1.00 1.00 | | 1.00 | 1.00 1.00 | | 1.00 |
| AdjDel/Veh: | 45.8 21.8 | | 0.0 | 65.2 31.8 | | 0.0 | 33.1 27.3 | | 39.2 | 45.7 31.2 | | 0.0 |
| LOS by Move: | D | C | A | E | C | A | C | C | D | D | C | A |
| HCM2kAvgQ: | 6 | 12 | 0 | 1 | 12 | 0 | 1 | 0 | 9 | 6 | 1 | 0 |

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

AM Existing Thu May 7, 2009 11:45:48 Page 24-1

Folsom South of US-50 Annexation
Existing No Project AM

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

Intersection #22 Cavitt Dr / Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.201
Loss Time (sec): 12 Average Delay (sec/veh): 16.2
Optimal Cycle: 28 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Split Phase | | | | Split Phase | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 3 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 37 | 2 | 0 | | 2 | 4 | 81 | | 16 | 149 | 68 | | 0 | 500 | 2 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 37 | 2 | 0 | | 2 | 4 | 81 | | 16 | 149 | 68 | | 0 | 500 | 2 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 39 | 2 | 0 | | 2 | 4 | 86 | | 17 | 159 | 72 | | 0 | 532 | 2 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 39 | 2 | 0 | | 2 | 4 | 86 | | 17 | 159 | 72 | | 0 | 532 | 2 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 39 | 2 | 0 | | 2 | 4 | 86 | | 17 | 159 | 72 | | 0 | 532 | 2 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.96 | 0.96 | 1.00 | | 0.98 | 0.98 | 0.85 | | 0.95 | 0.91 | 0.85 | | 1.00 | 0.91 | 0.85 | |
| Lanes: | 1.90 | 0.10 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 3.00 | 1.00 | | 1.00 | 3.00 | 1.00 | |
| Final Sat.: | 3443 | 186 | 1900 | | 1870 | 1870 | 1615 | | 1805 | 5187 | 1615 | | 1900 | 5187 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.01 | 0.00 | | 0.00 | 0.00 | 0.05 | | 0.01 | 0.03 | 0.04 | | 0.00 | 0.10 | 0.00 | |
| Crit Moves: | **** | | | | | | **** | | **** | | | | | **** | | |
| Green/Cycle: | 0.06 | 0.06 | 0.00 | | 0.27 | 0.27 | 0.27 | | 0.05 | 0.56 | 0.56 | | 0.00 | 0.51 | 0.51 | |
| Volume/Cap: | 0.20 | 0.20 | 0.00 | | 0.00 | 0.01 | 0.20 | | 0.20 | 0.05 | 0.08 | | 0.00 | 0.20 | 0.00 | |
| Delay/Veh: | 45.5 | 45.5 | 0.0 | | 27.0 | 27.0 | 28.7 | | 47.0 | 10.1 | 10.3 | | 0.0 | 13.4 | 12.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 45.5 | 45.5 | 0.0 | | 27.0 | 27.0 | 28.7 | | 47.0 | 10.1 | 10.3 | | 0.0 | 13.4 | 12.0 | |
| LOS by Move: | D | D | A | | C | C | C | | D | B | B | | A | B | B | |
| HCM2kAvgQ: | 1 | 1 | 0 | | 0 | 0 | 2 | | 0 | 1 | 1 | | 0 | 3 | 0 | |

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





AM Existing Thu May 7, 2009 11:45:48 Page 25-1

Folsom South of US-50 Annexation
Existing No Project AM

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

Intersection #23 Serpa Way / Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.196
Loss Time (sec): 12 Average Delay (sec/veh): 19.9
Optimal Cycle: 28 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Include | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 1 | 0 | 1 | 2 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 3 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 42 | 3 | 7 | | 18 | 10 | 44 | | 22 | 97 | 20 | | 18 | 445 | 5 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 42 | 3 | 7 | | 18 | 10 | 44 | | 22 | 97 | 20 | | 18 | 445 | 5 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 47 | 3 | 8 | | 20 | 11 | 49 | | 25 | 109 | 22 | | 20 | 500 | 6 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 47 | 3 | 8 | | 20 | 11 | 49 | | 25 | 109 | 22 | | 20 | 500 | 6 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 47 | 3 | 8 | | 20 | 11 | 49 | | 25 | 109 | 22 | | 20 | 500 | 6 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 1.00 | 0.85 | | 0.92 | 0.88 | 0.88 | | 0.95 | 0.91 | 0.85 | | 0.95 | 0.91 | 0.85 | |
| Lanes: | 1.00 | 1.00 | 1.00 | | 2.00 | 0.19 | 0.81 | | 1.00 | 3.00 | 1.00 | | 1.00 | 3.00 | 1.00 | |
| Final Sat.: | 1805 | 1900 | 1615 | | 3502 | 309 | 1359 | | 1805 | 5187 | 1615 | | 1805 | 5187 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.00 | 0.00 | | 0.01 | 0.04 | 0.04 | | 0.01 | 0.02 | 0.01 | | 0.01 | 0.10 | 0.00 | |
| Crit Moves: | **** | | | | | **** | | | **** | | | | | **** | | |
| Green/Cycle: | 0.13 | 0.07 | 0.27 | | 0.24 | 0.19 | 0.19 | | 0.07 | 0.37 | 0.50 | | 0.20 | 0.49 | 0.74 | |
| Volume/Cap: | 0.20 | 0.02 | 0.02 | | 0.02 | 0.20 | 0.20 | | 0.20 | 0.06 | 0.03 | | 0.06 | 0.20 | 0.00 | |
| Delay/Veh: | 39.0 | 42.9 | 26.8 | | 28.8 | 34.7 | 34.7 | | 44.6 | 20.5 | 12.7 | | 32.8 | 14.3 | 3.5 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 39.0 | 42.9 | 26.8 | | 28.8 | 34.7 | 34.7 | | 44.6 | 20.5 | 12.7 | | 32.8 | 14.3 | 3.5 | |
| LOS by Move: | D | D | C | | C | C | C | | D | C | B | | C | B | A | |
| HCM2kAvgQ: | 1 | 0 | 0 | | 0 | 2 | 2 | | 1 | 1 | 0 | | 1 | 3 | 0 | |

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

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Folsom South of US-50 Annexation
Existing No Project AM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #24 Empire Ranch Road/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.255
Loss Time (sec): 0 Average Delay (sec/veh): 9.3
Optimal Cycle: 0 Level Of Service: A

| 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: | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 2 | 1 | 0 | 2 | 0 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | | 2 | 0 | 311 | | 106 | 73 | 0 | | 0 | 99 | 7 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 0 | 0 | 0 | | 2 | 0 | 311 | | 106 | 73 | 0 | | 0 | 99 | 7 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.83 | 0.83 | 0.83 | | 0.83 | 0.83 | 0.83 | | 0.83 | 0.83 | 0.83 | | 0.83 | 0.83 | 0.83 | |
| PHF Volume: | 0 | 0 | 0 | | 2 | 0 | 375 | | 128 | 88 | 0 | | 0 | 119 | 8 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 0 | 0 | | 2 | 0 | 375 | | 128 | 88 | 0 | | 0 | 119 | 8 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 0 | 0 | | 2 | 0 | 375 | | 128 | 88 | 0 | | 0 | 119 | 8 | |
| 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: | 0.00 | 0.00 | 0.00 | | 3.00 | 0.00 | 2.00 | | 1.00 | 2.00 | 0.00 | | 1.00 | 1.87 | 0.13 | |
| Final Sat.: | 0 | 0 | 0 | | 1767 | 0 | 1471 | | 557 | 1203 | 0 | | 534 | 1087 | 77 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | xxxx | xxxx | xxxx | | 0.00 | xxxx | 0.25 | | 0.23 | 0.07 | xxxx | | 0.00 | 0.11 | 0.11 | |
| Crit Moves: | | | | | | | **** | | **** | | | | | **** | | |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | | 8.6 | 0.0 | 8.9 | | 10.6 | 8.8 | 0.0 | | 0.0 | 9.2 | 9.2 | |
| Delay Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | | 8.6 | 0.0 | 8.9 | | 10.6 | 8.8 | 0.0 | | 0.0 | 9.2 | 9.2 | |
| LOS by Move: | * | * | * | | A | * | A | | B | A | * | | * | A | A | |
| ApproachDel: | xxxxxx | | | | 8.9 | | | | 9.9 | | | | | 9.2 | | |
| Delay Adj: | xxxxx | | | | 1.00 | | | | 1.00 | | | | | 1.00 | | |
| ApprAdjDel: | xxxxxx | | | | 8.9 | | | | 9.9 | | | | | 9.2 | | |
| LOS by Appr: | * | | | | A | | | | A | | | | | A | | |
| AllWayAvgQ: | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.3 | | 0.3 | 0.1 | 0.0 | | 0.0 | 0.1 | 0.1 | |

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





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Folsom South of US-50 Annexation
Existing No Project AM

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

Intersection #25 Prairie City Rd/ High School

Cycle (sec): 100 Critical Vol./Cap. (X): 0.556
Loss Time (sec): 12 Average Delay (sec/veh): 21.8
Optimal Cycle: 45 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 2 | 1 | 0 | 2 | 0 | 2 | 1 | 0 | 2 | 0 | 0 | 1 | 1 | |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 434 | 1025 | 33 | | 433 | 1104 | 93 | | 1 | 4 | 5 | | 47 | 1 | 107 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 434 | 1025 | 33 | | 433 | 1104 | 93 | | 1 | 4 | 5 | | 47 | 1 | 107 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.80 | 0.80 | 0.80 | | 0.80 | 0.80 | 0.80 | | 0.80 | 0.80 | 0.80 | | 0.80 | 0.80 | 0.80 | |
| PHF Volume: | 543 | 1281 | 41 | | 541 | 1380 | 116 | | 1 | 5 | 6 | | 59 | 1 | 134 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 543 | 1281 | 41 | | 541 | 1380 | 116 | | 1 | 5 | 6 | | 59 | 1 | 134 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 543 | 1281 | 41 | | 541 | 1380 | 116 | | 1 | 5 | 6 | | 59 | 1 | 134 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.91 | 0.91 | | 0.92 | 0.90 | 0.90 | | 0.92 | 0.92 | 0.92 | | 0.95 | 0.85 | 0.85 | |
| Lanes: | 2.00 | 2.91 | 0.09 | | 2.00 | 2.77 | 0.23 | | 2.00 | 0.89 | 1.11 | | 1.00 | 0.02 | 1.98 | |
| Final Sat.: | 3502 | 5000 | 161 | | 3502 | 4727 | 398 | | 3502 | 1549 | 1936 | | 1805 | 30 | 3204 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.15 | 0.26 | 0.26 | | 0.15 | 0.29 | 0.29 | | 0.00 | 0.00 | 0.00 | | 0.03 | 0.04 | 0.04 | |
| Crit Moves: | **** | | | | | **** | | | **** | | | | | **** | | |
| Green/Cycle: | 0.28 | 0.50 | 0.50 | | 0.30 | 0.53 | 0.53 | | 0.00 | 0.01 | 0.01 | | 0.07 | 0.08 | 0.08 | |
| Volume/Cap: | 0.56 | 0.51 | 0.51 | | 0.51 | 0.56 | 0.56 | | 0.56 | 0.47 | 0.47 | | 0.47 | 0.56 | 0.56 | |
| Delay/Veh: | 31.5 | 16.9 | 16.9 | | 29.2 | 16.2 | 16.2 | | 218.0 | 63.5 | 63.5 | | 47.6 | 47.5 | 47.5 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 31.5 | 16.9 | 16.9 | | 29.2 | 16.2 | 16.2 | | 218.0 | 63.5 | 63.5 | | 47.6 | 47.5 | 47.5 | |
| LOS by Move: | C | B | B | | C | B | B | | F | E | E | | D | D | D | |
| HCM2kAvgQ: | 7 | 10 | 10 | | 7 | 11 | 11 | | 0 | 1 | 1 | | 2 | 3 | 3 | |

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

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AM Existing                Thu May 7, 2009 11:45:48                Page 28-1
-------------------------------------------------------------------------------
                        Folsom South of US-50 Annexation
                             Existing No Project AM
-------------------------------------------------------------------------------
                        Level Of Service Computation Report
              2000 HCM 4-Way Stop Method (Base Volume Alternative)
*******************************************************************************
Intersection #27 Prairie City Rd/ White Rock Rd
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap. (X):         1.001
Loss Time (sec):       0                Average Delay (sec/veh):        51.4
Optimal Cycle:         0                Level Of Service:                  F
*******************************************************************************
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:        0  0  0  0  0    0  0  1! 0  0    0  1  0  0  0    0  0  0  1  0
-------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0    0    46    0  314   285  259    0     0  452  109
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:    0    0    0    46    0  314   285  259    0     0  452  109
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     0.94 0.94 0.94  0.94 0.94 0.94  0.94 0.94 0.94  0.94 0.94 0.94
PHF Volume:     0    0    0    49    0  334   303  276    0     0  481  116
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:    0    0    0    49    0  334   303  276    0     0  481  116
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
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:    0    0    0    49    0  334   303  276    0     0  481  116
-------------|---------------||---------------||---------------||---------------|
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:       0.00 0.00 0.00  0.13 0.00 0.87  0.52 0.48 0.00  0.00 0.81 0.19
Final Sat.:     0    0    0    73    0  501   303  275    0     0  483  116
-------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     xxxx xxxx  xxxx  0.67 xxxx  0.67  1.00 1.00  xxxx  xxxx 1.00  1.00
Crit Moves:                  ****              ****                        ****
Delay/Veh:    0.0  0.0   0.0  20.9  0.0  20.9  62.5 62.5   0.0   0.0 60.2  60.2
Delay Adj:   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:   0.0  0.0   0.0  20.9  0.0  20.9  62.5 62.5   0.0   0.0 60.2  60.2
LOS by Move:    *    *     *     C    *     C     F    F     *     *    F     F
ApproachDel:    xxxxxx            20.9            62.5            60.2
Delay Adj:       xxxxx            1.00            1.00            1.00
ApprAdjDel:     xxxxxx            20.9            62.5            60.2
LOS by Appr:         *              C               F               F
AllWayAvgQ:   0.0  0.0   0.0   1.9  1.9   1.9   8.6  8.6   8.6   8.5  8.5   8.5
*******************************************************************************
Note: Queue reported is the number of cars per lane.
*******************************************************************************
```





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AM Existing                Thu May 7, 2009 11:45:48                Page 29-1
-------------------------------------------------------------------------------
                        Folsom South of US-50 Annexation
                             Existing No Project AM
-------------------------------------------------------------------------------
                        Level Of Service Computation Report
              2000 HCM Unsignalized Method (Base Volume Alternative)
*******************************************************************************
Intersection #28 Scott Rd (South)/ White Rock Rd
*******************************************************************************
Average Delay (sec/veh):      2.2       Worst Case Level Of Service: B[ 15.0]
*******************************************************************************
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    0  0  0  1  0    0  1  0  0  0
-------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      62    0   48     0    0     0     0  207   30   22  467     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:   62    0   48     0    0     0     0  207   30   22  467     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:     0.94 0.94 0.94  0.94 0.94  0.94  0.94 0.94 0.94  0.94 0.94  0.94
PHF Volume:    66    0   51     0    0     0     0  220   32   23  497     0
Reduct Vol:     0    0    0     0    0     0     0    0    0    0    0     0
FinalVolume:   66    0   51     0    0     0     0  220   32   23  497     0
-------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  6.4  6.5   6.2 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5  4.0   3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   2.2 xxxx xxxxx
-------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  780  780   236  xxxx xxxx xxxxx  xxxx xxxx xxxxx   252 xxxx xxxxx
Potent Cap.:  367  329   808  xxxx xxxx xxxxx  xxxx xxxx xxxxx  1325 xxxx xxxxx
Move Cap.:    362  323   808  xxxx xxxx xxxxx  xxxx xxxx xxxxx  1325 xxxx xxxxx
Volume/Cap:  0.18 0.00  0.06  xxxx xxxx  xxxx  xxxx xxxx  xxxx  0.02 xxxx  xxxx
-------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.1 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx   7.8 xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     *    *     *     A    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx  477 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx  1.0 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx   0.1 xxxx xxxxx
Shrd ConDel:xxxxx 15.0 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx   7.8 xxxx xxxxx
Shared LOS:     *    B     *     *    *     *     *    *     *     A    *     *
ApproachDel:      15.0           xxxxxx           xxxxxx           xxxxxx
ApproachLOS:         B                *                *                *
*******************************************************************************
Note: Queue reported is the number of cars per lane.
*******************************************************************************
```

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AM Existing                Thu May 7, 2009 11:45:48                 Page 30-1
-------------------------------------------------------------------------------
                        Folsom South of US-50 Annexation
                             Existing No Project AM
-------------------------------------------------------------------------------
                        Level Of Service Computation Report
              2000 HCM 4-Way Stop Method (Base Volume Alternative)
*******************************************************************************
Intersection #29 Scott Rd (North)/ White Rock Rd
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap. (X):         0.657
Loss Time (sec):       0                Average Delay (sec/veh):        17.1
Optimal Cycle:         0                Level Of Service:                  C
*******************************************************************************
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:        0  0  1  0  0    0  0  1! 0  0    0  1  0  0  0    0  0  0  1  0
-------------||---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    2    0   119    0  222   156  160    0    0  298   59
Growth Adj:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:    0    2    0   119    0  222   156  160    0    0  298   59
User Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:     0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86
PHF Volume:     0    2    0   138    0  258   181  186    0    0  347   69
Reduct Vol:     0    0    0     0    0    0     0    0    0    0    0    0
Reduced Vol:    0    2    0   138    0  258   181  186    0    0  347   69
PCE Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume:    0    2    0   138    0  258   181  186    0    0  347   69
-------------||---------------||---------------||---------------||---------------|
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:       0.00 1.00 0.00 0.35 0.00 0.65 0.49 0.51 0.00 0.00 0.83 0.17
Final Sat.:     0  407    0  215    0  402  297  305    0    0  527  104
-------------||---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     xxxx 0.01 xxxx 0.64 xxxx 0.64 0.61 0.61 xxxx xxxx 0.66 0.66
Crit Moves:       ****      ****               ****               ****
Delay/Veh:    0.0  9.8  0.0 17.0  0.0 17.0 16.7 16.7  0.0  0.0 17.7 17.7
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:   0.0  9.8  0.0 17.0  0.0 17.0 16.7 16.7  0.0  0.0 17.7 17.7
LOS by Move:    *    A    *    C    *    C    C    C    *    *    C    C
ApproachDel:       9.8            17.0            16.7            17.7
Delay Adj:        1.00            1.00            1.00            1.00
ApprAdjDel:        9.8            17.0            16.7            17.7
LOS by Appr:         A              C               C               C
AllWayAvgQ:   0.0  0.0  0.0  1.4  1.4  1.4  1.3  1.3  1.3  1.6  1.6  1.6
*******************************************************************************
Note: Queue reported is the number of cars per lane.
*******************************************************************************
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AM Existing                Thu May 7, 2009 11:45:48                 Page 31-1
-------------------------------------------------------------------------------
                        Folsom South of US-50 Annexation
                             Existing No Project AM
-------------------------------------------------------------------------------
                        Level Of Service Computation Report
              2000 HCM Unsignalized Method (Base Volume Alternative)
*******************************************************************************
Intersection #30 Placerville Rd/ White Rock Rd
*******************************************************************************
Average Delay (sec/veh):     11.5       Worst Case Level Of Service: B[ 11.9]
*******************************************************************************
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! 0  0    0  0  1! 0  0    0  0  1  0  0    0  0  0  1  0
-------------||---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0    0     0    0    0     0  284    0    0  320   79
Growth Adj:  1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:    0    0    0     0    0    0     0  284    0    0  320   79
User Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:     0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97 0.97
PHF Volume:     0    0    0     0    0    0     0  293    0    0  330   81
Reduct Vol:     0    0    0     0    0    0     0    0    0    0    0    0
FinalVolume:    0    0    0     0    0    0     0  293    0    0  330   81
-------------||---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx  6.5 xxxxx xxxxx  6.5   6.2
FollowUpTim:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx  4.0 xxxxx xxxxx  4.0   3.3
-------------||---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx    0 xxxxx  xxxx    0     0
Potent Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  900 xxxxx  xxxx  900  1091
Move Cap.:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  900 xxxxx  xxxx  900  1091
Volume/Cap:  xxxx xxxx  xxxx  xxxx xxxx  xxxx  xxxx 0.33  xxxx  xxxx 0.37  0.07
-------------||---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  1.4 xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 10.9 xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     *    B     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   932
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx   2.3
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx  11.9
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     B
ApproachDel:    xxxxxx           xxxxxx             10.9             11.9
ApproachLOS:         *                *                B                B
*******************************************************************************
Note: Queue reported is the number of cars per lane.
*******************************************************************************
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AM Existing Thu May 7, 2009 11:45:48 Page 32-1

Folsom South of US-50 Annexation
Existing No Project AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #57 Hazel Blvd/ Gold Country

Cycle (sec): 100 Critical Vol./Cap. (X): 0.691
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 74 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - | R | L | - T | - | R | L | - T | - | R | L | - T | - | R |
| Control: | Protected | | | | Protected | | | | Split Phase | | | | Split Phase | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 3 | 0 | 1 | 1 | 0 | 3 | 0 | 1 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | | | | |
| Base Vol: | 157 | 852 | 6 | | 3 | 2508 | 423 | | 134 | 4 | 231 | | 1 | 2 | 2 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 157 | 852 | 6 | | 3 | 2508 | 423 | | 134 | 4 | 231 | | 1 | 2 | 2 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Volume: | 157 | 852 | 6 | | 3 | 2508 | 423 | | 134 | 4 | 231 | | 1 | 2 | 2 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 157 | 852 | 6 | | 3 | 2508 | 423 | | 134 | 4 | 231 | | 1 | 2 | 2 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 157 | 852 | 6 | | 3 | 2508 | 423 | | 134 | 4 | 231 | | 1 | 2 | 2 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | |
| Adjustment: | 1.00 | 0.72 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Lanes: | 2.00 | 3.00 | 1.00 | | 1.00 | 3.00 | 1.00 | | 2.00 | 0.03 | 1.97 | | 1.00 | 0.50 | 0.50 | |
| Final Sat.: | 3000 | 3240 | 1500 | | 1500 | 4500 | 1500 | | 3000 | 51 | 2949 | | 1500 | 750 | 750 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.05 | 0.26 | 0.00 | | 0.00 | 0.56 | 0.28 | | 0.04 | 0.08 | 0.08 | | 0.00 | 0.00 | 0.00 | |
| Crit Volume: | 79 | | | | | 836 | | | | 117 | | | | 4 | | |
| Crit Moves: | **** | | | | | **** | | | | **** | | | | **** | | |





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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #58 Hazel Ave/ Folsom Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.609
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 58 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - | R | L | - T | - | R | L | - T | - | R | L | - T | - | R |
| Control: | Split Phase | | | | Split Phase | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 2 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | |
| Volume Module: | | | | | | | | | | | | | | | | | | | |
| Base Vol: | 7 | 26 | 3 | | 219 | 156 | 440 | | 77 | 120 | 20 | | 7 | 580 | 413 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 7 | 26 | 3 | | 219 | 156 | 440 | | 77 | 120 | 20 | | 7 | 580 | 413 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Volume: | 7 | 26 | 3 | | 219 | 156 | 440 | | 77 | 120 | 20 | | 7 | 580 | 413 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 7 | 26 | 3 | | 219 | 156 | 440 | | 77 | 120 | 20 | | 7 | 580 | 413 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 7 | 26 | 3 | | 219 | 156 | 440 | | 77 | 120 | 20 | | 7 | 580 | 413 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | |
| Adjustment: | 0.95 | 0.95 | 0.95 | | 0.95 | 0.95 | 0.95 | | 0.95 | 0.95 | 0.95 | | 0.95 | 0.95 | 0.95 | |
| Lanes: | 1.00 | 0.90 | 0.10 | | 1.17 | 0.83 | 2.00 | | 2.00 | 1.71 | 0.29 | | 1.00 | 1.00 | 1.00 | |
| Final Sat.: | 1425 | 1278 | 147 | | 1664 | 1186 | 2850 | | 2850 | 2443 | 407 | | 1425 | 1425 | 1425 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.02 | 0.02 | | 0.13 | 0.13 | 0.15 | | 0.03 | 0.05 | 0.05 | | 0.00 | 0.41 | 0.29 | |
| Crit Volume: | | | 29 | | | | 220 | | 39 | | | | | 580 | | |
| Crit Moves: | | | **** | | | | **** | | **** | | | | | **** | | |

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-------------------------------------------------------------------------------
                        Folsom South of US-50 Annexation
                             Existing No Project AM
-------------------------------------------------------------------------------
                       Level Of Service Computation Report
              2000 HCM Unsignalized Method (Base Volume Alternative)
*******************************************************************************
Intersection #59 Grant Line Rd/ White Rock Rd
*******************************************************************************
Average Delay (sec/veh):      3.6       Worst Case Level Of Service: E[ 43.5]
*******************************************************************************
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  1  0  0  0    0  0  0  1  0    0  0  1! 0  0    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     229  480     0     0  214   455    40    0    23     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:  229  480     0     0  214   455    40    0    23     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:     0.95 0.95  0.95  0.95 0.95  0.95  0.95 0.95  0.95  0.95 0.95  0.95
PHF Volume:   241  505     0     0  225   479    42    0    24     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:  241  505     0     0  225   479    42    0    24     0    0     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.4  6.5   6.2 xxxxx xxxx xxxxx
FollowUpTim:  2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5  4.0   3.3 xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  704 xxxx xxxxx  xxxx xxxx xxxxx  1452 1452   465  xxxx xxxx xxxxx
Potent Cap.:  903 xxxx xxxxx  xxxx xxxx xxxxx   145  132   602  xxxx xxxx xxxxx
Move Cap.:    903 xxxx xxxxx  xxxx xxxx xxxxx   111   91   602  xxxx xxxx xxxxx
Volume/Cap:  0.27 xxxx  xxxx  xxxx xxxx  xxxx  0.38 0.00  0.04  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    1.1 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del: 10.4 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    B    *     *     *    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  158 xxxxx  xxxx xxxx xxxxx
SharedQueue:  1.1 xxxx xxxxx xxxxx xxxx xxxxx xxxxx  1.9 xxxxx xxxxx xxxx xxxxx
Shrd ConDel: 10.4 xxxx xxxxx xxxxx xxxx xxxxx xxxxx 43.5 xxxxx xxxxx xxxx xxxxx
Shared LOS:     B    *     *     *    *     *     *    E     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx             43.5           xxxxxx
ApproachLOS:         *                *                E                *
*******************************************************************************
Note: Queue reported is the number of cars per lane.
*******************************************************************************
```





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-------------------------------------------------------------------------------
                        Folsom South of US-50 Annexation
                             Existing No Project AM
-------------------------------------------------------------------------------
                       Level Of Service Computation Report
             Circular 212 Planning Method (Base Volume Alternative)
*******************************************************************************
Intersection #60 Grant Line Rd/ Sunrise Rd
*******************************************************************************
Cycle (sec):          100                Critical Vol./Cap. (X):         0.803
Loss Time (sec):        0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        116                Level Of Service:                   D
*******************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase      Protected        Protected
Rights:           Include          Include          Ovl              Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
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
Lanes:        0  0  1! 0  0    0  0  1! 0  0    1  0  1  0  1    1  0  1  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      18   19     2     2    2   243   622  439    10     3  296    18
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   18   19     2     2    2   243   622  439    10     3  296    18
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    18   19     2     2    2   243   622  439    10     3  296    18
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   18   19     2     2    2   243   622  439    10     3  296    18
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   18   19     2     2    2   243   622  439    10     3  296    18
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
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:       0.46 0.49  0.05  0.01 0.01  0.98  1.00 1.00  1.00  1.00 1.00  1.00
Final Sat.:   692  731    77    12   12  1476  1500 1500  1500  1500 1500  1500
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.03 0.03  0.03  0.16 0.16  0.16  0.41 0.29  0.01  0.00 0.20  0.01
Crit Volume:        39                     247   622                    296
Crit Moves:       ****                    ****  ****                   ****
*******************************************************************************
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Existing No Project AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #65 Sunrise Blvd/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.652
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 65 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Ovl | | | Ovl | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 2 | 0 3 | 0 1 | 2 | 0 3 | 0 1 | 2 | 0 2 | 0 1 | 2 | 0 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 628 | 1029 | 62 | 200 | 667 | 526 | 247 | 229 | 290 | 82 | 413 | 151 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 628 | 1029 | 62 | 200 | 667 | 526 | 247 | 229 | 290 | 82 | 413 | 151 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 628 | 1029 | 62 | 200 | 667 | 526 | 247 | 229 | 290 | 82 | 413 | 151 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 628 | 1029 | 62 | 200 | 667 | 526 | 247 | 229 | 290 | 82 | 413 | 151 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 628 | 1029 | 62 | 200 | 667 | 526 | 247 | 229 | 290 | 82 | 413 | 151 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 |
| 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: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 2.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3000 | 4500 | 1500 | 3000 | 4500 | 1500 | 3000 | 3000 | 1500 | 3000 | 4500 | 1500 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.21 | 0.23 | 0.04 | 0.07 | 0.15 | 0.35 | 0.08 | 0.08 | 0.19 | 0.03 | 0.09 | 0.10 |
| Crit Volume: | 314 | | | | | 526 | 0 | | | | 138 | |
| Crit Moves: | **** | | | | | **** | **** | | | | **** | |





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Folsom South of US-50 Annexation
Existing No Project AM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #66 Fitzgerald Road / White Rock Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.701
Loss Time (sec): 0 Average Delay (sec/veh): 14.7
Optimal Cycle: 0 Level Of Service: B

| 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: | 0 0 | 1! 0 | 0 | 0 0 | 1! 0 | 0 | 1 0 | 0 1 | 0 | 0 0 | 1! 0 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 83 | 62 | 11 | 11 | 17 | 47 | 43 | 147 | 149 | 20 | 421 | 46 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 83 | 62 | 11 | 11 | 17 | 47 | 43 | 147 | 149 | 20 | 421 | 46 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 83 | 62 | 11 | 11 | 17 | 47 | 43 | 147 | 149 | 20 | 421 | 46 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 83 | 62 | 11 | 11 | 17 | 47 | 43 | 147 | 149 | 20 | 421 | 46 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 83 | 62 | 11 | 11 | 17 | 47 | 43 | 147 | 149 | 20 | 421 | 46 |
| 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: | 0.53 | 0.40 | 0.07 | 0.14 | 0.23 | 0.63 | 1.00 | 0.50 | 0.50 | 0.04 | 0.87 | 0.09 |
| Final Sat.: | 286 | 214 | 38 | 78 | 120 | 332 | 564 | 323 | 328 | 29 | 601 | 66 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.29 | 0.29 | 0.29 | 0.14 | 0.14 | 0.14 | 0.08 | 0.45 | 0.45 | 0.70 | 0.70 | 0.70 |
| Crit Moves: | | | **** | | **** | | | | **** | | **** | |
| Delay/Veh: | 11.2 | 11.2 | 11.2 | 9.7 | 9.7 | 9.7 | 9.4 | 12.1 | 12.1 | 18.5 | 18.5 | 18.5 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 11.2 | 11.2 | 11.2 | 9.7 | 9.7 | 9.7 | 9.4 | 12.1 | 12.1 | 18.5 | 18.5 | 18.5 |
| LOS by Move: | B | B | B | A | A | A | A | B | B | C | C | C |
| ApproachDel: | 11.2 | | | 9.7 | | | 11.8 | | | 18.5 | | |
| Delay Adj: | 1.00 | | | 1.00 | | | 1.00 | | | 1.00 | | |
| ApprAdjDel: | 11.2 | | | 9.7 | | | 11.8 | | | 18.5 | | |
| LOS by Appr: | B | | | A | | | B | | | C | | |
| AllWayAvgQ: | 0.3 | 0.3 | 0.3 | 0.1 | 0.1 | 0.1 | 0.1 | 0.7 | 0.7 | 2.0 | 2.0 | 2.0 |

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

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-------------------------------------------------------------------------------
                        Folsom South of US-50 Annexation
                             Existing No Project AM
-------------------------------------------------------------------------------
                      Level Of Service Computation Report
              Circular 212 Planning Method (Base Volume Alternative)
*******************************************************************************
Intersection #67 Sunrise Blvd/ Douglas Rd
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap. (X):         0.781
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       104                Level Of Service:                  C
*******************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include          Include          Include           Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
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
Lanes:        1  0  1  1  0    1  0  2  0  1    0  0  1! 0  0    0  1  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     162 1213    44    87  461    96   253   21    29    26   82   240
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  162 1213    44    87  461    96   253   21    29    26   82   240
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   162 1213    44    87  461    96   253   21    29    26   82   240
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  162 1213    44    87  461    96   253   21    29    26   82   240
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  162 1213    44    87  461    96   253   21    29    26   82   240
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
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 1.93  0.07  1.00 2.00  1.00  0.83 0.07  0.10  0.24 0.76  1.00
Final Sat.:  1500 2895   105  1500 3000  1500  1252  104   144   361 1139  1500
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.11 0.42  0.42  0.06 0.15  0.06  0.20 0.20  0.20  0.07 0.07  0.16
Crit Volume:             629     0                        303                 240
Crit Moves:             ****  ****                      ****               ****
*******************************************************************************
```





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-------------------------------------------------------------------------------
                        Folsom South of US-50 Annexation
                             Existing No Project AM
-------------------------------------------------------------------------------
                      Level Of Service Computation Report
            2000 HCM Unsignalized Method (Base Volume Alternative)
*******************************************************************************
Intersection #68 Grant Line Rd/ Douglas Rd
*******************************************************************************
Average Delay (sec/veh):      3.1       Worst Case Level Of Service: C[ 23.8]
*******************************************************************************
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  1  0  0  0    0  0  0  1  0    0  0  1! 0  0    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     180  488     0     0  204    56    52    0    15     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:  180  488     0     0  204    56    52    0    15     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:   180  488     0     0  204    56    52    0    15     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:  180  488     0     0  204    56    52    0    15     0    0     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.4  6.5   6.2 xxxxx xxxx xxxxx
FollowUpTim:  2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5  4.0   3.3 xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  260 xxxx xxxxx  xxxx xxxx xxxxx  1080 1080   232  xxxx xxxx xxxxx
Potent Cap.: 1316 xxxx xxxxx  xxxx xxxx xxxxx   244  220   812  xxxx xxxx xxxxx
Move Cap.:   1316 xxxx xxxxx  xxxx xxxx xxxxx   215  186   812  xxxx xxxx xxxxx
Volume/Cap:  0.14 xxxx  xxxx  xxxx xxxx  xxxx  0.24 0.00  0.02  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.5 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:  8.2 xxxx xxxxx xxxxx 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
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  258 xxxxx  xxxx xxxx xxxxx
SharedQueue:  0.5 xxxx xxxxx xxxxx xxxx xxxxx xxxxx  1.0 xxxxx xxxxx xxxx xxxxx
Shrd ConDel:  8.2 xxxx xxxxx xxxxx xxxx xxxxx xxxxx 23.8 xxxxx xxxxx xxxx xxxxx
Shared LOS:     A    *     *     *    *     *     *    C     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx             23.8           xxxxxx
ApproachLOS:         *                *                C                *
*******************************************************************************
Note: Queue reported is the number of cars per lane.
*******************************************************************************
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Folsom South of US-50 Annexation
Existing No Project AM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #69 Grant Line Road/Kiefer Boulevard

Cycle (sec): 100 Critical Vol./Cap. (X): 0.594
Loss Time (sec): 0 Average Delay (sec/veh): 11.7
Optimal Cycle: 0 Level Of Service: B

| 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: | 0 0 | 1! 0 | 0 | 0 0 | 1! 0 | 0 | 0 0 | 1! 0 | 0 | 0 0 | 1! 0 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 9 | 474 | 19 | 20 | 214 | 1 | 1 | 1 | 1 | 15 | 0 | 23 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 9 | 474 | 19 | 20 | 214 | 1 | 1 | 1 | 1 | 15 | 0 | 23 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 9 | 474 | 19 | 20 | 214 | 1 | 1 | 1 | 1 | 15 | 0 | 23 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 9 | 474 | 19 | 20 | 214 | 1 | 1 | 1 | 1 | 15 | 0 | 23 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 9 | 474 | 19 | 20 | 214 | 1 | 1 | 1 | 1 | 15 | 0 | 23 |
| 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: | 0.02 | 0.94 | 0.04 | 0.08 | 0.91 | 0.01 | 0.34 | 0.33 | 0.33 | 0.39 | 0.00 | 0.61 |
| Final Sat.: | 15 | 798 | 32 | 67 | 713 | 3 | 198 | 198 | 198 | 247 | 0 | 378 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.59 | 0.59 | 0.59 | 0.30 | 0.30 | 0.30 | 0.01 | 0.01 | 0.01 | 0.06 | xxxx | 0.06 |
| Crit Moves: | | **** | | | **** | | **** | | | | | **** |
| Delay/Veh: | 13.1 | 13.1 | 13.1 | 9.4 | 9.4 | 9.4 | 8.4 | 8.4 | 8.4 | 8.4 | 0.0 | 8.4 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 13.1 | 13.1 | 13.1 | 9.4 | 9.4 | 9.4 | 8.4 | 8.4 | 8.4 | 8.4 | 0.0 | 8.4 |
| LOS by Move: | B | B | B | A | A | A | A | A | A | A | * | A |
| ApproachDel: | 13.1 | | | 9.4 | | | 8.4 | | | 8.4 | | |
| Delay Adj: | 1.00 | | | 1.00 | | | 1.00 | | | 1.00 | | |
| ApprAdjDel: | 13.1 | | | 9.4 | | | 8.4 | | | 8.4 | | |
| LOS by Appr: | B | | | A | | | A | | | A | | |
| AllWayAvgQ: | 1.4 | 1.4 | 1.4 | 0.4 | 0.4 | 0.4 | 0.0 | 0.0 | 0.0 | 0.1 | 0.1 | 0.1 |

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





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Folsom South of US-50 Annexation
Existing No Project AM

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

Intersection #83 White Rock Rd/ Carson Crossing Rd

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: B[ 13.7]

| 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 | 0 0 | 0 1 | 0 | 1 0 | 1 0 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 14 | 0 | 8 | 0 | 0 | 0 | 0 | 293 | 14 | 2 | 357 | 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: | 14 | 0 | 8 | 0 | 0 | 0 | 0 | 293 | 14 | 2 | 357 | 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: | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 |
| PHF Volume: | 17 | 0 | 10 | 0 | 0 | 0 | 0 | 349 | 17 | 2 | 425 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 17 | 0 | 10 | 0 | 0 | 0 | 0 | 349 | 17 | 2 | 425 | 0 |
| Critical Gap Module: | | | | | | | | | | | | |
| Critical Gp: | 6.4 | 6.5 | 6.2 | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 4.1 | xxxx | xxxxx |
| FollowUpTim: | 3.5 | 4.0 | 3.3 | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 2.2 | xxxx | xxxxx |
| Capacity Module: | | | | | | | | | | | | |
| Cnflict Vol: | 787 | 787 | 357 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 365 | xxxx | xxxxx |
| Potent Cap.: | 363 | 326 | 692 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 1204 | xxxx | xxxxx |
| Move Cap.: | 363 | 325 | 692 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 1204 | xxxx | xxxxx |
| Volume/Cap: | 0.05 | 0.00 | 0.01 | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | 0.00 | xxxx | xxxx |
| Level Of Service Module: | | | | | | | | | | | | |
| 2Way95thQ: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 0.0 | xxxx | xxxxx |
| Control Del: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 8.0 | xxxx | xxxxx |
| LOS by Move: | * | * | * | * | * | * | * | * | * | A | * | * |
| Movement: | LT - | LTR - | RT | LT - | LTR - | RT | LT - | LTR - | RT | LT - | LTR - | RT |
| Shared Cap.: | xxxx | 439 | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| SharedQueue: | xxxxx | 0.2 | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| Shrd ConDel: | xxxxx | 13.7 | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| Shared LOS: | * | B | * | * | * | * | * | * | * | * | * | * |
| ApproachDel: | 13.7 | | | xxxxxx | | | xxxxxx | | | xxxxxx | | |
| ApproachLOS: | B | | | * | | | * | | | * | | |

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

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Folsom South of US-50 Annexation
Existing No Project AM

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

Intersection #84 White Rock Rd/ Stonebriar Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.307
Loss Time (sec): 12 Average Delay (sec/veh): 20.6
Optimal Cycle: 31 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Split Phase | | | Split Phase | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 0 | 0 | 1 0 | 1 0 | 1 | 0 1 | 1 0 | 0 | 1 0 | 0 0 | 1! | 0 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 16 | 187 | 1 | 68 | 302 | 69 | 71 | 1 | 36 | 13 | 1 | 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: | 16 | 187 | 1 | 68 | 302 | 69 | 71 | 1 | 36 | 13 | 1 | 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: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 18 | 210 | 1 | 76 | 339 | 78 | 80 | 1 | 40 | 15 | 1 | 42 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 18 | 210 | 1 | 76 | 339 | 78 | 80 | 1 | 40 | 15 | 1 | 42 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 18 | 210 | 1 | 76 | 339 | 78 | 80 | 1 | 40 | 15 | 1 | 42 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.93 | 0.98 | 0.98 | 0.93 | 0.98 | 0.83 | 0.95 | 0.85 | 0.85 | 0.89 | 0.89 | 0.89 |
| Lanes: | 1.00 | 0.99 | 0.01 | 1.00 | 1.00 | 1.00 | 1.00 | 0.03 | 0.97 | 0.25 | 0.02 | 0.73 |
| Final Sat.: | 1769 | 1850 | 10 | 1769 | 1862 | 1583 | 1805 | 44 | 1579 | 431 | 33 | 1227 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.11 | 0.11 | 0.04 | 0.18 | 0.05 | 0.04 | 0.03 | 0.03 | 0.03 | 0.03 | 0.03 |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | |
| Green/Cycle: | 0.03 | 0.45 | 0.45 | 0.17 | 0.59 | 0.59 | 0.14 | 0.14 | 0.14 | 0.11 | 0.11 | 0.11 |
| Volume/Cap: | 0.31 | 0.25 | 0.25 | 0.25 | 0.31 | 0.08 | 0.31 | 0.18 | 0.18 | 0.31 | 0.31 | 0.31 |
| Delay/Veh: | 50.2 | 17.0 | 17.0 | 36.2 | 10.3 | 8.8 | 39.0 | 38.0 | 38.0 | 41.9 | 41.9 | 41.9 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 50.2 | 17.0 | 17.0 | 36.2 | 10.3 | 8.8 | 39.0 | 38.0 | 38.0 | 41.9 | 41.9 | 41.9 |
| LOS by Move: | D | B | B | D | B | A | D | D | D | D | D | D |
| HCM2kAvgQ: | 1 | 4 | 4 | 2 | 5 | 1 | 2 | 1 | 1 | 2 | 2 | 2 |

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





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Folsom South of US-50 Annexation
Existing No Project AM

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

Intersection #85 White Rock Rd/ Windfield Way

Average Delay (sec/veh): 7.0 Worst Case Level Of Service: E[ 43.9]

| 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 1 | 0 0 | 0 | 0 0 | 0 0 | 1 | 1 0 | 1 0 | 2 | 0 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 61 | 0 | 63 | 0 | 0 | 0 | 0 | 217 | 193 | 334 | 377 | 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 | 0 | 63 | 0 | 0 | 0 | 0 | 217 | 193 | 334 | 377 | 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: | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |
| PHF Volume: | 67 | 0 | 69 | 0 | 0 | 0 | 0 | 238 | 212 | 367 | 414 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 67 | 0 | 69 | 0 | 0 | 0 | 0 | 238 | 212 | 367 | 414 | 0 |
| Critical Gap Module: | | | | | | | | | | | | |
| Critical Gp: | 6.8 | 6.5 | 6.9 | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 4.1 | xxxx | xxxxx |
| FollowUpTim: | 3.5 | 4.0 | 3.3 | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 2.2 | xxxx | xxxxx |
| Capacity Module: | | | | | | | | | | | | |
| Cnflict Vol: | 1286 | 1493 | 225 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 451 | xxxx | xxxxx |
| Potent Cap.: | 159 | 124 | 784 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 1121 | xxxx | xxxxx |
| Move Cap.: | 119 | 84 | 784 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 1121 | xxxx | xxxxx |
| Volume/Cap: | 0.57 | 0.00 | 0.09 | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | 0.33 | xxxx | xxxx |
| Level Of Service Module: | | | | | | | | | | | | |
| 2Way95thQ: | xxxx | xxxx | 0.1 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 1.4 | xxxx | xxxxx |
| Control Del: | xxxxx | xxxx | 9.8 | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 9.8 | xxxx | xxxxx |
| LOS by Move: | * | * | A | * | * | * | * | * | * | A | * | * |
| Movement: | LT - | LTR - | RT | LT - | LTR - | RT | LT - | LTR - | RT | LT - | LTR - | RT |
| Shared Cap.: | xxxx | 167 | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| SharedQueue: | xxxxx | 3.3 | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| Shrd ConDel: | xxxxx | 55.6 | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| Shared LOS: | * | F | * | * | * | * | * | * | * | * | * | * |
| ApproachDel: | 43.9 | | | xxxxxx | | | xxxxxx | | | xxxxxx | | |
| ApproachLOS: | E | | | * | | | * | | | * | | |

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

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Folsom South of US-50 Annexation
Existing No Project AM

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

Intersection #86 White Rock Rd/ Latrobe Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.690
Loss Time (sec): 12 Average Delay (sec/veh): 22.7
Optimal Cycle: 58 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Ovl | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 0 | 4 0 | 1 | 2 0 | 3 0 | 1 | 2 0 | 1 1 | 0 | 2 0 | 2 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 59 | 319 | 69 | 67 | 1005 | 601 | 118 | 72 | 16 | 157 | 226 | 206 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 59 | 319 | 69 | 67 | 1005 | 601 | 118 | 72 | 16 | 157 | 226 | 206 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 66 | 358 | 78 | 75 | 1129 | 675 | 133 | 81 | 18 | 176 | 254 | 231 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 66 | 358 | 78 | 75 | 1129 | 675 | 133 | 81 | 18 | 176 | 254 | 231 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 66 | 358 | 78 | 75 | 1129 | 675 | 133 | 81 | 18 | 176 | 254 | 231 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.93 | 0.89 | 0.83 | 0.90 | 0.89 | 0.83 | 0.90 | 0.91 | 0.91 | 0.92 | 0.95 | 0.85 |
| Lanes: | 1.00 | 4.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 1.64 | 0.36 | 2.00 | 2.00 | 1.00 |
| Final Sat.: | 1769 | 6778 | 1583 | 3432 | 5083 | 1583 | 3432 | 2816 | 626 | 3502 | 3610 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.05 | 0.05 | 0.02 | 0.22 | 0.43 | 0.04 | 0.03 | 0.03 | 0.05 | 0.07 | 0.14 |
| Crit Moves: | **** | | | | | **** | **** | | | | | **** |
| Green/Cycle: | 0.05 | 0.44 | 0.60 | 0.18 | 0.56 | 0.62 | 0.06 | 0.10 | 0.10 | 0.17 | 0.21 | 0.21 |
| Volume/Cap: | 0.69 | 0.12 | 0.08 | 0.12 | 0.40 | 0.69 | 0.69 | 0.30 | 0.30 | 0.30 | 0.34 | 0.69 |
| Delay/Veh: | 65.7 | 16.8 | 8.3 | 34.4 | 12.4 | 14.8 | 56.6 | 42.6 | 42.6 | 36.7 | 34.0 | 42.7 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 65.7 | 16.8 | 8.3 | 34.4 | 12.4 | 14.8 | 56.6 | 42.6 | 42.6 | 36.7 | 34.0 | 42.7 |
| LOS by Move: | E | B | A | C | B | B | E | D | D | D | C | D |
| HCM2kAvgQ: | 3 | 2 | 1 | 1 | 7 | 14 | 2 | 1 | 1 | 2 | 3 | 7 |

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





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Folsom South of US-50 Annexation
Existing No Project AM

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

Intersection #87 White Rock Rd/ Valley View Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.417
Loss Time (sec): 9 Average Delay (sec/veh): 16.6
Optimal Cycle: 30 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Split Phase | | | Split Phase | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 0 | 0 | 1 0 | 1 0 | 0 | 1 0 | 1 0 | 0 | 1 0 | 1 0 | 0 | 1 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 129 | 10 | 44 | 11 | 11 | 11 | 8 | 156 | 57 | 24 | 420 | 34 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 129 | 10 | 44 | 11 | 11 | 11 | 8 | 156 | 57 | 24 | 420 | 34 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 |
| PHF Volume: | 148 | 11 | 51 | 13 | 13 | 13 | 9 | 179 | 66 | 28 | 483 | 39 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 148 | 11 | 51 | 13 | 13 | 13 | 9 | 179 | 66 | 28 | 483 | 39 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 148 | 11 | 51 | 13 | 13 | 13 | 9 | 179 | 66 | 28 | 483 | 39 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.88 | 0.88 | 0.95 | 0.93 | 0.93 | 0.95 | 0.96 | 0.96 | 0.95 | 0.99 | 0.99 |
| Lanes: | 1.00 | 0.19 | 0.81 | 1.00 | 0.50 | 0.50 | 1.00 | 0.73 | 0.27 | 1.00 | 0.93 | 0.07 |
| Final Sat.: | 1805 | 309 | 1359 | 1805 | 879 | 879 | 1805 | 1336 | 488 | 1805 | 1738 | 141 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.08 | 0.04 | 0.04 | 0.01 | 0.01 | 0.01 | 0.01 | 0.13 | 0.13 | 0.02 | 0.28 | 0.28 |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | |
| Green/Cycle: | 0.20 | 0.20 | 0.20 | 0.03 | 0.03 | 0.03 | 0.01 | 0.61 | 0.61 | 0.07 | 0.67 | 0.67 |
| Volume/Cap: | 0.42 | 0.19 | 0.19 | 0.20 | 0.42 | 0.42 | 0.42 | 0.22 | 0.22 | 0.22 | 0.42 | 0.42 |
| Delay/Veh: | 35.9 | 33.8 | 33.8 | 48.5 | 51.9 | 51.9 | 61.3 | 8.9 | 8.9 | 44.9 | 7.9 | 7.9 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 35.9 | 33.8 | 33.8 | 48.5 | 51.9 | 51.9 | 61.3 | 8.9 | 8.9 | 44.9 | 7.9 | 7.9 |
| LOS by Move: | D | C | C | D | D | D | E | A | A | D | A | A |
| HCM2kAvgQ: | 4 | 2 | 2 | 1 | 1 | 1 | 0 | 3 | 3 | 1 | 7 | 7 |

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

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Folsom South of US-50 Annexation
Existing No Project AM

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

Intersection #88 El Dorado Hills Blvd/Serrano Prky

Cycle (sec): 100 Critical Vol./Cap. (X): 0.838
Loss Time (sec): 12 Average Delay (sec/veh): 32.1
Optimal Cycle: 87 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Split Phase | | | | Split Phase | | | |
| Rights: | Ignore | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 2 | 0 1 | 1 | 0 | 1 | 1 0 | 1 | 0 | 0 | 1 0 | 1 | 0 | 1! | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 40 | 505 | 223 | | 89 | 1271 | 22 | | 21 | 21 | 81 | | 637 | 19 | 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: | 40 | 505 | 223 | | 89 | 1271 | 22 | | 21 | 21 | 81 | | 637 | 19 | 48 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 45 | 567 | 0 | | 100 | 1428 | 25 | | 24 | 24 | 91 | | 716 | 21 | 54 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 45 | 567 | 0 | | 100 | 1428 | 25 | | 24 | 24 | 91 | | 716 | 21 | 54 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 45 | 567 | 0 | | 100 | 1428 | 25 | | 24 | 24 | 91 | | 716 | 21 | 54 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.95 | 1.00 | | 0.95 | 0.95 | 0.95 | | 0.95 | 0.88 | 0.88 | | 0.95 | 0.95 | 0.95 | |
| Lanes: | 1.00 | 2.00 | 1.00 | | 1.00 | 1.97 | 0.03 | | 1.00 | 0.21 | 0.79 | | 1.83 | 0.05 | 0.12 | |
| Final Sat.: | 1805 | 3610 | 1900 | | 1805 | 3538 | 61 | | 1805 | 345 | 1329 | | 3287 | 89 | 224 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.16 | 0.00 | | 0.06 | 0.40 | 0.40 | | 0.01 | 0.07 | 0.07 | | 0.22 | 0.24 | 0.24 | |
| Crit Moves: | **** | | | | | **** | | | | | **** | | | **** | | |
| Green/Cycle: | 0.03 | 0.38 | 0.00 | | 0.13 | 0.48 | 0.48 | | 0.08 | 0.08 | 0.08 | | 0.29 | 0.29 | 0.29 | |
| Volume/Cap: | 0.84 | 0.42 | 0.00 | | 0.42 | 0.84 | 0.84 | | 0.16 | 0.84 | 0.84 | | 0.76 | 0.84 | 0.84 | |
| Delay/Veh: | 115.4 | 23.2 | 0.0 | | 40.9 | 26.3 | 26.3 | | 43.2 | 79.6 | 79.6 | | 35.8 | 40.2 | 40.2 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 115.4 | 23.2 | 0.0 | | 40.9 | 26.3 | 26.3 | | 43.2 | 79.6 | 79.6 | | 35.8 | 40.2 | 40.2 | |
| LOS by Move: | F | C | A | | D | C | C | | D | E | E | | D | D | D | |
| HCM2kAvgQ: | 2 | 7 | 0 | | 3 | 23 | 23 | | 1 | 6 | 6 | | 13 | 15 | 15 | |

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





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Folsom South of US-50 Annexation
Existing No Project AM

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

Intersection #89 El Dorado Hills Blvd/Saratoga Way

Cycle (sec): 100 Critical Vol./Cap. (X): 0.641
Loss Time (sec): 12 Average Delay (sec/veh): 21.6
Optimal Cycle: 52 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Split Phase | | | | Split Phase | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 2 | 1 0 | 1 | 0 | 1 | 1 0 | 1 | 1 | 0 | 0 1 | 1 | 0 | 0 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 53 | 624 | 42 | | 204 | 1359 | 7 | | 15 | 21 | 133 | | 42 | 12 | 64 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 53 | 624 | 42 | | 204 | 1359 | 7 | | 15 | 21 | 133 | | 42 | 12 | 64 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.95 | 0.95 | 0.95 | | 0.95 | 0.95 | 0.95 | | 0.95 | 0.95 | 0.95 | | 0.95 | 0.95 | 0.95 | |
| PHF Volume: | 56 | 657 | 44 | | 215 | 1431 | 7 | | 16 | 22 | 140 | | 44 | 13 | 67 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 56 | 657 | 44 | | 215 | 1431 | 7 | | 16 | 22 | 140 | | 44 | 13 | 67 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 56 | 657 | 44 | | 215 | 1431 | 7 | | 16 | 22 | 140 | | 44 | 13 | 67 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.90 | 0.90 | | 0.95 | 0.95 | 0.95 | | 0.98 | 0.98 | 0.85 | | 0.95 | 0.87 | 0.87 | |
| Lanes: | 1.00 | 2.81 | 0.19 | | 1.00 | 1.99 | 0.01 | | 1.00 | 1.00 | 1.00 | | 1.00 | 0.16 | 0.84 | |
| Final Sat.: | 1805 | 4816 | 324 | | 1805 | 3588 | 18 | | 1862 | 1862 | 1615 | | 1805 | 262 | 1398 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.14 | 0.14 | | 0.12 | 0.40 | 0.40 | | 0.01 | 0.01 | 0.09 | | 0.02 | 0.05 | 0.05 | |
| Crit Moves: | **** | | | | | **** | | | | | **** | | | **** | | |
| Green/Cycle: | 0.05 | 0.36 | 0.36 | | 0.31 | 0.62 | 0.62 | | 0.14 | 0.14 | 0.14 | | 0.08 | 0.08 | 0.08 | |
| Volume/Cap: | 0.64 | 0.38 | 0.38 | | 0.38 | 0.64 | 0.64 | | 0.06 | 0.09 | 0.64 | | 0.33 | 0.64 | 0.64 | |
| Delay/Veh: | 61.9 | 24.0 | 24.0 | | 27.3 | 12.5 | 12.5 | | 37.8 | 37.9 | 47.3 | | 45.3 | 55.7 | 55.7 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 61.9 | 24.0 | 24.0 | | 27.3 | 12.5 | 12.5 | | 37.8 | 37.9 | 47.3 | | 45.3 | 55.7 | 55.7 | |
| LOS by Move: | E | C | C | | C | B | B | | D | D | D | | D | E | E | |
| HCM2kAvgQ: | 2 | 6 | 6 | | 5 | 14 | 14 | | 0 | 1 | 5 | | 2 | 4 | 4 | |

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

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Folsom South of US-50 Annexation
Existing No Project AM

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

Intersection #90 El Dorado Hills Blvd/Park Drive

Cycle (sec): 100 Critical Vol./Cap. (X): 0.478
Loss Time (sec): 9 Average Delay (sec/veh): 11.6
Optimal Cycle: 33 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 2 | 1 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 739 | 152 | | 62 | 1632 | 0 | | 0 | 0 | | 0 | 226 | | 0 | 38 |
| Growth Adj: | 1.00 | 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 | 739 | 152 | | 62 | 1632 | 0 | | 0 | 0 | | 0 | 226 | | 0 | 38 |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 |
| PHF Adj: | 0.95 | 0.95 | 0.95 | | 0.95 | 0.95 | 0.95 | | 0.95 | 0.95 | | 0.95 | 0.95 | | 0.95 | 0.95 |
| PHF Volume: | 0 | 778 | 160 | | 65 | 1718 | 0 | | 0 | 0 | | 0 | 238 | | 0 | 40 |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 |
| Reduced Vol: | 0 | 778 | 160 | | 65 | 1718 | 0 | | 0 | 0 | | 0 | 238 | | 0 | 40 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 |
| FinalVolume: | 0 | 778 | 160 | | 65 | 1718 | 0 | | 0 | 0 | | 0 | 238 | | 0 | 40 |
| Saturation Flow Module: | | | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | | 1900 | 1900 | | 1900 | 1900 |
| Adjustment: | 1.00 | 0.89 | 0.89 | | 0.95 | 0.91 | 1.00 | | 1.00 | 1.00 | | 1.00 | 0.60 | | 1.00 | 0.85 |
| Lanes: | 0.00 | 2.49 | 0.51 | | 1.00 | 3.00 | 0.00 | | 0.00 | 0.00 | | 0.00 | 2.00 | | 0.00 | 1.00 |
| Final Sat.: | 0 | 4190 | 862 | | 1805 | 5187 | 0 | | 0 | 0 | | 0 | 2285 | | 0 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.19 | 0.19 | | 0.04 | 0.33 | 0.00 | | 0.00 | 0.00 | | 0.00 | 0.10 | | 0.00 | 0.02 |
| Crit Moves: | **** | | | | | **** | | | | | | | **** | | | |
| Green/Cycle: | 0.00 | 0.58 | 0.58 | | 0.11 | 0.69 | 0.00 | | 0.00 | 0.00 | | 0.00 | 0.22 | | 0.00 | 0.22 |
| Volume/Cap: | 0.00 | 0.32 | 0.32 | | 0.32 | 0.48 | 0.00 | | 0.00 | 0.00 | | 0.00 | 0.48 | | 0.00 | 0.11 |
| Delay/Veh: | 0.0 | 10.9 | 10.9 | | 41.7 | 7.2 | 0.0 | | 0.0 | 0.0 | | 0.0 | 34.9 | | 0.0 | 31.5 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 10.9 | 10.9 | | 41.7 | 7.2 | 0.0 | | 0.0 | 0.0 | | 0.0 | 34.9 | | 0.0 | 31.5 |
| LOS by Move: | A | B | B | | D | A | A | | A | A | | A | C | | A | C |
| HCM2kAvgQ: | 0 | 5 | 5 | | 2 | 9 | 0 | | 0 | 0 | | 0 | 4 | | 0 | 1 |

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





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Folsom South of US-50 Annexation
Existing No Project AM

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

Intersection #91 Latrobe Rd/ Town Center Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.437
Loss Time (sec): 12 Average Delay (sec/veh): 14.6
Optimal Cycle: 37 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 3 | 0 | 1 | 2 | 0 | 3 | 0 | 1 | 2 | 0 | 1 | 1 | 0 | 1 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | | | |
| Base Vol: | 60 | 555 | 59 | | 505 | 1483 | 397 | | 20 | 6 | | 10 | 77 | | 65 | 284 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 |
| Initial Bse: | 60 | 555 | 59 | | 505 | 1483 | 397 | | 20 | 6 | | 10 | 77 | | 65 | 284 |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 |
| PHF Adj: | 0.93 | 0.93 | 0.93 | | 0.93 | 0.93 | 0.93 | | 0.93 | 0.93 | | 0.93 | 0.93 | | 0.93 | 0.93 |
| PHF Volume: | 65 | 597 | 63 | | 543 | 1595 | 427 | | 22 | 6 | | 11 | 83 | | 70 | 305 |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 |
| Reduced Vol: | 65 | 597 | 63 | | 543 | 1595 | 427 | | 22 | 6 | | 11 | 83 | | 70 | 305 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 |
| 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: | 65 | 597 | 63 | | 543 | 1595 | 427 | | 22 | 6 | | 11 | 83 | | 70 | 305 |
| Saturation Flow Module: | | | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | | 1900 | 1900 | | 1900 | 1900 |
| Adjustment: | 0.90 | 0.89 | 0.83 | | 0.90 | 0.89 | 0.83 | | 0.92 | 0.86 | | 0.86 | 0.95 | | 1.00 | 0.85 |
| Lanes: | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 |
| Final Sat.: | 3432 | 5083 | 1583 | | 3432 | 5083 | 1583 | | 3502 | 1635 | | 1635 | 1805 | | 1900 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.12 | 0.04 | | 0.16 | 0.31 | 0.27 | | 0.01 | 0.00 | | 0.01 | 0.05 | | 0.04 | 0.19 |
| Crit Moves: | **** | | | | | **** | | | | | | **** | **** | | | |
| Green/Cycle: | 0.04 | 0.32 | 0.32 | | 0.44 | 0.72 | 0.72 | | 0.02 | 0.02 | | 0.02 | 0.10 | | 0.10 | 0.54 |
| Volume/Cap: | 0.44 | 0.36 | 0.12 | | 0.36 | 0.44 | 0.38 | | 0.36 | 0.26 | | 0.44 | 0.44 | | 0.36 | 0.35 |
| Delay/Veh: | 48.7 | 26.0 | 23.9 | | 19.0 | 5.9 | 5.7 | | 52.2 | 50.8 | | 56.4 | 43.6 | | 42.9 | 13.3 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 |
| AdjDel/Veh: | 48.7 | 26.0 | 23.9 | | 19.0 | 5.9 | 5.7 | | 52.2 | 50.8 | | 56.4 | 43.6 | | 42.9 | 13.3 |
| LOS by Move: | D | C | C | | B | A | A | | D | D | | E | D | | D | B |
| HCM2kAvgQ: | 1 | 5 | 1 | | 5 | 7 | 5 | | 1 | 1 | | 1 | 3 | | 2 | 5 |

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

AM Existing Thu May 7, 2009 11:45:48 Page 50-1

Folsom South of US-50 Annexation
Existing No Project AM

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

Intersection #92 Hazel Blvd/ Tributary- WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.754
Loss Time (sec): 9 Average Delay (sec/veh): 26.3
Optimal Cycle: 59 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Ignore | | | | Ovl | | | | Ovl | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 3 | 0 | 1 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 358 | 550 | 339 | | 0 | 1304 | 163 | | 0 | 0 | 292 | | 102 | 80 | 455 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 358 | 550 | 339 | | 0 | 1304 | 163 | | 0 | 0 | 292 | | 102 | 80 | 455 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 402 | 618 | 0 | | 0 | 1465 | 183 | | 0 | 0 | 328 | | 115 | 90 | 511 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 402 | 618 | 0 | | 0 | 1465 | 183 | | 0 | 0 | 328 | | 115 | 90 | 511 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 402 | 618 | 0 | | 0 | 1465 | 183 | | 0 | 0 | 328 | | 115 | 90 | 511 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.91 | 1.00 | | 1.00 | 0.91 | 0.85 | | 1.00 | 1.00 | 0.87 | | 0.77 | 0.87 | 0.87 | |
| Lanes: | 1.00 | 3.00 | 1.00 | | 0.00 | 3.00 | 1.00 | | 0.00 | 0.00 | 1.00 | | 1.00 | 0.30 | 1.70 | |
| Final Sat.: | 1805 | 5187 | 1900 | | 0 | 5187 | 1615 | | 0 | 0 | 1644 | | 1463 | 496 | 2821 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.22 | 0.12 | 0.00 | | 0.00 | 0.28 | 0.11 | | 0.00 | 0.00 | 0.20 | | 0.08 | 0.18 | 0.18 | |
| Crit Moves: | **** | | | | | **** | | | | | | | | **** | | |
| Green/Cycle: | 0.30 | 0.67 | 0.00 | | 0.00 | 0.37 | 0.37 | | 0.00 | 0.00 | 0.54 | | 0.24 | 0.24 | 0.24 | |
| Volume/Cap: | 0.75 | 0.18 | 0.00 | | 0.00 | 0.75 | 0.30 | | 0.00 | 0.00 | 0.37 | | 0.33 | 0.75 | 0.75 | |
| Delay/Veh: | 38.0 | 6.2 | 0.0 | | 0.0 | 29.0 | 22.4 | | 0.0 | 0.0 | 13.7 | | 31.9 | 39.4 | 39.4 | |
| 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: | 38.0 | 6.2 | 0.0 | | 0.0 | 29.0 | 22.4 | | 0.0 | 0.0 | 13.7 | | 31.9 | 39.4 | 39.4 | |
| LOS by Move: | D | A | A | | A | C | C | | A | A | B | | C | D | D | |
| HCM2kAvgQ: | 11 | 3 | 0 | | 0 | 14 | 4 | | 0 | 0 | 6 | | 3 | 10 | 10 | |

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





AM Existing Thu May 7, 2009 11:45:48 Page 51-1

Folsom South of US-50 Annexation
Existing No Project AM

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

Intersection #93 Hazel Ave/ EB US-50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.634
Loss Time (sec): 9 Average Delay (sec/veh): 21.6
Optimal Cycle: 44 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Ignore | | | | Ignore | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 1! | 0 | 1 | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 451 | 56 | | 0 | 674 | 817 | | 827 | 0 | 150 | | 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 | 451 | 56 | | 0 | 674 | 817 | | 827 | 0 | 150 | | 0 | 0 | 0 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 0 | 507 | 0 | | 0 | 757 | 0 | | 929 | 0 | 169 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 507 | 0 | | 0 | 757 | 0 | | 929 | 0 | 169 | | 0 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 507 | 0 | | 0 | 757 | 0 | | 929 | 0 | 169 | | 0 | 0 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.95 | 1.00 | | 1.00 | 0.95 | 1.00 | | 0.72 | 1.00 | 0.72 | | 1.00 | 1.00 | 1.00 | |
| Lanes: | 0.00 | 2.00 | 1.00 | | 0.00 | 2.00 | 1.00 | | 1.85 | 0.00 | 1.15 | | 0.00 | 0.00 | 0.00 | |
| Final Sat.: | 0 | 3610 | 1900 | | 0 | 3610 | 1900 | | 2530 | 0 | 1580 | | 0 | 0 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.14 | 0.00 | | 0.00 | 0.21 | 0.00 | | 0.37 | 0.00 | 0.11 | | 0.00 | 0.00 | 0.00 | |
| Crit Moves: | **** | | | | | **** | | | **** | | | | | | | |
| Green/Cycle: | 0.00 | 0.33 | 0.00 | | 0.00 | 0.33 | 0.00 | | 0.58 | 0.00 | 0.58 | | 0.00 | 0.00 | 0.00 | |
| Volume/Cap: | 0.00 | 0.42 | 0.00 | | 0.00 | 0.63 | 0.00 | | 0.63 | 0.00 | 0.18 | | 0.00 | 0.00 | 0.00 | |
| Delay/Veh: | 0.0 | 26.3 | 0.0 | | 0.0 | 29.5 | 0.0 | | 14.8 | 0.0 | 9.9 | | 0.0 | 0.0 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 26.3 | 0.0 | | 0.0 | 29.5 | 0.0 | | 14.8 | 0.0 | 9.9 | | 0.0 | 0.0 | 0.0 | |
| LOS by Move: | A | C | A | | A | C | A | | B | A | A | | A | A | A | |
| HCM2kAvgQ: | 0 | 6 | 0 | | 0 | 10 | 0 | | 11 | 0 | 2 | | 0 | 0 | 0 | |

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

AM Existing Thu May 7, 2009 11:45:48 Page 52-1

Folsom South of US-50 Annexation
Existing No Project AM

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

Intersection #94 Folsom Blvd/ WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.455
Loss Time (sec): 9 Average Delay (sec/veh): 8.8
Optimal Cycle: 32 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Ignore | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 1 | 1 | 0 | 1! | 0 | 1 | 0 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 7 | 1508 | 0 | | 0 | 1455 | 1581 | | 83 | 0 | 192 | | 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: | 7 | 1508 | 0 | | 0 | 1455 | 1581 | | 83 | 0 | 192 | | 0 | 0 | 0 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 8 | 1694 | 0 | | 0 | 1635 | 0 | | 93 | 0 | 216 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 8 | 1694 | 0 | | 0 | 1635 | 0 | | 93 | 0 | 216 | | 0 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 8 | 1694 | 0 | | 0 | 1635 | 0 | | 93 | 0 | 216 | | 0 | 0 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.91 | 1.00 | | 1.00 | 0.91 | 1.00 | | 0.77 | 1.00 | 0.77 | | 1.00 | 1.00 | 1.00 | |
| Lanes: | 1.00 | 3.00 | 0.00 | | 0.00 | 3.00 | 1.00 | | 1.30 | 0.00 | 1.70 | | 0.00 | 0.00 | 0.00 | |
| Final Sat.: | 1805 | 5187 | 0 | | 0 | 5187 | 1900 | | 1897 | 0 | 2475 | | 0 | 0 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.33 | 0.00 | | 0.00 | 0.32 | 0.00 | | 0.05 | 0.00 | 0.09 | | 0.00 | 0.00 | 0.00 | |
| Crit Moves: | | **** | | | **** | | | | | | **** | | | | | |
| Green/Cycle: | 0.01 | 0.72 | 0.00 | | 0.00 | 0.71 | 0.00 | | 0.19 | 0.00 | 0.19 | | 0.00 | 0.00 | 0.00 | |
| Volume/Cap: | 0.44 | 0.45 | 0.00 | | 0.00 | 0.44 | 0.00 | | 0.26 | 0.00 | 0.45 | | 0.00 | 0.00 | 0.00 | |
| Delay/Veh: | 66.1 | 6.0 | 0.0 | | 0.0 | 6.3 | 0.0 | | 34.5 | 0.0 | 36.3 | | 0.0 | 0.0 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 66.1 | 6.0 | 0.0 | | 0.0 | 6.3 | 0.0 | | 34.5 | 0.0 | 36.3 | | 0.0 | 0.0 | 0.0 | |
| LOS by Move: | E | A | A | | A | A | A | | C | A | D | | A | A | A | |
| HCM2kAvgQ: | 0 | 8 | 0 | | 0 | 7 | 0 | | 2 | 0 | 4 | | 0 | 0 | 0 | |

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





AM Existing Thu May 7, 2009 11:45:48 Page 53-1

Folsom South of US-50 Annexation
Existing No Project AM

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

Intersection #95 Folsom Blvd/ EB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.754
Loss Time (sec): 0 Average Delay (sec/veh): 21.7
Optimal Cycle: 93 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 1 | 3 | 0 | 0 | 0 | 1 | 0 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 40 | 172 | 0 | | 0 | 1421 | 226 | | 1343 | 0 | 48 | | 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: | 40 | 172 | 0 | | 0 | 1421 | 226 | | 1343 | 0 | 48 | | 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: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 45 | 193 | 0 | | 0 | 1597 | 254 | | 1509 | 0 | 54 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 45 | 193 | 0 | | 0 | 1597 | 254 | | 1509 | 0 | 54 | | 0 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 45 | 193 | 0 | | 0 | 1597 | 254 | | 1509 | 0 | 54 | | 0 | 0 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.95 | 1.00 | | 1.00 | 0.95 | 0.85 | | 0.92 | 1.00 | 0.85 | | 1.00 | 1.00 | 1.00 | |
| Lanes: | 1.00 | 2.00 | 0.00 | | 0.00 | 2.00 | 1.00 | | 3.00 | 0.00 | 1.00 | | 0.00 | 0.00 | 0.00 | |
| Final Sat.: | 1805 | 3610 | 0 | | 0 | 3610 | 1615 | | 5253 | 0 | 1615 | | 0 | 0 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.05 | 0.00 | | 0.00 | 0.44 | 0.16 | | 0.29 | 0.00 | 0.03 | | 0.00 | 0.00 | 0.00 | |
| Crit Moves: | **** | | | | | **** | | | **** | | | | | | | |
| Green/Cycle: | 0.03 | 0.62 | 0.00 | | 0.00 | 0.59 | 0.59 | | 0.38 | 0.00 | 0.38 | | 0.00 | 0.00 | 0.00 | |
| Volume/Cap: | 0.75 | 0.09 | 0.00 | | 0.00 | 0.75 | 0.27 | | 0.75 | 0.00 | 0.09 | | 0.00 | 0.00 | 0.00 | |
| Delay/Veh: | 89.5 | 7.7 | 0.0 | | 0.0 | 16.9 | 10.3 | | 28.6 | 0.0 | 19.9 | | 0.0 | 0.0 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 89.5 | 7.7 | 0.0 | | 0.0 | 16.9 | 10.3 | | 28.6 | 0.0 | 19.9 | | 0.0 | 0.0 | 0.0 | |
| LOS by Move: | F | A | A | | A | B | B | | C | A | B | | A | A | A | |
| HCM2kAvgQ: | 3 | 1 | 0 | | 0 | 19 | 4 | | 14 | 0 | 1 | | 0 | 0 | 0 | |

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

AM Existing Thu May 7, 2009 11:45:48 Page 54-1

Folsom South of US-50 Annexation
Existing No Project AM

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

Intersection #96 Prairie City/ WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.659
Loss Time (sec): 6 Average Delay (sec/veh): 20.7
Optimal Cycle: 38 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Ignore | | | | Ignore | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 959 | 52 | | 0 | 160 | 234 | | 0 | 0 | 0 | | 140 | 0 | 935 | |
| Growth Adj: | 1.00 | 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 | 959 | 52 | | 0 | 160 | 234 | | 0 | 0 | 0 | | 140 | 0 | 935 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.96 | 0.96 | 0.00 | | 0.96 | 0.96 | 0.00 | | 0.96 | 0.96 | 0.96 | | 0.96 | 0.96 | 0.96 | |
| PHF Volume: | 0 | 999 | 0 | | 0 | 167 | 0 | | 0 | 0 | 0 | | 146 | 0 | 974 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 999 | 0 | | 0 | 167 | 0 | | 0 | 0 | 0 | | 146 | 0 | 974 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 999 | 0 | | 0 | 167 | 0 | | 0 | 0 | 0 | | 146 | 0 | 974 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.95 | 1.00 | | 1.00 | 0.95 | 1.00 | | 1.00 | 1.00 | 1.00 | | 0.78 | 1.00 | 0.75 | |
| Lanes: | 0.00 | 2.00 | 1.00 | | 0.00 | 2.00 | 1.00 | | 0.00 | 0.00 | 0.00 | | 1.00 | 0.00 | 2.00 | |
| Final Sat.: | 0 | 3610 | 1900 | | 0 | 3610 | 1900 | | 0 | 0 | 0 | | 1474 | 0 | 2842 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.28 | 0.00 | | 0.00 | 0.05 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.10 | 0.00 | 0.34 | |
| Crit Moves: | | **** | | | | | | | | | | | | | **** | |
| Green/Cycle: | 0.00 | 0.42 | 0.00 | | 0.00 | 0.42 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.52 | 0.00 | 0.52 | |
| Volume/Cap: | 0.00 | 0.66 | 0.00 | | 0.00 | 0.11 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.19 | 0.00 | 0.66 | |
| Delay/Veh: | 0.0 | 24.3 | 0.0 | | 0.0 | 17.7 | 0.0 | | 0.0 | 0.0 | 0.0 | | 12.9 | 0.0 | 18.6 | |
| 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: | 0.0 | 24.3 | 0.0 | | 0.0 | 17.7 | 0.0 | | 0.0 | 0.0 | 0.0 | | 12.9 | 0.0 | 18.6 | |
| LOS by Move: | A | C | A | | A | B | A | | A | A | A | | B | A | B | |
| HCM2kAvgQ: | 0 | 13 | 0 | | 0 | 2 | 0 | | 0 | 0 | 0 | | 2 | 0 | 13 | |

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





AM Existing Thu May 7, 2009 11:45:48 Page 55-1

Folsom South of US-50 Annexation
Existing No Project AM

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

Intersection #97 Prairie City/ EB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.350
Loss Time (sec): 6 Average Delay (sec/veh): 17.7
Optimal Cycle: 21 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 372 | 28 | | 0 | 300 | 0 | | 636 | 2 | 25 | | 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 | 372 | 28 | | 0 | 300 | 0 | | 636 | 2 | 25 | | 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: | 0.91 | 0.91 | 0.91 | | 0.91 | 0.91 | 0.91 | | 0.91 | 0.91 | 0.91 | | 0.91 | 0.91 | 0.91 | |
| PHF Volume: | 0 | 409 | 31 | | 0 | 330 | 0 | | 699 | 2 | 27 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 409 | 31 | | 0 | 330 | 0 | | 699 | 2 | 27 | | 0 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 409 | 31 | | 0 | 330 | 0 | | 699 | 2 | 27 | | 0 | 0 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.95 | 0.85 | | 1.00 | 0.95 | 1.00 | | 0.86 | 0.86 | 0.85 | | 1.00 | 1.00 | 1.00 | |
| Lanes: | 0.00 | 2.00 | 1.00 | | 0.00 | 2.00 | 0.00 | | 1.99 | 0.01 | 1.00 | | 0.00 | 0.00 | 0.00 | |
| Final Sat.: | 0 | 3610 | 1615 | | 0 | 3610 | 0 | | 3243 | 10 | 1615 | | 0 | 0 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.11 | 0.02 | | 0.00 | 0.09 | 0.00 | | 0.22 | 0.22 | 0.02 | | 0.00 | 0.00 | 0.00 | |
| Crit Moves: | | **** | | | | | | | | **** | | | | | | |
| Green/Cycle: | 0.00 | 0.32 | 0.32 | | 0.00 | 0.32 | 0.00 | | 0.62 | 0.62 | 0.62 | | 0.00 | 0.00 | 0.00 | |
| Volume/Cap: | 0.00 | 0.35 | 0.06 | | 0.00 | 0.28 | 0.00 | | 0.35 | 0.35 | 0.03 | | 0.00 | 0.00 | 0.00 | |
| Delay/Veh: | 0.0 | 26.0 | 23.4 | | 0.0 | 25.3 | 0.0 | | 9.5 | 9.5 | 7.5 | | 0.0 | 0.0 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 26.0 | 23.4 | | 0.0 | 25.3 | 0.0 | | 9.5 | 9.5 | 7.5 | | 0.0 | 0.0 | 0.0 | |
| LOS by Move: | A | C | C | | A | C | A | | A | A | A | | A | A | A | |
| HCM2kAvgQ: | 0 | 5 | 1 | | 0 | 4 | 0 | | 5 | 5 | 0 | | 0 | 0 | 0 | |

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

AM Existing Thu May 7, 2009 11:45:48 Page 56-1

Folsom South of US-50 Annexation
Existing No Project AM

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

Intersection #98 East Bidwell St/ WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.551
Loss Time (sec): 6 Average Delay (sec/veh): 19.8
Optimal Cycle: 30 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - | R | L | - T | - | R | L | - T | - | R | L | - T | - | R |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Ignore | | | | Ignore | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 684 | 32 | | 0 | 785 | 825 | | 0 | 0 | 0 | | 247 | 0 | 918 | |
| Growth Adj: | 1.00 | 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 | 684 | 32 | | 0 | 785 | 825 | | 0 | 0 | 0 | | 247 | 0 | 918 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.99 | 0.99 | 0.00 | | 0.99 | 0.99 | 0.00 | | 0.99 | 0.99 | 0.99 | | 0.99 | 0.99 | 0.99 | |
| PHF Volume: | 0 | 691 | 0 | | 0 | 793 | 0 | | 0 | 0 | 0 | | 249 | 0 | 927 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 691 | 0 | | 0 | 793 | 0 | | 0 | 0 | 0 | | 249 | 0 | 927 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 691 | 0 | | 0 | 793 | 0 | | 0 | 0 | 0 | | 249 | 0 | 927 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.95 | 1.00 | | 1.00 | 0.91 | 1.00 | | 1.00 | 1.00 | 1.00 | | 0.59 | 1.00 | 0.75 | |
| Lanes: | 0.00 | 2.00 | 1.00 | | 0.00 | 3.00 | 1.00 | | 0.00 | 0.00 | 0.00 | | 2.00 | 0.00 | 2.00 | |
| Final Sat.: | 0 | 3610 | 1900 | | 0 | 5187 | 1900 | | 0 | 0 | 0 | | 2226 | 0 | 2842 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.19 | 0.00 | | 0.00 | 0.15 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.11 | 0.00 | 0.33 | |
| Crit Moves: | | **** | | | | | | | | | | | | | **** | |
| Green/Cycle: | 0.00 | 0.35 | 0.00 | | 0.00 | 0.35 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.59 | 0.00 | 0.59 | |
| Volume/Cap: | 0.00 | 0.55 | 0.00 | | 0.00 | 0.44 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.19 | 0.00 | 0.55 | |
| Delay/Veh: | 0.0 | 26.8 | 0.0 | | 0.0 | 25.3 | 0.0 | | 0.0 | 0.0 | 0.0 | | 9.4 | 0.0 | 12.7 | |
| 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: | 0.0 | 26.8 | 0.0 | | 0.0 | 25.3 | 0.0 | | 0.0 | 0.0 | 0.0 | | 9.4 | 0.0 | 12.7 | |
| LOS by Move: | A | C | A | | A | C | A | | A | A | A | | A | A | B | |
| HCM2kAvgQ: | 0 | 9 | 0 | | 0 | 7 | 0 | | 0 | 0 | 0 | | 2 | 0 | 10 | |

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





AM Existing Thu May 7, 2009 11:45:48 Page 57-1

Folsom South of US-50 Annexation
Existing No Project AM

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

Intersection #99 East Bidwell St/ EB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.421
Loss Time (sec): 6 Average Delay (sec/veh): 18.0
Optimal Cycle: 24 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - | R | L | - T | - | R | L | - T | - | R | L | - T | - | R |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Ignore | | | | Ignore | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 2 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 149 | 45 | | 0 | 449 | 583 | | 567 | 0 | 48 | | 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 | 149 | 45 | | 0 | 449 | 583 | | 567 | 0 | 48 | | 0 | 0 | 0 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.96 | 0.96 | 0.00 | | 0.96 | 0.96 | 0.00 | | 0.96 | 0.96 | 0.96 | | 0.96 | 0.96 | 0.96 | |
| PHF Volume: | 0 | 155 | 0 | | 0 | 468 | 0 | | 591 | 0 | 50 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 155 | 0 | | 0 | 468 | 0 | | 591 | 0 | 50 | | 0 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 155 | 0 | | 0 | 468 | 0 | | 591 | 0 | 50 | | 0 | 0 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.95 | 1.00 | | 1.00 | 0.95 | 0.88 | | 0.58 | 1.00 | 0.85 | | 1.00 | 1.00 | 1.00 | |
| Lanes: | 0.00 | 2.00 | 1.00 | | 0.00 | 2.00 | 2.00 | | 2.00 | 0.00 | 1.00 | | 0.00 | 0.00 | 0.00 | |
| Final Sat.: | 0 | 3610 | 1900 | | 0 | 3610 | 3344 | | 2219 | 0 | 1615 | | 0 | 0 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.04 | 0.00 | | 0.00 | 0.13 | 0.00 | | 0.27 | 0.00 | 0.03 | | 0.00 | 0.00 | 0.00 | |
| Crit Moves: | | | | | | **** | | | **** | | | | | | | |
| Green/Cycle: | 0.00 | 0.31 | 0.00 | | 0.00 | 0.31 | 0.00 | | 0.63 | 0.00 | 0.63 | | 0.00 | 0.00 | 0.00 | |
| Volume/Cap: | 0.00 | 0.14 | 0.00 | | 0.00 | 0.42 | 0.00 | | 0.42 | 0.00 | 0.05 | | 0.00 | 0.00 | 0.00 | |
| Delay/Veh: | 0.0 | 25.1 | 0.0 | | 0.0 | 27.8 | 0.0 | | 9.4 | 0.0 | 7.0 | | 0.0 | 0.0 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 25.1 | 0.0 | | 0.0 | 27.8 | 0.0 | | 9.4 | 0.0 | 7.0 | | 0.0 | 0.0 | 0.0 | |
| LOS by Move: | A | C | A | | A | C | A | | A | A | A | | A | A | A | |
| HCM2kAvgQ: | 0 | 2 | 0 | | 0 | 6 | 0 | | 5 | 0 | 1 | | 0 | 0 | 0 | |

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

AM Existing Thu May 7, 2009 11:45:48 Page 58-1

Folsom South of US-50 Annexation
Existing No Project AM

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

Intersection #100 El Dorado Hills Blvd/ WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 1.001
Loss Time (sec): 9 Average Delay (sec/veh): 42.9
Optimal Cycle: 180 Level Of Service: D

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Permitted | | | Permitted | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 2 | 0 2 | 0 0 | 0 | 0 2 | 0 1 | 0 | 0 0 | 0 0 | 1 | 1 0 | 0 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 420 | 637 | 0 | 0 | 768 | 1088 | 0 | 0 | 0 | 616 | 0 | 254 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 420 | 637 | 0 | 0 | 768 | 1088 | 0 | 0 | 0 | 616 | 0 | 254 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| PHF Volume: | 452 | 685 | 0 | 0 | 826 | 1170 | 0 | 0 | 0 | 662 | 0 | 273 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 308 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 452 | 685 | 0 | 0 | 826 | 862 | 0 | 0 | 0 | 662 | 0 | 273 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 452 | 685 | 0 | 0 | 826 | 862 | 0 | 0 | 0 | 662 | 0 | 273 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.90 | 0.93 | 1.00 | 1.00 | 0.95 | 0.85 | 1.00 | 1.00 | 1.00 | 0.71 | 1.00 | 0.83 |
| Lanes: | 2.00 | 2.00 | 0.00 | 0.00 | 2.00 | 1.00 | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 1.00 |
| Final Sat.: | 3432 | 3538 | 0 | 0 | 3610 | 1615 | 0 | 0 | 0 | 2700 | 0 | 1583 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.13 | 0.19 | 0.00 | 0.00 | 0.23 | 0.53 | 0.00 | 0.00 | 0.00 | 0.25 | 0.00 | 0.17 |
| Crit Moves: | **** | | | | | **** | | | | **** | | |
| Green/Cycle: | 0.13 | 0.66 | 0.00 | 0.00 | 0.53 | 0.53 | 0.00 | 0.00 | 0.00 | 0.25 | 0.00 | 0.25 |
| Volume/Cap: | 1.00 | 0.29 | 0.00 | 0.00 | 0.43 | 1.00 | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.70 |
| Delay/Veh: | 86.0 | 7.0 | 0.0 | 0.0 | 14.3 | 54.2 | 0.0 | 0.0 | 0.0 | 72.9 | 0.0 | 40.2 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 86.0 | 7.0 | 0.0 | 0.0 | 14.3 | 54.2 | 0.0 | 0.0 | 0.0 | 72.9 | 0.0 | 40.2 |
| LOS by Move: | F | A | A | A | B | D | A | A | A | E | A | D |
| HCM2kAvgQ: | 9 | 4 | 0 | 0 | 8 | 32 | 0 | 0 | 0 | 16 | 0 | 9 |

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





AM Existing Thu May 7, 2009 11:45:48 Page 59-1

Folsom South of US-50 Annexation
Existing No Project AM

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

Intersection #101 El Dorado Hills Blvd/ EB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.906
Loss Time (sec): 9 Average Delay (sec/veh): 35.7
Optimal Cycle: 106 Level Of Service: D

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Permitted | | | Permitted | | |
| Rights: | Include | | | Include | | | Include | | | Ignore | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 0 | 0 3 | 0 1 | 1 | 0 2 | 0 0 | 0 | 0 0 | 0 2 | 0 | 0 0 | 0 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 652 | 186 | 211 | 1174 | 0 | 0 | 0 | 1212 | 0 | 0 | 421 |
| Growth Adj: | 1.00 | 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 | 652 | 186 | 211 | 1174 | 0 | 0 | 0 | 1212 | 0 | 0 | 421 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.00 |
| PHF Volume: | 0 | 701 | 200 | 227 | 1262 | 0 | 0 | 0 | 1303 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 701 | 200 | 227 | 1262 | 0 | 0 | 0 | 1303 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| FinalVolume: | 0 | 701 | 200 | 227 | 1262 | 0 | 0 | 0 | 1303 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 0.89 | 0.83 | 0.93 | 0.93 | 1.00 | 1.00 | 1.00 | 0.73 | 1.00 | 1.00 | 1.00 |
| Lanes: | 0.00 | 3.00 | 1.00 | 1.00 | 2.00 | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 0.00 | 1.00 |
| Final Sat.: | 0 | 5083 | 1583 | 1769 | 3538 | 0 | 0 | 0 | 2786 | 0 | 0 | 1900 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.14 | 0.13 | 0.13 | 0.36 | 0.00 | 0.00 | 0.00 | 0.47 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | **** | | | | **** | | | | **** | | | |
| Green/Cycle: | 0.00 | 0.20 | 0.20 | 0.19 | 0.39 | 0.00 | 0.00 | 0.00 | 0.52 | 0.00 | 0.00 | 0.00 |
| Volume/Cap: | 0.00 | 0.68 | 0.62 | 0.68 | 0.91 | 0.00 | 0.00 | 0.00 | 0.91 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 38.5 | 39.9 | 43.1 | 37.4 | 0.0 | 0.0 | 0.0 | 30.5 | 0.0 | 0.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 38.5 | 39.9 | 43.1 | 37.4 | 0.0 | 0.0 | 0.0 | 30.5 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | A | D | D | D | D | A | A | A | C | A | A | A |
| HCM2kAvgQ: | 0 | 7 | 6 | 7 | 21 | 0 | 0 | 0 | 25 | 0 | 0 | 0 |

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

AM Existing Thu May 7, 2009 11:45:49 Page 60-1

Folsom South of US-50 Annexation
Existing No Project AM

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

Intersection #102 Sunrise Rd/ Jackson Hwy-SR16

Cycle (sec): 100 Critical Vol./Cap. (X): 1.006
Loss Time (sec): 12 Average Delay (sec/veh): 58.4
Optimal Cycle: 180 Level Of Service: E

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 6 | 634 | 33 | | 143 | 204 | 56 | | 71 | 196 | 8 | | 48 | 583 | 172 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 6 | 634 | 33 | | 143 | 204 | 56 | | 71 | 196 | 8 | | 48 | 583 | 172 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.88 | 0.88 | 0.88 | | 0.88 | 0.88 | 0.88 | | 0.88 | 0.88 | 0.88 | | 0.88 | 0.88 | 0.88 | |
| PHF Volume: | 7 | 720 | 38 | | 163 | 232 | 64 | | 81 | 223 | 9 | | 55 | 663 | 195 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 7 | 720 | 38 | | 163 | 232 | 64 | | 81 | 223 | 9 | | 55 | 663 | 195 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 7 | 720 | 38 | | 163 | 232 | 64 | | 81 | 223 | 9 | | 55 | 663 | 195 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.99 | 0.99 | | 0.95 | 1.00 | 0.85 | | 0.95 | 1.00 | 0.85 | | 0.95 | 1.00 | 0.85 | |
| Lanes: | 1.00 | 0.95 | 0.05 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Final Sat.: | 1805 | 1793 | 93 | | 1805 | 1900 | 1615 | | 1805 | 1900 | 1615 | | 1805 | 1900 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.40 | 0.40 | | 0.09 | 0.12 | 0.04 | | 0.04 | 0.12 | 0.01 | | 0.03 | 0.35 | 0.12 | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.01 | 0.40 | 0.40 | | 0.09 | 0.47 | 0.52 | | 0.04 | 0.31 | 0.33 | | 0.08 | 0.35 | 0.44 | |
| Volume/Cap: | 0.26 | 1.01 | 1.01 | | 1.01 | 0.26 | 0.08 | | 1.01 | 0.38 | 0.02 | | 0.38 | 1.01 | 0.28 | |
| Delay/Veh: | 53.8 | 64.3 | 64.3 | | 117.9 | 15.9 | 12.1 | | 149.9 | 27.3 | 22.9 | | 45.3 | 69.2 | 18.3 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 53.8 | 64.3 | 64.3 | | 117.9 | 15.9 | 12.1 | | 149.9 | 27.3 | 22.9 | | 45.3 | 69.2 | 18.3 | |
| LOS by Move: | D | E | E | | F | B | B | | F | C | C | | D | E | B | |
| HCM2kAvgQ: | 0 | 27 | 27 | | 7 | 4 | 1 | | 5 | 5 | 0 | | 1 | 21 | 4 | |

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





AM Existing Thu May 7, 2009 11:45:49 Page 61-1

Folsom South of US-50 Annexation
Existing No Project AM

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

Intersection #103 Grant Line Rd/ Jackson Rd- SR16

Cycle (sec): 100 Critical Vol./Cap. (X): 1.100
Loss Time (sec): 12 Average Delay (sec/veh): 87.1
Optimal Cycle: 180 Level Of Service: F

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Split Phase | | | | Split Phase | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 1! | 0 | 0 | 0 | 0 | 1! | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 5 | 380 | 25 | | 22 | 190 | 40 | | 45 | 326 | 0 | | 135 | 752 | 95 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 5 | 380 | 25 | | 22 | 190 | 40 | | 45 | 326 | 0 | | 135 | 752 | 95 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.86 | 0.86 | 0.86 | | 0.86 | 0.86 | 0.86 | | 0.86 | 0.86 | 0.86 | | 0.86 | 0.86 | 0.86 | |
| PHF Volume: | 6 | 442 | 29 | | 26 | 221 | 47 | | 52 | 379 | 0 | | 157 | 874 | 110 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 6 | 442 | 29 | | 26 | 221 | 47 | | 52 | 379 | 0 | | 157 | 874 | 110 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 6 | 442 | 29 | | 26 | 221 | 47 | | 52 | 379 | 0 | | 157 | 874 | 110 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.99 | 0.99 | 0.99 | | 0.98 | 0.98 | 0.98 | | 0.95 | 1.00 | 1.00 | | 0.95 | 0.98 | 0.98 | |
| Lanes: | 0.01 | 0.93 | 0.06 | | 0.09 | 0.75 | 0.16 | | 1.00 | 1.00 | 0.00 | | 1.00 | 0.89 | 0.11 | |
| Final Sat.: | 23 | 1745 | 115 | | 162 | 1397 | 294 | | 1805 | 1900 | 0 | | 1805 | 1658 | 209 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.25 | 0.25 | 0.25 | | 0.16 | 0.16 | 0.16 | | 0.03 | 0.20 | 0.00 | | 0.09 | 0.53 | 0.53 | |
| Crit Moves: | | | **** | | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.23 | 0.23 | 0.23 | | 0.14 | 0.14 | 0.14 | | 0.03 | 0.35 | 0.00 | | 0.15 | 0.48 | 0.48 | |
| Volume/Cap: | 1.10 | 1.10 | 1.10 | | 1.10 | 1.10 | 1.10 | | 1.10 | 0.57 | 0.00 | | 0.57 | 1.10 | 1.10 | |
| Delay/Veh: | 111.5 | 111 | 111.5 | | 127.2 | 127 | 127.2 | | 209.7 | 27.3 | 0.0 | | 42.0 | 87.1 | 87.1 | |
| 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: | 111.5 | 111 | 111.5 | | 127.2 | 127 | 127.2 | | 209.7 | 27.3 | 0.0 | | 42.0 | 87.1 | 87.1 | |
| LOS by Move: | F | F | F | | F | F | F | | F | C | A | | D | F | F | |
| HCM2kAvgQ: | 24 | 24 | 24 | | 14 | 14 | 14 | | 3 | 9 | 0 | | 4 | 44 | 44 | |

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

LEVEL OF SERVICE WORKSHEETS

# EXISTING CONDITIONS
# PM PEAK HOUR

Folsom South of US-50 Annexation
Existing No Project PM

Impact Analysis Report
Level Of Service

| Intersection | Base LOS | Base Del/ Veh | Base V/ C | Future LOS | Future Del/ Veh | Future V/ C | Change in |
|---|---|---|---|---|---|---|---|
| # 1 Folsom Blvd/ Blue Ravine Rd | E | 74.7 | 1.071 | E | 74.7 | 1.071 | + 0.000 D/V |
| # 2 Sibly Street/ Blue Ravine Road | C | 28.5 | 0.668 | C | 28.5 | 0.668 | + 0.000 D/V |
| # 3 Oak Avenue Parkway/ Blue Ravin | C | 28.4 | 0.658 | C | 28.4 | 0.658 | + 0.000 D/V |
| # 4 Empire Ranch Road/ Natoma Stre | B | 10.3 | 0.456 | B | 10.3 | 0.456 | + 0.000 V/C |
| # 5 Oak Avenue Parkway/ Riley Stre | C | 26.2 | 0.484 | C | 26.2 | 0.484 | + 0.000 D/V |
| # 6 Oak Avenue Parkway/ East Bidwe | C | 29.5 | 0.514 | C | 29.5 | 0.514 | + 0.000 D/V |
| # 7 East Bidwell St/Nesmith Ct | B | 12.6 | 0.595 | B | 12.6 | 0.595 | + 0.000 D/V |
| # 8 East Bidwell St/Scholar Way | B | 11.1 | 0.463 | B | 11.1 | 0.463 | + 0.000 D/V |
| # 9 East Bidwell St/Power Center D | C | 21.5 | 0.549 | C | 21.5 | 0.549 | + 0.000 D/V |
| # 10 Broadstone Pkwy/ East Bidwell | C | 24.1 | 0.540 | C | 24.1 | 0.540 | + 0.000 D/V |
| # 11 Empire Ranch Road/ Broadstone | A | 9.1 | 0.155 | A | 9.1 | 0.155 | + 0.000 V/C |
| # 12 Oak Avenue Prky / Haverhill Dr | B | 16.1 | 0.350 | B | 16.1 | 0.350 | + 0.000 D/V |
| # 13 Oak Avenue Prky / Haldion Wy | B | 16.1 | 0.346 | B | 16.1 | 0.346 | + 0.000 D/V |
| # 14 Folsom Blvd/ Iron Point Road | B | 19.2 | 0.808 | B | 19.2 | 0.808 | + 0.000 D/V |
| # 15 Prairie City Rd/ Iron Point Rd | C | 33.6 | 0.688 | C | 33.6 | 0.688 | + 0.000 D/V |
| # 16 Grover Rd/ Iron Point Rd | A | 9.0 | 0.431 | A | 9.0 | 0.431 | + 0.000 D/V |
| # 17 McAdoo Dr/ Iron Point Rd | B | 13.8 | 0.436 | B | 13.8 | 0.436 | + 0.000 D/V |
| # 18 Oak Ave Pkwy/ Iron Point Rd | B | 13.4 | 0.391 | B | 13.4 | 0.391 | + 0.000 D/V |
| # 19 Rowberry Dr/ Iron Point Rd | B | 14.7 | 0.391 | B | 14.7 | 0.391 | + 0.000 D/V |
| # 20 Broadstone Pkwy/ Iron Point Rd | C | 20.2 | 0.400 | C | 20.2 | 0.400 | + 0.000 D/V |
| # 21 East Bidwell St/ Iron Point Rd | D | 45.0 | 0.929 | D | 45.0 | 0.929 | + 0.000 D/V |
| # 22 Cavitt Dr / Iron Point Rd | B | 19.0 | 0.436 | B | 19.0 | 0.436 | + 0.000 D/V |
| # 23 Serpa Way / Iron Point Rd | C | 25.2 | 0.267 | C | 25.2 | 0.267 | + 0.000 D/V |
| # 24 Empire Ranch Road/ Iron Point | B | 10.7 | 0.465 | B | 10.7 | 0.465 | + 0.000 V/C |

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Folsom South of US-50 Annexation
Existing No Project PM

| Intersection | Base LOS | Base Del/ Veh | Base V/ C | Future LOS | Future Del/ Veh | Future V/ C | Change in |
|---|---|---|---|---|---|---|---|
| # 25 Prairie City Rd/ High School | B | 16.0 | 0.406 | B | 16.0 | 0.406 | + 0.000 D/V |
| # 27 Prairie City Rd/ White Rock Rd | F | 99.6 | 1.333 | F | 99.6 | 1.333 | + 0.000 V/C |
| # 28 Scott Rd (South)/ White Rock R | C | 18.0 | 0.130 | C | 18.0 | 0.130 | + 0.000 D/V |
| # 29 Scott Rd (North)/ White Rock R | C | 23.9 | 0.865 | C | 23.9 | 0.865 | + 0.000 V/C |
| # 30 Placerville Rd/ White Rock Rd | C | 16.6 | 0.532 | C | 16.6 | 0.532 | + 0.000 D/V |
| # 57 Hazel Blvd/ Gold Country | F | xxxxx | 1.011 | F | xxxxx | 1.011 | + 0.000 V/C |
| # 58 Hazel Ave/ Folsom Blvd | D | xxxxx | 0.874 | D | xxxxx | 0.874 | + 0.000 V/C |
| # 59 Grant Line Rd/ White Rock Rd | F | 355.5 | 1.219 | F | 355.5 | 1.219 | + 0.000 D/V |
| # 60 Grant Line Rd/ Sunrise Rd | C | xxxxx | 0.787 | C | xxxxx | 0.787 | + 0.000 V/C |
| # 65 Sunrise Blvd/ White Rock Rd | C | xxxxx | 0.713 | C | xxxxx | 0.713 | + 0.000 V/C |
| # 66 Fitzgerald Road / White Rock R | C | 16.4 | 0.742 | C | 16.4 | 0.742 | + 0.000 V/C |
| # 67 Sunrise Blvd/ Douglas Rd | B | xxxxx | 0.684 | B | xxxxx | 0.684 | + 0.000 V/C |
| # 68 Grant Line Rd/ Douglas Rd | C | 18.2 | 0.209 | C | 18.2 | 0.209 | + 0.000 D/V |
| # 69 Grant Line Road/Kiefer Bouleva | B | 14.4 | 0.699 | B | 14.4 | 0.699 | + 0.000 V/C |
| # 83 White Rock Rd/ Carson Crossing | C | 16.5 | 0.048 | C | 16.5 | 0.048 | + 0.000 D/V |
| # 84 White Rock Rd/ Stonebriar Rd | B | 14.8 | 0.435 | B | 14.8 | 0.435 | + 0.000 D/V |
| # 85 White Rock Rd/ Windfield Way | F | 73.1 | 0.865 | F | 73.1 | 0.865 | + 0.000 D/V |
| # 86 White Rock Rd/ Latrobe Rd | C | 31.8 | 0.353 | C | 31.8 | 0.353 | + 0.000 D/V |
| # 87 White Rock Rd/ Valley View Pkw | C | 23.5 | 0.587 | C | 23.5 | 0.587 | + 0.000 D/V |
| # 88 El Dorado Hills Blvd/Serrano P | C | 25.4 | 0.680 | C | 25.4 | 0.680 | + 0.000 D/V |
| # 89 El Dorado Hills Blvd/Saratoga | D | 53.3 | 1.003 | D | 53.3 | 1.003 | + 0.000 D/V |
| # 90 El Dorado Hills Blvd/Park Driv | B | 13.1 | 0.617 | B | 13.1 | 0.617 | + 0.000 D/V |
| # 91 Latrobe Rd/ Town Center Blvd | D | 40.1 | 0.909 | D | 40.1 | 0.909 | + 0.000 D/V |
| # 92 Hazel Blvd/ Tributary- WB US 5 | C | 23.1 | 0.833 | C | 23.1 | 0.833 | + 0.000 D/V |
| # 93 Hazel Ave/ EB US-50 Ramps | B | 18.2 | 0.803 | B | 18.2 | 0.803 | + 0.000 D/V |

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PM Existing Thu May 7, 2009 11:46:13 Page 2-3

Folsom South of US-50 Annexation
Existing No Project PM

| Intersection | Base LOS | Base Del/ Veh | Base V/ C | Future LOS | Future Del/ Veh | Future V/ C | Change in |
|---|---|---|---|---|---|---|---|
| # 94 Folsom Blvd/ WB US 50 Ramps | A | 9.0 | 0.554 | A | 9.0 | 0.554 | + 0.000 D/V |
| # 95 Folsom Blvd/ EB US 50 Ramps | C | 34.2 | 0.851 | C | 34.2 | 0.851 | + 0.000 D/V |
| # 96 Prairie City/ WB US 50 Ramps | B | 12.8 | 0.449 | B | 12.8 | 0.449 | + 0.000 D/V |
| # 97 Prairie City/ EB US 50 Ramps | B | 17.3 | 0.386 | B | 17.3 | 0.386 | + 0.000 D/V |
| # 98 East Bidwell St/ WB US 50 Ramp | C | 24.2 | 0.825 | C | 24.2 | 0.825 | + 0.000 D/V |
| # 99 East Bidwell St/ EB US 50 Ramp | B | 17.4 | 0.643 | B | 17.4 | 0.643 | + 0.000 D/V |
| #100 El Dorado Hills Blvd/ WB US 50 | C | 25.1 | 0.828 | C | 25.1 | 0.828 | + 0.000 D/V |
| #101 El Dorado Hills Blvd/ EB US 50 | C | 33.3 | 0.943 | C | 33.3 | 0.943 | + 0.000 D/V |
| #102 Sunrise Rd/ Jackson Hwy-SR16 | D | 39.8 | 0.921 | D | 39.8 | 0.921 | + 0.000 D/V |
| #103 Grant Line Rd/ Jackson Rd- SR1 | E | 76.0 | 1.056 | E | 76.0 | 1.056 | + 0.000 D/V |





PM Existing Thu May 7, 2009 11:46:13 Page 3-1

Folsom South of US-50 Annexation
Existing No Project PM

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

Intersection #1 Folsom Blvd/ Blue Ravine Rd

Cycle (sec): 120 Critical Vol./Cap. (X): 1.071
Loss Time (sec): 15 Average Delay (sec/veh): 74.7
Optimal Cycle: 180 Level Of Service: E

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | |
| Lanes: | 1 | 0 | 2 | 0 1 | 1 | 0 | 2 | 0 1 | 1 | 0 | 1 | 0 1 | 2 | 0 | 1 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 32 | 1051 | 471 | | 389 | 1108 | 19 | | 571 | 446 | 125 | | 355 | 74 | 396 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 32 | 1051 | 471 | | 389 | 1108 | 19 | | 571 | 446 | 125 | | 355 | 74 | 396 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.92 | 0.92 | 0.92 | | 0.92 | 0.92 | 0.92 | | 0.92 | 0.92 | 0.92 | | 0.92 | 0.92 | 0.92 | |
| PHF Volume: | 35 | 1142 | 512 | | 423 | 1204 | 21 | | 621 | 485 | 136 | | 386 | 80 | 430 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 35 | 1142 | 512 | | 423 | 1204 | 21 | | 621 | 485 | 136 | | 386 | 80 | 430 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 35 | 1142 | 512 | | 423 | 1204 | 21 | | 621 | 485 | 136 | | 386 | 80 | 430 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.95 | 0.85 | | 0.95 | 0.95 | 0.85 | | 0.95 | 1.00 | 0.85 | | 0.92 | 1.00 | 0.85 | |
| Lanes: | 1.00 | 2.00 | 1.00 | | 1.00 | 2.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 2.00 | 1.00 | 1.00 | |
| Final Sat.: | 1805 | 3610 | 1615 | | 1805 | 3610 | 1615 | | 1805 | 1900 | 1615 | | 3502 | 1900 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.32 | 0.32 | | 0.23 | 0.33 | 0.01 | | 0.34 | 0.26 | 0.08 | | 0.11 | 0.04 | 0.27 | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.03 | 0.30 | 0.40 | | 0.22 | 0.49 | 0.81 | | 0.32 | 0.25 | 0.28 | | 0.11 | 0.04 | 0.26 | |
| Volume/Cap: | 0.69 | 1.07 | 0.78 | | 1.07 | 0.69 | 0.02 | | 1.07 | 1.01 | 0.30 | | 1.01 | 1.07 | 1.03 | |
| Delay/Veh: | 90.4 | 90.8 | 37.4 | | 112.3 | 24.9 | 2.3 | | 98.5 | 89.3 | 34.3 | | 102.9 | 182 | 97.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 90.4 | 90.8 | 37.4 | | 112.3 | 24.9 | 2.3 | | 98.5 | 89.3 | 34.3 | | 102.9 | 182 | 97.0 | |
| LOS by Move: | F | F | D | | F | C | A | | F | F | C | | F | F | F | |
| HCM2kAvgQ: | 1 | 28 | 16 | | 23 | 18 | 0 | | 32 | 24 | 4 | | 9 | 4 | 20 | |

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

PM Existing Thu May 7, 2009 11:46:13 Page 4-1

Folsom South of US-50 Annexation
Existing No Project PM

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

Intersection #2 Sibly Street/ Blue Ravine Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.668
Loss Time (sec): 12 Average Delay (sec/veh): 28.5
Optimal Cycle: 55 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Ovl | | | Ovl | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 | 0 | 2 | 0 | 1 | 1 | 0 | 2 | 0 | 1 | 2 | 0 | 1 | 1 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 186 | 626 | 469 | 51 | 265 | 102 | 156 | 801 | 393 | 234 | 489 | 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: | 186 | 626 | 469 | 51 | 265 | 102 | 156 | 801 | 393 | 234 | 489 | 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: | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| PHF Volume: | 202 | 680 | 510 | 55 | 288 | 111 | 170 | 871 | 427 | 254 | 532 | 40 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 202 | 680 | 510 | 55 | 288 | 111 | 170 | 871 | 427 | 254 | 532 | 40 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 202 | 680 | 510 | 55 | 288 | 111 | 170 | 871 | 427 | 254 | 532 | 40 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.95 | 0.85 | 0.95 | 0.95 | 0.85 | 0.95 | 0.95 | 0.85 | 0.92 | 0.94 | 0.94 |
| Lanes: | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 2.00 | 1.86 | 0.14 |
| Final Sat.: | 1805 | 3610 | 1615 | 1805 | 3610 | 1615 | 1805 | 3610 | 1615 | 3502 | 3323 | 251 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.11 | 0.19 | 0.32 | 0.03 | 0.08 | 0.07 | 0.09 | 0.24 | 0.26 | 0.07 | 0.16 | 0.16 |
| Crit Moves: | | | **** | **** | | | | **** | | **** | | |
| Green/Cycle: | 0.24 | 0.36 | 0.47 | 0.05 | 0.17 | 0.34 | 0.17 | 0.36 | 0.60 | 0.11 | 0.30 | 0.30 |
| Volume/Cap: | 0.47 | 0.52 | 0.67 | 0.67 | 0.47 | 0.20 | 0.54 | 0.67 | 0.44 | 0.67 | 0.54 | 0.54 |
| Delay/Veh: | 33.4 | 25.3 | 22.6 | 65.8 | 37.9 | 23.2 | 39.6 | 28.2 | 11.2 | 47.3 | 30.1 | 30.1 |
| 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: | 33.4 | 25.3 | 22.6 | 65.8 | 37.9 | 23.2 | 39.6 | 28.2 | 11.2 | 47.3 | 30.1 | 30.1 |
| LOS by Move: | C | C | C | E | D | C | D | C | B | D | C | C |
| HCM2kAvgQ: | 5 | 8 | 12 | 3 | 5 | 2 | 4 | 11 | 6 | 4 | 8 | 8 |

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





PM Existing Thu May 7, 2009 11:46:13 Page 5-1

Folsom South of US-50 Annexation
Existing No Project PM

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

Intersection #3 Oak Avenue Parkway/ Blue Ravine Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.658
Loss Time (sec): 12 Average Delay (sec/veh): 28.4
Optimal Cycle: 54 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Include | | | Ignore | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 | 0 | 3 | 0 | 1 | 1 | 0 | 3 | 0 | 1 | 2 | 0 | 2 | 0 | 1 | 2 | 0 | 1 | 1 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 232 | 276 | 580 | 18 | 104 | 74 | 85 | 1038 | 163 | 309 | 488 | 12 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 232 | 276 | 580 | 18 | 104 | 74 | 85 | 1038 | 163 | 309 | 488 | 12 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.95 | 0.95 | 0.00 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.00 | 0.95 | 0.95 | 0.95 |
| PHF Volume: | 244 | 291 | 0 | 19 | 109 | 78 | 89 | 1093 | 0 | 325 | 514 | 13 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 244 | 291 | 0 | 19 | 109 | 78 | 89 | 1093 | 0 | 325 | 514 | 13 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 244 | 291 | 0 | 19 | 109 | 78 | 89 | 1093 | 0 | 325 | 514 | 13 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.91 | 1.00 | 0.95 | 0.91 | 0.85 | 0.92 | 0.95 | 1.00 | 0.92 | 0.95 | 0.95 |
| Lanes: | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 | 2.00 | 2.00 | 1.00 | 2.00 | 1.95 | 0.05 |
| Final Sat.: | 1805 | 5187 | 1900 | 1805 | 5187 | 1615 | 3502 | 3610 | 1900 | 3502 | 3509 | 86 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.14 | 0.06 | 0.00 | 0.01 | 0.02 | 0.05 | 0.03 | 0.30 | 0.00 | 0.09 | 0.15 | 0.15 |
| Crit Moves: | **** | | | | | **** | | **** | | **** | | |
| Green/Cycle: | 0.21 | 0.23 | 0.00 | 0.04 | 0.07 | 0.07 | 0.09 | 0.46 | 0.00 | 0.14 | 0.51 | 0.51 |
| Volume/Cap: | 0.66 | 0.24 | 0.00 | 0.24 | 0.29 | 0.66 | 0.29 | 0.66 | 0.00 | 0.66 | 0.29 | 0.29 |
| Delay/Veh: | 40.8 | 31.1 | 0.0 | 47.7 | 44.3 | 57.9 | 43.1 | 21.9 | 0.0 | 43.9 | 14.0 | 14.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 40.8 | 31.1 | 0.0 | 47.7 | 44.3 | 57.9 | 43.1 | 21.9 | 0.0 | 43.9 | 14.0 | 14.0 |
| LOS by Move: | D | C | A | D | D | E | D | C | A | D | B | B |
| HCM2kAvgQ: | 7 | 3 | 0 | 1 | 1 | 4 | 1 | 13 | 0 | 6 | 5 | 5 |

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

PM Existing Thu May 7, 2009 11:46:13 Page 6-1

Folsom South of US-50 Annexation
Existing No Project PM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #4 Empire Ranch Road/ Natoma Street

Cycle (sec): 100 Critical Vol./Cap. (X): 0.456
Loss Time (sec): 0 Average Delay (sec/veh): 10.3
Optimal Cycle: 0 Level Of Service: B

| 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: | 2 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 1 | 0 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 98 | 282 | 0 | | 0 | 112 | 23 | | 38 | 0 | 68 | | 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: | 98 | 282 | 0 | | 0 | 112 | 23 | | 38 | 0 | 68 | | 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: | 0.90 | 0.90 | 0.90 | | 0.90 | 0.90 | 0.90 | | 0.90 | 0.90 | 0.90 | | 0.90 | 0.90 | 0.90 | |
| PHF Volume: | 109 | 313 | 0 | | 0 | 124 | 26 | | 42 | 0 | 76 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 109 | 313 | 0 | | 0 | 124 | 26 | | 42 | 0 | 76 | | 0 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 109 | 313 | 0 | | 0 | 124 | 26 | | 42 | 0 | 76 | | 0 | 0 | 0 | |
| 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: | 2.00 | 1.00 | 0.00 | | 0.00 | 1.00 | 1.00 | | 2.00 | 0.00 | 1.00 | | 0.00 | 0.00 | 0.00 | |
| Final Sat.: | 1247 | 687 | 0 | | 0 | 668 | 763 | | 1076 | 0 | 655 | | 0 | 0 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.09 | 0.46 | xxxx | | xxxx | 0.19 | 0.03 | | 0.04 | xxxx | 0.12 | | xxxx | xxxx | xxxx | |
| Crit Moves: | | **** | | | | **** | | | | | **** | | | | | |
| Delay/Veh: | 8.9 | 12.0 | 0.0 | | 0.0 | 9.1 | 7.4 | | 9.2 | 0.0 | 8.4 | | 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 | |
| AdjDel/Veh: | 8.9 | 12.0 | 0.0 | | 0.0 | 9.1 | 7.4 | | 9.2 | 0.0 | 8.4 | | 0.0 | 0.0 | 0.0 | |
| LOS by Move: | A | B | * | | * | A | A | | A | * | A | | * | * | * | |
| ApproachDel: | | 11.2 | | | | 8.8 | | | | 8.7 | | | xxxxxx | | | |
| Delay Adj: | | 1.00 | | | | 1.00 | | | | 1.00 | | | xxxxx | | | |
| ApprAdjDel: | | 11.2 | | | | 8.8 | | | | 8.7 | | | xxxxxx | | | |
| LOS by Appr: | | B | | | | A | | | | A | | | * | | | |
| AllWayAvgQ: | 0.1 | 0.8 | 0.0 | | 0.0 | 0.2 | 0.0 | | 0.0 | 0.0 | 0.1 | | 0.0 | 0.0 | 0.0 | |

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





PM Existing Thu May 7, 2009 11:46:13 Page 7-1

Folsom South of US-50 Annexation
Existing No Project PM

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

Intersection #5 Oak Avenue Parkway/ Riley Street

Cycle (sec): 100 Critical Vol./Cap. (X): 0.484
Loss Time (sec): 12 Average Delay (sec/veh): 26.2
Optimal Cycle: 40 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 2 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 170 | 522 | 21 | | 26 | 174 | 192 | | 340 | 21 | 141 | | 13 | 12 | 8 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 170 | 522 | 21 | | 26 | 174 | 192 | | 340 | 21 | 141 | | 13 | 12 | 8 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.96 | 0.96 | 0.96 | | 0.96 | 0.96 | 0.96 | | 0.96 | 0.96 | 0.96 | | 0.96 | 0.96 | 0.96 | |
| PHF Volume: | 177 | 544 | 22 | | 27 | 181 | 200 | | 354 | 22 | 147 | | 14 | 13 | 8 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 177 | 544 | 22 | | 27 | 181 | 200 | | 354 | 22 | 147 | | 14 | 13 | 8 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 177 | 544 | 22 | | 27 | 181 | 200 | | 354 | 22 | 147 | | 14 | 13 | 8 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.90 | 0.90 | | 0.95 | 0.87 | 0.87 | | 0.95 | 1.00 | 0.85 | | 0.95 | 0.94 | 0.94 | |
| Lanes: | 1.00 | 2.88 | 0.12 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 0.60 | 0.40 | |
| Final Sat.: | 1805 | 4956 | 199 | | 1805 | 1662 | 1662 | | 1805 | 1900 | 1615 | | 1805 | 1072 | 714 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.10 | 0.11 | 0.11 | | 0.02 | 0.11 | 0.12 | | 0.20 | 0.01 | 0.09 | | 0.01 | 0.01 | 0.01 | |
| Crit Moves: | **** | | | | | | **** | | **** | | | | | **** | | |
| Green/Cycle: | 0.20 | 0.40 | 0.40 | | 0.05 | 0.25 | 0.25 | | 0.41 | 0.40 | 0.40 | | 0.03 | 0.02 | 0.02 | |
| Volume/Cap: | 0.48 | 0.28 | 0.28 | | 0.28 | 0.44 | 0.48 | | 0.48 | 0.03 | 0.23 | | 0.23 | 0.48 | 0.48 | |
| Delay/Veh: | 36.3 | 20.5 | 20.5 | | 46.9 | 32.1 | 32.6 | | 22.5 | 18.4 | 20.2 | | 49.1 | 56.5 | 56.5 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 36.3 | 20.5 | 20.5 | | 46.9 | 32.1 | 32.6 | | 22.5 | 18.4 | 20.2 | | 49.1 | 56.5 | 56.5 | |
| LOS by Move: | D | C | C | | D | C | C | | C | B | C | | D | E | E | |
| HCM2kAvgQ: | 5 | 4 | 4 | | 1 | 5 | 5 | | 8 | 0 | 3 | | 1 | 1 | 1 | |

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

PM Existing Thu May 7, 2009 11:46:14 Page 8-1

Folsom South of US-50 Annexation
Existing No Project PM

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

Intersection #6 Oak Avenue Parkway/ East Bidwell Street

Cycle (sec): 100 Critical Vol./Cap. (X): 0.514
Loss Time (sec): 12 Average Delay (sec/veh): 29.5
Optimal Cycle: 42 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Ignore | | | Ignore | | | Ignore | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 2 | 0 | 3 | 0 | 1 | 2 | 0 | 3 | 0 | 1 | 2 | 0 | 3 | 0 | 1 | 2 | 0 | 3 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | | | | | |
| Base Vol: | 52 | 565 | 230 | 340 | 174 | 149 | 178 | 1024 | 78 | 140 | 867 | 559 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 52 | 565 | 230 | 340 | 174 | 149 | 178 | 1024 | 78 | 140 | 867 | 559 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 0.98 | 0.98 | 0.00 | 0.98 | 0.98 | 0.00 | 0.98 | 0.98 | 0.00 | 0.98 | 0.98 | 0.00 |
| PHF Volume: | 53 | 577 | 0 | 347 | 178 | 0 | 182 | 1045 | 0 | 143 | 885 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 53 | 577 | 0 | 347 | 178 | 0 | 182 | 1045 | 0 | 143 | 885 | 0 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| FinalVolume: | 53 | 577 | 0 | 347 | 178 | 0 | 182 | 1045 | 0 | 143 | 885 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.91 | 1.00 | 0.92 | 0.91 | 1.00 | 0.92 | 0.91 | 1.00 | 0.92 | 0.91 | 1.00 |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3502 | 5187 | 1900 | 3502 | 5187 | 1900 | 3502 | 5187 | 1900 | 3502 | 5187 | 1900 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.11 | 0.00 | 0.10 | 0.03 | 0.00 | 0.05 | 0.20 | 0.00 | 0.04 | 0.17 | 0.00 |
| Crit Moves: | | **** | | **** | | | | **** | | **** | | |
| Green/Cycle: | 0.13 | 0.22 | 0.00 | 0.19 | 0.28 | 0.00 | 0.11 | 0.39 | 0.00 | 0.08 | 0.36 | 0.00 |
| Volume/Cap: | 0.12 | 0.51 | 0.00 | 0.51 | 0.12 | 0.00 | 0.47 | 0.51 | 0.00 | 0.51 | 0.47 | 0.00 |
| Delay/Veh: | 39.0 | 35.0 | 0.0 | 36.9 | 26.6 | 0.0 | 42.7 | 23.4 | 0.0 | 45.8 | 24.8 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 39.0 | 35.0 | 0.0 | 36.9 | 26.6 | 0.0 | 42.7 | 23.4 | 0.0 | 45.8 | 24.8 | 0.0 |
| LOS by Move: | D | C | A | D | C | A | D | C | A | D | C | A |
| HCM2kAvgQ: | 1 | 6 | 0 | 5 | 1 | 0 | 3 | 9 | 0 | 2 | 7 | 0 |

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





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Folsom South of US-50 Annexation
Existing No Project PM

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

Intersection #7 East Bidwell St/Nesmith Ct

Cycle (sec): 100 Critical Vol./Cap. (X): 0.595
Loss Time (sec): 12 Average Delay (sec/veh): 12.6
Optimal Cycle: 48 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Split Phase | | | Split Phase | | |
| Rights: | Ovl | | | Include | | | Include | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 | 0 | 2 | 0 | 1 | 2 | 0 | 2 | 1 | 0 | 0 | 0 | 1! | 0 | 0 | 1 | 1 | 0 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | | | | | |
| Base Vol: | 13 | 1329 | 55 | 172 | 1338 | 16 | 57 | 2 | 53 | 36 | 1 | 54 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 13 | 1329 | 55 | 172 | 1338 | 16 | 57 | 2 | 53 | 36 | 1 | 54 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 14 | 1414 | 59 | 183 | 1423 | 17 | 61 | 2 | 56 | 38 | 1 | 57 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 14 | 1414 | 59 | 183 | 1423 | 17 | 61 | 2 | 56 | 38 | 1 | 57 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 14 | 1414 | 59 | 183 | 1423 | 17 | 61 | 2 | 56 | 38 | 1 | 57 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.95 | 0.85 | 0.92 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.95 | 0.95 | 0.85 |
| Lanes: | 1.00 | 2.00 | 1.00 | 2.00 | 2.96 | 0.04 | 0.51 | 0.02 | 0.47 | 1.95 | 0.05 | 1.00 |
| Final Sat.: | 1805 | 3610 | 1615 | 3502 | 5115 | 61 | 882 | 31 | 821 | 3527 | 98 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.39 | 0.04 | 0.05 | 0.28 | 0.28 | 0.07 | 0.07 | 0.07 | 0.01 | 0.01 | 0.04 |
| Crit Moves: | | **** | | **** | | | | | **** | | **** | |
| Green/Cycle: | 0.02 | 0.66 | 0.68 | 0.09 | 0.73 | 0.73 | 0.12 | 0.12 | 0.12 | 0.02 | 0.02 | 0.11 |
| Volume/Cap: | 0.38 | 0.59 | 0.05 | 0.59 | 0.38 | 0.38 | 0.59 | 0.59 | 0.59 | 0.59 | 0.59 | 0.34 |
| Delay/Veh: | 55.0 | 10.0 | 5.4 | 47.0 | 5.3 | 5.3 | 46.8 | 46.8 | 46.8 | 62.5 | 62.5 | 42.6 |
| 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: | 55.0 | 10.0 | 5.4 | 47.0 | 5.3 | 5.3 | 46.8 | 46.8 | 46.8 | 62.5 | 62.5 | 42.6 |
| LOS by Move: | E | B | A | D | A | A | D | D | D | E | E | D |
| HCM2kAvgQ: | 1 | 13 | 1 | 4 | 6 | 6 | 3 | 3 | 3 | 1 | 1 | 2 |

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

PM Existing Thu May 7, 2009 11:46:14 Page 10-1

Folsom South of US-50 Annexation
Existing No Project PM

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

Intersection #8 East Bidwell St/Scholar Way

Cycle (sec): 100 Critical Vol./Cap. (X): 0.463
Loss Time (sec): 0 Average Delay (sec/veh): 11.1
Optimal Cycle: 42 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ignore | | | | Ignore | | | | Ignore | | | | Ignore | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 2 | 0 1 | 2 | 0 | 3 | 0 1 | 1 | 0 | 2 | 0 1 | 1 | 0 | 2 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 49 | 1171 | 266 | | 114 | 1280 | 109 | | 129 | 58 | 11 | | 112 | 47 | 115 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 49 | 1171 | 266 | | 114 | 1280 | 109 | | 129 | 58 | 11 | | 112 | 47 | 115 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.00 | |
| PHF Volume: | 52 | 1246 | 0 | | 121 | 1362 | 0 | | 137 | 62 | 0 | | 119 | 50 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 52 | 1246 | 0 | | 121 | 1362 | 0 | | 137 | 62 | 0 | | 119 | 50 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| FinalVolume: | 52 | 1246 | 0 | | 121 | 1362 | 0 | | 137 | 62 | 0 | | 119 | 50 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.95 | 1.00 | | 0.92 | 0.91 | 1.00 | | 0.95 | 0.95 | 1.00 | | 0.95 | 0.95 | 1.00 | |
| Lanes: | 2.00 | 2.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 1.00 | 2.00 | 1.00 | | 1.00 | 2.00 | 1.00 | |
| Final Sat.: | 3502 | 3610 | 1900 | | 3502 | 5187 | 1900 | | 1805 | 3610 | 1900 | | 1805 | 3610 | 1900 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.35 | 0.00 | | 0.03 | 0.26 | 0.00 | | 0.08 | 0.02 | 0.00 | | 0.07 | 0.01 | 0.00 | |
| Crit Moves: | | **** | | | **** | | | | | **** | | | **** | | | |
| Green/Cycle: | 0.04 | 0.75 | 0.00 | | 0.07 | 0.78 | 0.00 | | 0.15 | 0.04 | 0.00 | | 0.14 | 0.03 | 0.00 | |
| Volume/Cap: | 0.34 | 0.46 | 0.00 | | 0.46 | 0.34 | 0.00 | | 0.50 | 0.46 | 0.00 | | 0.46 | 0.50 | 0.00 | |
| Delay/Veh: | 47.7 | 5.1 | 0.0 | | 45.6 | 3.4 | 0.0 | | 40.4 | 49.7 | 0.0 | | 40.7 | 51.9 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 47.7 | 5.1 | 0.0 | | 45.6 | 3.4 | 0.0 | | 40.4 | 49.7 | 0.0 | | 40.7 | 51.9 | 0.0 | |
| LOS by Move: | D | A | A | | D | A | A | | D | D | A | | D | D | A | |
| HCM2kAvgQ: | 1 | 8 | 0 | | 2 | 5 | 0 | | 4 | 1 | 0 | | 3 | 1 | 0 | |

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





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Folsom South of US-50 Annexation
Existing No Project PM

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

Intersection #9 East Bidwell St/Power Center Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.549
Loss Time (sec): 12 Average Delay (sec/veh): 21.5
Optimal Cycle: 44 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Split Phase | | | | Split Phase | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 3 | 0 1 | 1 | 0 | 3 | 0 1 | 1 | 1 | 0 | 0 1 | 0 | 1 | 0 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 94 | 1229 | 117 | | 205 | 1071 | 112 | | 182 | 50 | 129 | | 53 | 21 | 118 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 94 | 1229 | 117 | | 205 | 1071 | 112 | | 182 | 50 | 129 | | 53 | 21 | 118 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 100 | 1307 | 124 | | 218 | 1139 | 119 | | 194 | 53 | 137 | | 56 | 22 | 126 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 100 | 1307 | 124 | | 218 | 1139 | 119 | | 194 | 53 | 137 | | 56 | 22 | 126 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 100 | 1307 | 124 | | 218 | 1139 | 119 | | 194 | 53 | 137 | | 56 | 22 | 126 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.91 | 0.85 | | 0.95 | 0.91 | 0.85 | | 0.96 | 0.96 | 0.85 | | 0.97 | 0.97 | 0.85 | |
| Lanes: | 1.00 | 3.00 | 1.00 | | 1.00 | 3.00 | 1.00 | | 1.57 | 0.43 | 1.00 | | 0.72 | 0.28 | 1.00 | |
| Final Sat.: | 1805 | 5187 | 1615 | | 1805 | 5187 | 1615 | | 2868 | 788 | 1615 | | 1313 | 520 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.06 | 0.25 | 0.08 | | 0.12 | 0.22 | 0.07 | | 0.07 | 0.07 | 0.08 | | 0.04 | 0.04 | 0.08 | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.14 | 0.46 | 0.54 | | 0.22 | 0.54 | 0.67 | | 0.12 | 0.12 | 0.26 | | 0.08 | 0.08 | 0.30 | |
| Volume/Cap: | 0.41 | 0.55 | 0.14 | | 0.55 | 0.41 | 0.11 | | 0.55 | 0.55 | 0.33 | | 0.55 | 0.55 | 0.26 | |
| Delay/Veh: | 40.5 | 19.8 | 11.7 | | 36.2 | 13.5 | 6.1 | | 42.7 | 42.7 | 30.4 | | 48.9 | 48.9 | 27.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 40.5 | 19.8 | 11.7 | | 36.2 | 13.5 | 6.1 | | 42.7 | 42.7 | 30.4 | | 48.9 | 48.9 | 27.0 | |
| LOS by Move: | D | B | B | | D | B | A | | D | D | C | | D | D | C | |
| HCM2kAvgQ: | 3 | 11 | 2 | | 7 | 7 | 1 | | 4 | 4 | 3 | | 2 | 2 | 3 | |

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

PM Existing Thu May 7, 2009 11:46:14 Page 12-1

Folsom South of US-50 Annexation
Existing No Project PM

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

Intersection #10 Broadstone Pkwy/ East Bidwell St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.540
Loss Time (sec): 12 Average Delay (sec/veh): 24.1
Optimal Cycle: 43 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Ignore | | | Ignore | | | Ignore | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 2 | 0 3 | 0 1 | 2 | 0 3 | 0 1 | 2 | 0 3 | 0 1 | 2 | 0 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 60 | 223 | 56 | 283 | 199 | 138 | 253 | 1101 | 45 | 169 | 1372 | 395 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 60 | 223 | 56 | 283 | 199 | 138 | 253 | 1101 | 45 | 169 | 1372 | 395 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 0.97 | 0.97 | 0.00 | 0.97 | 0.97 | 0.00 | 0.97 | 0.97 | 0.00 | 0.97 | 0.97 | 0.00 |
| PHF Volume: | 62 | 230 | 0 | 292 | 205 | 0 | 261 | 1135 | 0 | 174 | 1414 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 62 | 230 | 0 | 292 | 205 | 0 | 261 | 1135 | 0 | 174 | 1414 | 0 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| FinalVolume: | 62 | 230 | 0 | 292 | 205 | 0 | 261 | 1135 | 0 | 174 | 1414 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.91 | 1.00 | 0.92 | 0.91 | 1.00 | 0.92 | 0.91 | 1.00 | 0.92 | 0.91 | 1.00 |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3502 | 5187 | 1900 | 3502 | 5187 | 1900 | 3502 | 5187 | 1900 | 3502 | 5187 | 1900 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.04 | 0.00 | 0.08 | 0.04 | 0.00 | 0.07 | 0.22 | 0.00 | 0.05 | 0.27 | 0.00 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green/Cycle: | 0.07 | 0.08 | 0.00 | 0.15 | 0.16 | 0.00 | 0.14 | 0.52 | 0.00 | 0.12 | 0.51 | 0.00 |
| Volume/Cap: | 0.24 | 0.54 | 0.00 | 0.54 | 0.24 | 0.00 | 0.54 | 0.42 | 0.00 | 0.42 | 0.54 | 0.00 |
| Delay/Veh: | 44.2 | 45.5 | 0.0 | 40.1 | 36.6 | 0.0 | 41.4 | 14.6 | 0.0 | 41.5 | 17.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 44.2 | 45.5 | 0.0 | 40.1 | 36.6 | 0.0 | 41.4 | 14.6 | 0.0 | 41.5 | 17.0 | 0.0 |
| LOS by Move: | D | D | A | D | D | A | D | B | A | D | B | A |
| HCM2kAvgQ: | 1 | 2 | 0 | 5 | 2 | 0 | 4 | 7 | 0 | 3 | 11 | 0 |

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





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Folsom South of US-50 Annexation
Existing No Project PM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #11 Empire Ranch Road/ Broadstone Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.155
Loss Time (sec): 0 Average Delay (sec/veh): 9.1
Optimal Cycle: 0 Level Of Service: A

| 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 2 | 1 0 | 1 | 0 2 | 1 0 | 2 | 0 1 | 0 1 | 0 | 0 1! | 0 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 12 | 271 | 14 | 11 | 97 | 74 | 114 | 22 | 20 | 8 | 28 | 3 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 12 | 271 | 14 | 11 | 97 | 74 | 114 | 22 | 20 | 8 | 28 | 3 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 |
| PHF Volume: | 12 | 279 | 14 | 11 | 100 | 76 | 118 | 23 | 21 | 8 | 29 | 3 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 12 | 279 | 14 | 11 | 100 | 76 | 118 | 23 | 21 | 8 | 29 | 3 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 12 | 279 | 14 | 11 | 100 | 76 | 118 | 23 | 21 | 8 | 29 | 3 |
| 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 | 2.85 | 0.15 | 1.00 | 2.00 | 1.00 | 2.00 | 1.00 | 1.00 | 0.20 | 0.72 | 0.08 |
| Final Sat.: | 578 | 1805 | 94 | 551 | 1194 | 677 | 1099 | 594 | 671 | 118 | 412 | 44 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.15 | 0.15 | 0.02 | 0.08 | 0.11 | 0.11 | 0.04 | 0.03 | 0.07 | 0.07 | 0.07 |
| Crit Moves: | | **** | | | | **** | **** | | | | **** | |
| Delay/Veh: | 8.9 | 9.2 | 9.1 | 9.1 | 9.0 | 8.4 | 9.6 | 8.7 | 7.9 | 9.3 | 9.3 | 9.3 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 8.9 | 9.2 | 9.1 | 9.1 | 9.0 | 8.4 | 9.6 | 8.7 | 7.9 | 9.3 | 9.3 | 9.3 |
| LOS by Move: | A | A | A | A | A | A | A | A | A | A | A | A |
| ApproachDel: | 9.1 | | | 8.7 | | | 9.3 | | | 9.3 | | |
| Delay Adj: | 1.00 | | | 1.00 | | | 1.00 | | | 1.00 | | |
| ApprAdjDel: | 9.1 | | | 8.7 | | | 9.3 | | | 9.3 | | |
| LOS by Appr: | A | | | A | | | A | | | A | | |
| AllWayAvgQ: | 0.0 | 0.2 | 0.2 | 0.0 | 0.1 | 0.1 | 0.1 | 0.0 | 0.0 | 0.1 | 0.1 | 0.1 |

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

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Folsom South of US-50 Annexation
Existing No Project PM

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

Intersection #12 Oak Avenue Prky / Haverhill Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.350
Loss Time (sec): 9 Average Delay (sec/veh): 16.1
Optimal Cycle: 27 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 1 | 1 0 | 1 | 0 | 1 | 1 0 | 0 | 0 | 1! | 0 0 | 0 | 0 | 1! | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 5 | 580 | 74 | | 77 | 222 | 5 | | 3 | 6 | 3 | | 21 | 8 | 100 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 5 | 580 | 74 | | 77 | 222 | 5 | | 3 | 6 | 3 | | 21 | 8 | 100 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.96 | 0.96 | 0.96 | | 0.96 | 0.96 | 0.96 | | 0.96 | 0.96 | 0.96 | | 0.96 | 0.96 | 0.96 | |
| PHF Volume: | 5 | 604 | 77 | | 80 | 231 | 5 | | 3 | 6 | 3 | | 22 | 8 | 104 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 5 | 604 | 77 | | 80 | 231 | 5 | | 3 | 6 | 3 | | 22 | 8 | 104 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 5 | 604 | 77 | | 80 | 231 | 5 | | 3 | 6 | 3 | | 22 | 8 | 104 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.93 | 0.93 | | 0.95 | 0.95 | 0.95 | | 0.92 | 0.92 | 0.92 | | 0.86 | 0.86 | 0.86 | |
| Lanes: | 1.00 | 1.77 | 0.23 | | 1.00 | 1.96 | 0.04 | | 0.25 | 0.50 | 0.25 | | 0.16 | 0.06 | 0.78 | |
| Final Sat.: | 1805 | 3147 | 402 | | 1805 | 3520 | 79 | | 439 | 878 | 439 | | 266 | 101 | 1267 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.19 | 0.19 | | 0.04 | 0.07 | 0.07 | | 0.01 | 0.01 | 0.01 | | 0.08 | 0.08 | 0.08 | |
| Crit Moves: | | **** | | | **** | | | | | | | | | **** | | |
| Green/Cycle: | 0.03 | 0.55 | 0.55 | | 0.13 | 0.65 | 0.65 | | 0.23 | 0.23 | 0.23 | | 0.23 | 0.23 | 0.23 | |
| Volume/Cap: | 0.10 | 0.35 | 0.35 | | 0.35 | 0.10 | 0.10 | | 0.03 | 0.03 | 0.03 | | 0.35 | 0.35 | 0.35 | |
| Delay/Veh: | 48.2 | 12.7 | 12.7 | | 40.8 | 6.7 | 6.7 | | 29.5 | 29.5 | 29.5 | | 32.5 | 32.5 | 32.5 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 48.2 | 12.7 | 12.7 | | 40.8 | 6.7 | 6.7 | | 29.5 | 29.5 | 29.5 | | 32.5 | 32.5 | 32.5 | |
| LOS by Move: | D | B | B | | D | A | A | | C | C | C | | C | C | C | |
| HCM2kAvgQ: | 0 | 6 | 6 | | 2 | 1 | 1 | | 0 | 0 | 0 | | 4 | 4 | 4 | |

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





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Folsom South of US-50 Annexation
Existing No Project PM

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

Intersection #13 Oak Avenue Prky / Haldion Wy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.346
Loss Time (sec): 9 Average Delay (sec/veh): 16.1
Optimal Cycle: 27 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 1 | 1 0 | 1 | 0 | 1 | 1 0 | 0 | 0 | 1! | 0 0 | 0 | 0 | 1! | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 34 | 605 | 111 | | 65 | 149 | 23 | | 15 | 5 | 25 | | 51 | 8 | 41 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 34 | 605 | 111 | | 65 | 149 | 23 | | 15 | 5 | 25 | | 51 | 8 | 41 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.97 | 0.97 | 0.97 | | 0.97 | 0.97 | 0.97 | | 0.97 | 0.97 | 0.97 | | 0.97 | 0.97 | 0.97 | |
| PHF Volume: | 35 | 624 | 114 | | 67 | 154 | 24 | | 15 | 5 | 26 | | 53 | 8 | 42 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 35 | 624 | 114 | | 67 | 154 | 24 | | 15 | 5 | 26 | | 53 | 8 | 42 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 35 | 624 | 114 | | 67 | 154 | 24 | | 15 | 5 | 26 | | 53 | 8 | 42 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.93 | 0.93 | | 0.95 | 0.93 | 0.93 | | 0.84 | 0.84 | 0.84 | | 0.79 | 0.79 | 0.79 | |
| Lanes: | 1.00 | 1.69 | 0.31 | | 1.00 | 1.73 | 0.27 | | 0.33 | 0.11 | 0.56 | | 0.51 | 0.08 | 0.41 | |
| Final Sat.: | 1805 | 2980 | 547 | | 1805 | 3065 | 473 | | 533 | 178 | 889 | | 768 | 121 | 618 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.21 | 0.21 | | 0.04 | 0.05 | 0.05 | | 0.03 | 0.03 | 0.03 | | 0.07 | 0.07 | 0.07 | |
| Crit Moves: | | **** | | | **** | | | | | | | | | **** | | |
| Green/Cycle: | 0.20 | 0.60 | 0.60 | | 0.11 | 0.51 | 0.51 | | 0.20 | 0.20 | 0.20 | | 0.20 | 0.20 | 0.20 | |
| Volume/Cap: | 0.10 | 0.35 | 0.35 | | 0.35 | 0.10 | 0.10 | | 0.15 | 0.15 | 0.15 | | 0.35 | 0.35 | 0.35 | |
| Delay/Veh: | 32.8 | 10.0 | 10.0 | | 42.5 | 12.5 | 12.5 | | 33.4 | 33.4 | 33.4 | | 35.2 | 35.2 | 35.2 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 32.8 | 10.0 | 10.0 | | 42.5 | 12.5 | 12.5 | | 33.4 | 33.4 | 33.4 | | 35.2 | 35.2 | 35.2 | |
| LOS by Move: | C | A | A | | D | B | B | | C | C | C | | D | D | D | |
| HCM2kAvgQ: | 1 | 6 | 6 | | 2 | 1 | 1 | | 1 | 1 | 1 | | 3 | 3 | 3 | |

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

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Folsom South of US-50 Annexation
Existing No Project PM

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

Intersection #14 Folsom Blvd/ Iron Point Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.808
Loss Time (sec): 12 Average Delay (sec/veh): 19.2
Optimal Cycle: 79 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 2 | 0 1 | 1 | 0 | 2 | 0 0 | 0 | 0 | 0 | 0 0 | 2 | 0 | 0 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1499 | 949 | | 159 | 1339 | 0 | | 0 | 0 | 0 | | 488 | 0 | 201 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 0 | 1499 | 949 | | 159 | 1339 | 0 | | 0 | 0 | 0 | | 488 | 0 | 201 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.95 | 0.95 | 0.95 | | 0.95 | 0.95 | 0.95 | | 0.95 | 0.95 | 0.95 | | 0.95 | 0.95 | 0.95 | |
| PHF Volume: | 0 | 1578 | 999 | | 167 | 1409 | 0 | | 0 | 0 | 0 | | 514 | 0 | 212 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 1578 | 999 | | 167 | 1409 | 0 | | 0 | 0 | 0 | | 514 | 0 | 212 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 0 | 1578 | 999 | | 167 | 1409 | 0 | | 0 | 0 | 0 | | 514 | 0 | 212 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.95 | 0.85 | | 0.95 | 0.95 | 1.00 | | 1.00 | 1.00 | 1.00 | | 0.92 | 1.00 | 0.85 | |
| Lanes: | 0.00 | 2.00 | 1.00 | | 1.00 | 2.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 2.00 | 0.00 | 1.00 | |
| Final Sat.: | 0 | 3610 | 1615 | | 1805 | 3610 | 0 | | 0 | 0 | 0 | | 3502 | 0 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.44 | 0.62 | | 0.09 | 0.39 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.15 | 0.00 | 0.13 | |
| Crit Moves: | | | **** | | **** | | | | | | | | **** | | | |
| Green/Cycle: | 0.00 | 0.58 | 0.77 | | 0.11 | 0.70 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.18 | 0.00 | 0.18 | |
| Volume/Cap: | 0.00 | 0.75 | 0.81 | | 0.81 | 0.56 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.81 | 0.00 | 0.72 | |
| Delay/Veh: | 0.0 | 16.9 | 11.3 | | 63.7 | 7.7 | 0.0 | | 0.0 | 0.0 | 0.0 | | 46.9 | 0.0 | 47.1 | |
| 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: | 0.0 | 16.9 | 11.3 | | 63.7 | 7.7 | 0.0 | | 0.0 | 0.0 | 0.0 | | 46.9 | 0.0 | 47.1 | |
| LOS by Move: | A | B | B | | E | A | A | | A | A | A | | D | A | D | |
| HCM2kAvgQ: | 0 | 19 | 20 | | 5 | 11 | 0 | | 0 | 0 | 0 | | 8 | 0 | 6 | |

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





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Folsom South of US-50 Annexation
Existing No Project PM

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

Intersection #15 Prairie City Rd/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.688
Loss Time (sec): 12 Average Delay (sec/veh): 33.6
Optimal Cycle: 58 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ignore | | | | Ignore | | | | Ignore | | | | Ignore | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 2 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 152 | 792 | 503 | | 370 | 532 | 22 | | 130 | 953 | 255 | | 233 | 237 | 233 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 152 | 792 | 503 | | 370 | 532 | 22 | | 130 | 953 | 255 | | 233 | 237 | 233 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| PHF Adj: | 0.95 | 0.95 | 0.00 | | 0.95 | 0.95 | 0.00 | | 0.95 | 0.95 | 0.00 | | 0.95 | 0.95 | 0.00 | |
| PHF Volume: | 160 | 834 | 0 | | 389 | 560 | 0 | | 137 | 1003 | 0 | | 245 | 249 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 160 | 834 | 0 | | 389 | 560 | 0 | | 137 | 1003 | 0 | | 245 | 249 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| FinalVolume: | 160 | 834 | 0 | | 389 | 560 | 0 | | 137 | 1003 | 0 | | 245 | 249 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.95 | 1.00 | | 0.92 | 0.91 | 1.00 | | 0.92 | 0.91 | 1.00 | | 0.92 | 0.91 | 1.00 | |
| Lanes: | 2.00 | 2.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | |
| Final Sat.: | 3502 | 3610 | 1900 | | 3502 | 5187 | 1900 | | 3502 | 5187 | 1900 | | 3502 | 5187 | 1900 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.05 | 0.23 | 0.00 | | 0.11 | 0.11 | 0.00 | | 0.04 | 0.19 | 0.00 | | 0.07 | 0.05 | 0.00 | |
| Crit Moves: | | **** | | | **** | | | | | **** | | | **** | | | |
| Green/Cycle: | 0.15 | 0.34 | 0.00 | | 0.16 | 0.35 | 0.00 | | 0.17 | 0.28 | 0.00 | | 0.10 | 0.21 | 0.00 | |
| Volume/Cap: | 0.31 | 0.69 | 0.00 | | 0.69 | 0.31 | 0.00 | | 0.23 | 0.69 | 0.00 | | 0.69 | 0.23 | 0.00 | |
| Delay/Veh: | 38.4 | 30.4 | 0.0 | | 43.1 | 23.8 | 0.0 | | 35.9 | 33.4 | 0.0 | | 49.0 | 32.8 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 38.4 | 30.4 | 0.0 | | 43.1 | 23.8 | 0.0 | | 35.9 | 33.4 | 0.0 | | 49.0 | 32.8 | 0.0 | |
| LOS by Move: | D | C | A | | D | C | A | | D | C | A | | D | C | A | |
| HCM2kAvgQ: | 2 | 12 | 0 | | 6 | 4 | 0 | | 2 | 10 | 0 | | 4 | 2 | 0 | |

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

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Folsom South of US-50 Annexation
Existing No Project PM

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

Intersection #16 Grover Rd/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.431
Loss Time (sec): 12 Average Delay (sec/veh): 9.0
Optimal Cycle: 37 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Split Phase | | | Split Phase | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 0 | 1! 0 | 0 | 1 0 | 0 1 | 0 | 1 0 | 3 0 | 1 | 1 0 | 2 1 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 6 | 2 | 0 | 38 | 4 | 33 | 137 | 1672 | 1 | 16 | 662 | 31 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 6 | 2 | 0 | 38 | 4 | 33 | 137 | 1672 | 1 | 16 | 662 | 31 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 6 | 2 | 0 | 40 | 4 | 35 | 146 | 1779 | 1 | 17 | 704 | 33 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 6 | 2 | 0 | 40 | 4 | 35 | 146 | 1779 | 1 | 17 | 704 | 33 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 6 | 2 | 0 | 40 | 4 | 35 | 146 | 1779 | 1 | 17 | 704 | 33 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.96 | 0.96 | 1.00 | 0.95 | 0.87 | 0.87 | 0.95 | 0.91 | 0.85 | 0.95 | 0.90 | 0.90 |
| Lanes: | 1.60 | 0.40 | 0.00 | 1.00 | 0.11 | 0.89 | 1.00 | 3.00 | 1.00 | 1.00 | 2.87 | 0.13 |
| Final Sat.: | 2931 | 733 | 0 | 1805 | 178 | 1468 | 1805 | 5187 | 1615 | 1805 | 4920 | 230 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.02 | 0.02 | 0.02 | 0.08 | 0.34 | 0.00 | 0.01 | 0.14 | 0.14 |
| Crit Moves: | | **** | | | | **** | | **** | | **** | | |
| Green/Cycle: | 0.01 | 0.01 | 0.00 | 0.06 | 0.06 | 0.06 | 0.29 | 0.80 | 0.80 | 0.02 | 0.52 | 0.52 |
| Volume/Cap: | 0.32 | 0.43 | 0.00 | 0.40 | 0.43 | 0.43 | 0.27 | 0.43 | 0.00 | 0.43 | 0.27 | 0.27 |
| Delay/Veh: | 56.5 | 63.8 | 0.0 | 48.3 | 48.9 | 48.9 | 27.3 | 3.2 | 2.1 | 55.7 | 13.3 | 13.3 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 56.5 | 63.8 | 0.0 | 48.3 | 48.9 | 48.9 | 27.3 | 3.2 | 2.1 | 55.7 | 13.3 | 13.3 |
| LOS by Move: | E | E | A | D | D | D | C | A | A | E | B | B |
| HCM2kAvgQ: | 0 | 1 | 0 | 2 | 2 | 2 | 3 | 6 | 0 | 1 | 4 | 4 |

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





PM Existing Thu May 7, 2009 11:46:14 Page 19-1

Folsom South of US-50 Annexation
Existing No Project PM

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

Intersection #17 McAdoo Dr/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.436
Loss Time (sec): 12 Average Delay (sec/veh): 13.8
Optimal Cycle: 37 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Permitted | | | Permitted | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 0 0 | 0 | 0 0 | 1 0 | 0 0 | 1 | 1 0 | 3 0 | 0 | 0 0 | 2 1 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 82 | 0 | 78 | 303 | 1601 | 0 | 0 | 509 | 73 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 82 | 0 | 78 | 303 | 1601 | 0 | 0 | 509 | 73 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| PHF Volume: | 0 | 0 | 0 | 86 | 0 | 82 | 319 | 1685 | 0 | 0 | 536 | 77 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 86 | 0 | 82 | 319 | 1685 | 0 | 0 | 536 | 77 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 0 | 0 | 0 | 86 | 0 | 82 | 319 | 1685 | 0 | 0 | 536 | 77 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 0.77 | 1.00 | 0.85 | 0.95 | 0.91 | 1.00 | 1.00 | 0.89 | 0.89 |
| Lanes: | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 3.00 | 0.00 | 0.00 | 2.62 | 0.38 |
| Final Sat.: | 0 | 0 | 0 | 1461 | 0 | 1615 | 1805 | 5187 | 0 | 0 | 4450 | 638 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.06 | 0.00 | 0.05 | 0.18 | 0.32 | 0.00 | 0.00 | 0.12 | 0.12 |
| Crit Moves: | | | | **** | | | | **** | | **** | | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | 0.14 | 0.00 | 0.14 | 0.44 | 0.74 | 0.00 | 0.00 | 0.30 | 0.30 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.44 | 0.00 | 0.38 | 0.40 | 0.44 | 0.00 | 0.00 | 0.40 | 0.40 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 41.3 | 0.0 | 40.5 | 19.2 | 4.9 | 0.0 | 0.0 | 27.9 | 27.9 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 41.3 | 0.0 | 40.5 | 19.2 | 4.9 | 0.0 | 0.0 | 27.9 | 27.9 |
| LOS by Move: | A | A | A | D | A | D | B | A | A | A | C | C |
| HCM2kAvgQ: | 0 | 0 | 0 | 3 | 0 | 3 | 6 | 7 | 0 | 0 | 5 | 5 |

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

PM Existing Thu May 7, 2009 11:46:14 Page 20-1

Folsom South of US-50 Annexation
Existing No Project PM

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

Intersection #18 Oak Ave Pkwy/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.391
Loss Time (sec): 12 Average Delay (sec/veh): 13.4
Optimal Cycle: 35 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Ignore | | | Include | | | Ignore | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 2 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 118 | 0 | 178 | 736 | 874 | 0 | 0 | 312 | 137 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 118 | 0 | 178 | 736 | 874 | 0 | 0 | 312 | 137 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.00 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.00 |
| PHF Volume: | 0 | 0 | 0 | 123 | 0 | 0 | 767 | 910 | 0 | 0 | 325 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 123 | 0 | 0 | 767 | 910 | 0 | 0 | 325 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| FinalVolume: | 0 | 0 | 0 | 123 | 0 | 0 | 767 | 910 | 0 | 0 | 325 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 0.92 | 1.00 | 1.00 | 0.92 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Lanes: | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 1.00 | 2.00 | 2.00 | 0.00 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 0 | 0 | 0 | 3502 | 0 | 1900 | 3502 | 3610 | 0 | 1900 | 3610 | 1900 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.04 | 0.00 | 0.00 | 0.22 | 0.25 | 0.00 | 0.00 | 0.09 | 0.00 |
| Crit Moves: | | | | **** | | | **** | | | | **** | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | 0.09 | 0.00 | 0.00 | 0.56 | 0.79 | 0.00 | 0.00 | 0.23 | 0.00 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.39 | 0.00 | 0.00 | 0.39 | 0.32 | 0.00 | 0.00 | 0.39 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 43.7 | 0.0 | 0.0 | 12.5 | 3.0 | 0.0 | 0.0 | 32.9 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 43.7 | 0.0 | 0.0 | 12.5 | 3.0 | 0.0 | 0.0 | 32.9 | 0.0 |
| LOS by Move: | A | A | A | D | A | A | B | A | A | A | C | A |
| HCM2kAvgQ: | 0 | 0 | 0 | 2 | 0 | 0 | 7 | 4 | 0 | 0 | 4 | 0 |

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





PM Existing Thu May 7, 2009 11:46:14 Page 21-1

Folsom South of US-50 Annexation
Existing No Project PM

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

Intersection #19 Rowberry Dr/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.391
Loss Time (sec): 12 Average Delay (sec/veh): 14.7
Optimal Cycle: 35 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Split Phase | | | Split Phase | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 1 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 47 | 6 | 92 | 9 | 1 | 19 | 58 | 901 | 32 | 51 | 418 | 6 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 47 | 6 | 92 | 9 | 1 | 19 | 58 | 901 | 32 | 51 | 418 | 6 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 |
| PHF Volume: | 48 | 6 | 95 | 9 | 1 | 20 | 60 | 929 | 33 | 53 | 431 | 6 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 48 | 6 | 95 | 9 | 1 | 20 | 60 | 929 | 33 | 53 | 431 | 6 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 48 | 6 | 95 | 9 | 1 | 20 | 60 | 929 | 33 | 53 | 431 | 6 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.96 | 0.96 | 0.85 | 0.95 | 0.86 | 0.86 | 0.95 | 0.95 | 0.85 | 0.92 | 0.95 | 0.95 |
| Lanes: | 1.77 | 0.23 | 1.00 | 1.00 | 0.05 | 0.95 | 1.00 | 2.00 | 1.00 | 2.00 | 1.97 | 0.03 |
| Final Sat.: | 3228 | 412 | 1615 | 1805 | 82 | 1549 | 1805 | 3610 | 1615 | 3502 | 3552 | 51 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.02 | 0.06 | 0.01 | 0.01 | 0.01 | 0.03 | 0.26 | 0.02 | 0.02 | 0.12 | 0.12 |
| Crit Moves: | | | **** | | | **** | | **** | | **** | | |
| Green/Cycle: | 0.15 | 0.15 | 0.15 | 0.03 | 0.03 | 0.03 | 0.15 | 0.66 | 0.66 | 0.04 | 0.55 | 0.55 |
| Volume/Cap: | 0.10 | 0.10 | 0.39 | 0.16 | 0.39 | 0.39 | 0.22 | 0.39 | 0.03 | 0.39 | 0.22 | 0.22 |
| Delay/Veh: | 36.7 | 36.7 | 39.4 | 48.3 | 52.1 | 52.1 | 37.8 | 7.9 | 6.0 | 48.8 | 11.7 | 11.7 |
| 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: | 36.7 | 36.7 | 39.4 | 48.3 | 52.1 | 52.1 | 37.8 | 7.9 | 6.0 | 48.8 | 11.7 | 11.7 |
| LOS by Move: | D | D | D | D | D | D | D | A | A | D | B | B |
| HCM2kAvgQ: | 1 | 1 | 3 | 0 | 1 | 1 | 2 | 7 | 0 | 1 | 3 | 3 |

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

PM Existing Thu May 7, 2009 11:46:14 Page 22-1

Folsom South of US-50 Annexation
Existing No Project PM

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

Intersection #20 Broadstone Pkwy/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.400
Loss Time (sec): 12 Average Delay (sec/veh): 20.2
Optimal Cycle: 35 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Split Phase | | | Split Phase | | | Protected | | | Protected | | |
| Rights: | Include | | | Ignore | | | Include | | | Ignore | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 1 | 0 | 0 1 | 2 0 | 1 | 0 1 | 1 0 | 2 | 0 1 | 2 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 52 | 40 | 63 | 97 | 7 | 197 | 409 | 585 | 8 | 16 | 266 | 80 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 52 | 40 | 63 | 97 | 7 | 197 | 409 | 585 | 8 | 16 | 266 | 80 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.00 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.00 |
| PHF Volume: | 53 | 41 | 64 | 99 | 7 | 0 | 417 | 597 | 8 | 16 | 271 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 53 | 41 | 64 | 99 | 7 | 0 | 417 | 597 | 8 | 16 | 271 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| FinalVolume: | 53 | 41 | 64 | 99 | 7 | 0 | 417 | 597 | 8 | 16 | 271 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.97 | 0.97 | 0.85 | 0.92 | 1.00 | 1.00 | 0.95 | 0.95 | 0.85 | 0.92 | 0.91 | 1.00 |
| Lanes: | 1.13 | 0.87 | 1.00 | 2.00 | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 2090 | 1608 | 1615 | 3502 | 1900 | 1900 | 1805 | 3610 | 1615 | 3502 | 5187 | 1900 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.03 | 0.04 | 0.03 | 0.00 | 0.00 | 0.23 | 0.17 | 0.01 | 0.00 | 0.05 | 0.00 |
| Crit Moves: | | | **** | **** | | | **** | | | | **** | |
| Green/Cycle: | 0.10 | 0.10 | 0.10 | 0.07 | 0.07 | 0.00 | 0.58 | 0.69 | 0.69 | 0.02 | 0.13 | 0.00 |
| Volume/Cap: | 0.25 | 0.25 | 0.40 | 0.40 | 0.05 | 0.00 | 0.40 | 0.24 | 0.01 | 0.24 | 0.40 | 0.00 |
| Delay/Veh: | 42.0 | 42.0 | 43.8 | 45.5 | 43.5 | 0.0 | 11.8 | 5.8 | 4.8 | 50.1 | 40.2 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 42.0 | 42.0 | 43.8 | 45.5 | 43.5 | 0.0 | 11.8 | 5.8 | 4.8 | 50.1 | 40.2 | 0.0 |
| LOS by Move: | D | D | D | D | D | A | B | A | A | D | D | A |
| HCM2kAvgQ: | 2 | 2 | 2 | 2 | 0 | 0 | 7 | 3 | 0 | 0 | 3 | 0 |

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





PM Existing Thu May 7, 2009 11:46:14 Page 23-1

Folsom South of US-50 Annexation
Existing No Project PM

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

Intersection #21 East Bidwell St/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.929
Loss Time (sec): 12 Average Delay (sec/veh): 45.0
Optimal Cycle: 125 Level Of Service: D

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Ignore | | | Include | | | Ignore | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 2 0 | 3 | 0 1 | 2 0 | 3 | 0 1 | 2 0 | 2 | 1 0 | 2 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 405 | 1639 | 557 | 126 | 1144 | 160 | 206 | 254 | 492 | 325 | 123 | 94 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 405 | 1639 | 557 | 126 | 1144 | 160 | 206 | 254 | 492 | 325 | 123 | 94 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 0.93 | 0.93 | 0.00 | 0.93 | 0.93 | 0.00 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.00 |
| PHF Volume: | 435 | 1762 | 0 | 135 | 1230 | 0 | 222 | 273 | 529 | 349 | 132 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 435 | 1762 | 0 | 135 | 1230 | 0 | 222 | 273 | 529 | 349 | 132 | 0 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| FinalVolume: | 435 | 1762 | 0 | 135 | 1230 | 0 | 222 | 273 | 529 | 349 | 132 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.91 | 1.00 | 0.92 | 0.91 | 1.00 | 0.92 | 0.82 | 0.82 | 0.92 | 0.91 | 1.00 |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 2.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3502 | 5187 | 1900 | 3502 | 5187 | 1900 | 3502 | 3116 | 1558 | 3502 | 5187 | 1900 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.12 | 0.34 | 0.00 | 0.04 | 0.24 | 0.00 | 0.06 | 0.09 | 0.34 | 0.10 | 0.03 | 0.00 |
| Crit Moves: | | **** | | **** | | | | | **** | **** | | |
| Green/Cycle: | 0.14 | 0.37 | 0.00 | 0.04 | 0.27 | 0.00 | 0.34 | 0.37 | 0.37 | 0.11 | 0.14 | 0.00 |
| Volume/Cap: | 0.89 | 0.93 | 0.00 | 0.93 | 0.89 | 0.00 | 0.19 | 0.24 | 0.93 | 0.93 | 0.19 | 0.00 |
| Delay/Veh: | 59.9 | 39.2 | 0.0 | 101.4 | 42.6 | 0.0 | 23.5 | 22.1 | 46.6 | 73.4 | 38.4 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 59.9 | 39.2 | 0.0 | 101.4 | 42.6 | 0.0 | 23.5 | 22.1 | 46.6 | 73.4 | 38.4 | 0.0 |
| LOS by Move: | E | D | A | F | D | A | C | C | D | E | D | A |
| HCM2kAvgQ: | 8 | 22 | 0 | 3 | 15 | 0 | 2 | 3 | 20 | 7 | 1 | 0 |

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

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Folsom South of US-50 Annexation
Existing No Project PM

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

Intersection #22 Cavitt Dr / Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.436
Loss Time (sec): 12 Average Delay (sec/veh): 19.0
Optimal Cycle: 37 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 1 | 0 | 0 1 | 1 | 1 | 0 | 0 1 | 1 | 0 | 3 | 0 1 | 1 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 263 | 32 | 11 | 9 | 29 | 21 | 70 | 524 | 357 | 1 | 261 | 10 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 263 | 32 | 11 | 9 | 29 | 21 | 70 | 524 | 357 | 1 | 261 | 10 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | | | | |
| PHF Volume: | 274 | 33 | 11 | 9 | 30 | 22 | 73 | 546 | 372 | 1 | 272 | 10 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 274 | 33 | 11 | 9 | 30 | 22 | 73 | 546 | 372 | 1 | 272 | 10 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| 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: | 274 | 33 | 11 | 9 | 30 | 22 | 73 | 546 | 372 | 1 | 272 | 10 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 0.53 | 0.53 | 0.85 | 0.93 | 0.93 | 0.85 | 0.95 | 0.91 | 0.85 | 0.95 | 0.91 | 0.85 | | | | |
| Lanes: | 1.78 | 0.22 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 | | | | |
| Final Sat.: | 1796 | 218 | 1615 | 1767 | 1767 | 1615 | 1805 | 5187 | 1615 | 1805 | 5187 | 1615 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.15 | 0.15 | 0.01 | 0.01 | 0.02 | 0.01 | 0.04 | 0.11 | 0.23 | 0.00 | 0.05 | 0.01 | | | | |
| Crit Moves: | | **** | | | | | | | **** | **** | | | | | | |
| Green/Cycle: | 0.35 | 0.35 | 0.35 | 0.35 | 0.35 | 0.35 | 0.23 | 0.53 | 0.53 | 0.00 | 0.30 | 0.30 | | | | |
| Volume/Cap: | 0.44 | 0.44 | 0.02 | 0.02 | 0.05 | 0.04 | 0.18 | 0.20 | 0.44 | 0.44 | 0.18 | 0.02 | | | | |
| Delay/Veh: | 25.3 | 25.3 | 21.3 | 21.2 | 21.5 | 21.4 | 31.0 | 12.5 | 14.8 | 143.4 | 26.0 | 24.7 | | | | |
| 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: | 25.3 | 25.3 | 21.3 | 21.2 | 21.5 | 21.4 | 31.0 | 12.5 | 14.8 | 143.4 | 26.0 | 24.7 | | | | |
| LOS by Move: | C | C | C | C | C | C | C | B | B | F | C | C | | | | |
| HCM2kAvgQ: | 4 | 4 | 0 | 0 | 1 | 0 | 2 | 3 | 7 | 0 | 2 | 0 | | | | |

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





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Folsom South of US-50 Annexation
Existing No Project PM

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

Intersection #23 Serpa Way / Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.267
Loss Time (sec): 12 Average Delay (sec/veh): 25.2
Optimal Cycle: 30 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Include | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 1 | 0 1 | 2 | 0 | 0 | 1 0 | 1 | 0 | 3 | 0 1 | 1 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 176 | 18 | 41 | 0 | 11 | 39 | 59 | 421 | 86 | 23 | 166 | 4 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 176 | 18 | 41 | 0 | 11 | 39 | 59 | 421 | 86 | 23 | 166 | 4 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | | | | |
| PHF Volume: | 187 | 19 | 44 | 0 | 12 | 41 | 63 | 448 | 91 | 24 | 177 | 4 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 187 | 19 | 44 | 0 | 12 | 41 | 63 | 448 | 91 | 24 | 177 | 4 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| 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: | 187 | 19 | 44 | 0 | 12 | 41 | 63 | 448 | 91 | 24 | 177 | 4 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 0.95 | 1.00 | 0.85 | 0.97 | 0.88 | 0.88 | 0.95 | 0.91 | 0.85 | 0.95 | 0.91 | 0.85 | | | | |
| Lanes: | 1.00 | 1.00 | 1.00 | 2.00 | 0.22 | 0.78 | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 | | | | |
| Final Sat.: | 1805 | 1900 | 1615 | 3686 | 369 | 1309 | 1805 | 5187 | 1615 | 1805 | 5187 | 1615 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.10 | 0.01 | 0.03 | 0.00 | 0.03 | 0.03 | 0.03 | 0.09 | 0.06 | 0.01 | 0.03 | 0.00 | | | | |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | | | | | |
| Green/Cycle: | 0.39 | 0.51 | 0.56 | 0.00 | 0.12 | 0.12 | 0.19 | 0.32 | 0.71 | 0.05 | 0.18 | 0.18 | | | | |
| Volume/Cap: | 0.27 | 0.02 | 0.05 | 0.00 | 0.27 | 0.27 | 0.18 | 0.27 | 0.08 | 0.27 | 0.18 | 0.01 | | | | |
| Delay/Veh: | 21.1 | 12.3 | 10.1 | 0.0 | 40.8 | 40.8 | 34.4 | 25.2 | 4.5 | 47.3 | 34.5 | 33.3 | | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| AdjDel/Veh: | 21.1 | 12.3 | 10.1 | 0.0 | 40.8 | 40.8 | 34.4 | 25.2 | 4.5 | 47.3 | 34.5 | 33.3 | | | | |
| LOS by Move: | C | B | B | A | D | D | C | C | A | D | C | C | | | | |
| HCM2kAvgQ: | 4 | 0 | 1 | 0 | 2 | 2 | 2 | 4 | 1 | 1 | 2 | 0 | | | | |

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

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Folsom South of US-50 Annexation
Existing No Project PM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #24 Empire Ranch Road/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.465
Loss Time (sec): 0 Average Delay (sec/veh): 10.7
Optimal Cycle: 0 Level Of Service: B

| 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 | 0 | 0 | 0 | 0 |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 2 | 1 | 0 | 2 | 0 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 5 | 0 | 115 | 303 | 53 | 0 | 0 | 27 | 8 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 0 | 0 | 0 | 5 | 0 | 115 | 303 | 53 | 0 | 0 | 27 | 8 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | | | | |
| PHF Volume: | 0 | 0 | 0 | 5 | 0 | 116 | 306 | 54 | 0 | 0 | 27 | 8 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 0 | 0 | 0 | 5 | 0 | 116 | 306 | 54 | 0 | 0 | 27 | 8 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| FinalVolume: | 0 | 0 | 0 | 5 | 0 | 116 | 306 | 54 | 0 | 0 | 27 | 8 | | | | |
| 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: | 0.00 | 0.00 | 0.00 | 3.00 | 0.00 | 2.00 | 1.00 | 2.00 | 0.00 | 1.00 | 1.54 | 0.46 | | | | |
| Final Sat.: | 0 | 0 | 0 | 1713 | 0 | 1412 | 659 | 1442 | 0 | 567 | 968 | 297 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | xxxx | xxxx | xxxx | 0.00 | xxxx | 0.08 | 0.46 | 0.04 | xxxx | 0.00 | 0.03 | 0.03 | | | | |
| Crit Moves: | | | | | | **** | **** | | | | **** | | | | | |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 8.7 | 0.0 | 7.9 | 12.6 | 7.8 | 0.0 | 0.0 | 8.3 | 8.1 | | | | |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 8.7 | 0.0 | 7.9 | 12.6 | 7.8 | 0.0 | 0.0 | 8.3 | 8.1 | | | | |
| LOS by Move: | * | * | * | A | * | A | B | A | * | * | A | A | | | | |
| ApproachDel: | xxxxxx | | | | 7.9 | | | 11.9 | | | 8.3 | | | | | |
| Delay Adj: | xxxxx | | | | 1.00 | | | 1.00 | | | 1.00 | | | | | |
| ApprAdjDel: | xxxxxx | | | | 7.9 | | | 11.9 | | | 8.3 | | | | | |
| LOS by Appr: | * | | | | A | | | B | | | A | | | | | |
| AllWayAvgQ: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 0.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | |

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





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Folsom South of US-50 Annexation
Existing No Project PM

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

Intersection #25 Prairie City Rd/ High School

Cycle (sec): 100 Critical Vol./Cap. (X): 0.406
Loss Time (sec): 12 Average Delay (sec/veh): 16.0
Optimal Cycle: 35 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 2 | 1 | 0 | 2 | 0 | 2 | 1 | 0 | 2 | 0 | 0 | 1 | 1 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 17 | 1158 | 6 | 44 | 965 | 9 | 239 | 2 | 289 | 7 | 3 | 50 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 17 | 1158 | 6 | 44 | 965 | 9 | 239 | 2 | 289 | 7 | 3 | 50 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | | | | |
| PHF Volume: | 19 | 1287 | 7 | 49 | 1072 | 10 | 266 | 2 | 321 | 8 | 3 | 56 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 19 | 1287 | 7 | 49 | 1072 | 10 | 266 | 2 | 321 | 8 | 3 | 56 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| 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: | 19 | 1287 | 7 | 49 | 1072 | 10 | 266 | 2 | 321 | 8 | 3 | 56 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 0.92 | 0.91 | 0.91 | 0.92 | 0.91 | 0.91 | 0.92 | 0.85 | 0.85 | 0.95 | 0.86 | 0.86 | | | | |
| Lanes: | 2.00 | 2.98 | 0.02 | 2.00 | 2.97 | 0.03 | 2.00 | 0.01 | 1.99 | 1.00 | 0.11 | 1.89 | | | | |
| Final Sat.: | 3502 | 5155 | 27 | 3502 | 5134 | 48 | 3502 | 22 | 3212 | 1805 | 185 | 3079 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.25 | 0.25 | 0.01 | 0.21 | 0.21 | 0.08 | 0.10 | 0.10 | 0.00 | 0.02 | 0.02 | | | | |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | | | | | |
| Green/Cycle: | 0.02 | 0.61 | 0.61 | 0.03 | 0.63 | 0.63 | 0.19 | 0.22 | 0.22 | 0.01 | 0.04 | 0.04 | | | | |
| Volume/Cap: | 0.33 | 0.41 | 0.41 | 0.41 | 0.33 | 0.33 | 0.41 | 0.45 | 0.45 | 0.45 | 0.41 | 0.41 | | | | |
| Delay/Veh: | 52.0 | 10.0 | 10.0 | 49.5 | 8.6 | 8.6 | 36.2 | 34.1 | 34.1 | 66.9 | 48.4 | 48.4 | | | | |
| 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: | 52.0 | 10.0 | 10.0 | 49.5 | 8.6 | 8.6 | 36.2 | 34.1 | 34.1 | 66.9 | 48.4 | 48.4 | | | | |
| LOS by Move: | D | A | A | D | A | A | D | C | C | E | D | D | | | | |
| HCM2kAvgQ: | 0 | 7 | 7 | 1 | 6 | 6 | 4 | 5 | 5 | 1 | 1 | 1 | | | | |

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

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Folsom South of US-50 Annexation
Existing No Project PM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #27 Prairie City Rd/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 1.333
Loss Time (sec): 0 Average Delay (sec/veh): 99.6
Optimal Cycle: 0 Level Of Service: F

| 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 | 0 | 0 | 0 | 0 |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1! 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | | 143 | 0 | | 344 | 225 | 479 | | 0 | 0 | | 269 | 92 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | | 143 | 0 | | 344 | 225 | 479 | | 0 | 0 | | 269 | 92 |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 |
| PHF Adj: | 0.93 | 0.93 | 0.93 | | 0.93 | 0.93 | | 0.93 | 0.93 | 0.93 | | 0.93 | 0.93 | | 0.93 | 0.93 |
| PHF Volume: | 0 | 0 | 0 | | 154 | 0 | | 370 | 242 | 515 | | 0 | 0 | | 289 | 99 |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | | 154 | 0 | | 370 | 242 | 515 | | 0 | 0 | | 289 | 99 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 |
| 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: | 0 | 0 | 0 | | 154 | 0 | | 370 | 242 | 515 | | 0 | 0 | | 289 | 99 |
| 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: | 0.00 | 0.00 | 0.00 | | 0.29 | 0.00 | | 0.71 | 0.32 | 0.68 | | 0.00 | 0.00 | | 0.75 | 0.25 |
| Final Sat.: | 0 | 0 | 0 | | 173 | 0 | | 416 | 182 | 386 | | 0 | 0 | | 410 | 140 |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | xxxx | xxxx | xxxx | | 0.89 | xxxx | | 0.89 | 1.33 | 1.33 | | xxxx | xxxx | | 0.71 | 0.71 |
| Crit Moves: | | | | | **** | | | | | **** | | | | | | **** |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | | 38.6 | 0.0 | | 38.6 | 181.1 | 181 | | 0.0 | 0.0 | | 22.8 | 22.8 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | | 38.6 | 0.0 | | 38.6 | 181.1 | 181 | | 0.0 | 0.0 | | 22.8 | 22.8 |
| LOS by Move: | * | * | * | | E | * | | E | F | F | | * | * | | C | C |
| ApproachDel: | xxxxxx | | | | | 38.6 | | | | 181.1 | | | | | 22.8 | |
| Delay Adj: | xxxxx | | | | | 1.00 | | | | 1.00 | | | | | 1.00 | |
| ApprAdjDel: | xxxxxx | | | | | 38.6 | | | | 181.1 | | | | | 22.8 | |
| LOS by Appr: | * | | | | | E | | | | F | | | | | C | |
| AllWayAvgQ: | 0.0 | 0.0 | 0.0 | | 4.8 | 4.8 | | 4.8 | 27.1 | 27.1 | | 27.1 | 2.0 | | 2.0 | 2.0 |

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





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Folsom South of US-50 Annexation
Existing No Project PM

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

Intersection #28 Scott Rd (South)/ White Rock Rd

Average Delay (sec/veh): 1.9 Worst Case Level Of Service: C[ 18.0]

| 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 | 0 | 0 | 0 | 1 0 | 0 | 1 | 0 | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 33 | | 0 | 25 | | 0 | 0 | 0 | | 0 | 494 | 80 | | 82 | 231 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 33 | | 0 | 25 | | 0 | 0 | 0 | | 0 | 494 | 80 | | 82 | 231 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| PHF Volume: | 34 | | 0 | 26 | | 0 | 0 | 0 | | 0 | 515 | 83 | | 85 | 241 | 0 |
| Reduct Vol: | 0 | | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 |
| FinalVolume: | 34 | | 0 | 26 | | 0 | 0 | 0 | | 0 | 515 | 83 | | 85 | 241 | 0 |
| Critical Gap Module: | | | | | | | | | | | | | | | | |
| Critical Gp: | 6.4 | 6.5 | | 6.2 | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | 4.1 | xxxx | xxxxx | | |
| FollowUpTim: | 3.5 | 4.0 | | 3.3 | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | 2.2 | xxxx | xxxxx | | |
| Capacity Module: | | | | | | | | | | | | | | | | |
| Cnflict Vol: | 968 | 968 | | 556 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | | 598 | xxxx | xxxxx | | |
| Potent Cap.: | 284 | 256 | | 534 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | | 989 | xxxx | xxxxx | | |
| Move Cap.: | 264 | 233 | | 534 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | | 989 | xxxx | xxxxx | | |
| Volume/Cap: | 0.13 | 0.00 | | 0.05 | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | | 0.09 | xxxx | xxxx | | |
| Level Of Service Module: | | | | | | | | | | | | | | | | |
| 2Way95thQ: | xxxx | xxxx | | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | | 0.3 | xxxx | xxxxx | | |
| Control Del: | xxxxx | xxxx | | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | 9.0 | xxxx | xxxxx | | |
| LOS by Move: | * | * | | * | * | * | * | * | * | * | | A | * | * | | |
| Movement: | LT - | LTR - | | RT | LT - | LTR - | | RT | LT - | LTR - | | RT | LT - | LTR - | | RT |
| Shared Cap.: | xxxx | 338 | | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | | xxxx | xxxx | xxxxx | | |
| SharedQueue: | xxxxx | 0.6 | | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | 0.3 | xxxx | xxxxx | | |
| Shrd ConDel: | xxxxx | 18.0 | | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | 9.0 | xxxx | xxxxx | | |
| Shared LOS: | * | C | | * | * | * | * | * | * | * | | A | * | * | | |
| ApproachDel: | | 18.0 | | | xxxxxx | | | | xxxxxx | | | | xxxxxx | | | |
| ApproachLOS: | | C | | | | * | | | | * | | | | * | | |

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

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Folsom South of US-50 Annexation
Existing No Project PM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #29 Scott Rd (North)/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.865
Loss Time (sec): 0 Average Delay (sec/veh): 23.9
Optimal Cycle: 0 Level Of Service: C

| 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 | 0 | 0 | 0 | 0 |
| Lanes: | 0 | 0 | 1 | 0 0 | 0 | 0 | 1! | 0 0 | 0 | 1 | 0 | 0 0 | 0 | 0 | 0 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 2 | 0 | 180 | 1 | 151 | 272 | 246 | 0 | 0 | 194 | 200 | | | | |
| Growth Adj: | 1.00 | 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 | 2 | 0 | 180 | 1 | 151 | 272 | 246 | 0 | 0 | 194 | 200 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | | | | |
| PHF Volume: | 0 | 2 | 0 | 188 | 1 | 157 | 283 | 256 | 0 | 0 | 202 | 208 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 0 | 2 | 0 | 188 | 1 | 157 | 283 | 256 | 0 | 0 | 202 | 208 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| FinalVolume: | 0 | 2 | 0 | 188 | 1 | 157 | 283 | 256 | 0 | 0 | 202 | 208 | | | | |
| 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: | 0.00 | 1.00 | 0.00 | 0.54 | 0.01 | 0.45 | 0.53 | 0.47 | 0.00 | 0.00 | 0.49 | 0.51 | | | | |
| Final Sat.: | 0 | 413 | 0 | 304 | 2 | 255 | 328 | 296 | 0 | 0 | 311 | 321 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | xxxx | 0.01 | xxxx | 0.62 | 0.62 | 0.62 | 0.86 | 0.86 | xxxx | xxxx | 0.65 | 0.65 | | | | |
| Crit Moves: | | **** | | | **** | | | **** | | | | **** | | | | |
| Delay/Veh: | 0.0 | 10.3 | 0.0 | 17.3 | 17.3 | 17.3 | 33.2 | 33.2 | 0.0 | 0.0 | 17.4 | 17.4 | | | | |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| AdjDel/Veh: | 0.0 | 10.3 | 0.0 | 17.3 | 17.3 | 17.3 | 33.2 | 33.2 | 0.0 | 0.0 | 17.4 | 17.4 | | | | |
| LOS by Move: | * | B | * | C | C | C | D | D | * | * | C | C | | | | |
| ApproachDel: | | 10.3 | | | 17.3 | | | 33.2 | | | 17.4 | | | | | |
| Delay Adj: | | 1.00 | | | 1.00 | | | 1.00 | | | 1.00 | | | | | |
| ApprAdjDel: | | 10.3 | | | 17.3 | | | 33.2 | | | 17.4 | | | | | |
| LOS by Appr: | | B | | | C | | | D | | | C | | | | | |
| AllWayAvgQ: | 0.0 | 0.0 | 0.0 | 1.3 | 1.3 | 1.3 | 4.2 | 4.2 | 4.2 | 1.6 | 1.6 | 1.6 | | | | |

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





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Folsom South of US-50 Annexation
Existing No Project PM

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

Intersection #30 Placerville Rd/ White Rock Rd

Average Delay (sec/veh): 14.7 Worst Case Level Of Service: C[ 16.6]

| 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 | 0 1 | 0 | 0 | 0 | 0 1 | 0 | 0 | 1! | 0 0 | 0 | 0 | 0 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 2 | 0 | 0 | 2 | 2 | 297 | 1 | 0 | 420 | 142 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 0 | 0 | 2 | 0 | 0 | 2 | 2 | 297 | 1 | 0 | 420 | 142 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | | | | |
| PHF Volume: | 0 | 0 | 2 | 0 | 0 | 2 | 2 | 338 | 1 | 0 | 477 | 161 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| FinalVolume: | 0 | 0 | 2 | 0 | 0 | 2 | 2 | 338 | 1 | 0 | 477 | 161 | | | | |
| Critical Gap Module: | | | | | | | | | | | | | | | | |
| Critical Gp: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 7.1 | 6.5 | 6.2 | xxxxx | 6.5 | 6.2 | | | | |
| FollowUpTim: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 3.5 | 4.0 | 3.3 | xxxxx | 4.0 | 3.3 | | | | |
| Capacity Module: | | | | | | | | | | | | | | | | |
| Cnflict Vol: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 239 | 2 | 0 | xxxx | 2 | 0 | | | | |
| Potent Cap.: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 720 | 897 | 1091 | xxxx | 897 | 1091 | | | | |
| Move Cap.: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 356 | 897 | 1091 | xxxx | 897 | 1091 | | | | |
| Volume/Cap: | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | 0.01 | 0.38 | 0.00 | xxxx | 0.53 | 0.15 | | | | |
| Level Of Service Module: | | | | | | | | | | | | | | | | |
| 2Way95thQ: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | | |
| Control Del: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | | |
| LOS by Move: | * | * | * | * | * | * | * | * | * | * | * | * | | | | |
| Movement: | LT - | LTR - | RT | LT - | LTR - | RT | LT - | LTR - | RT | LT - | LTR - | RT | | | | |
| Shared Cap.: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | 889 | xxxxx | xxxx | xxxx | 940 | | | | |
| SharedQueue: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | 1.8 | xxxxx | xxxxx | xxxx | 5.5 | | | | |
| Shrd ConDel: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | 11.5 | xxxxx | xxxxx | xxxx | 16.6 | | | | |
| Shared LOS: | * | * | * | * | * | * | * | B | * | * | * | C | | | | |
| ApproachDel: | xxxxxx | | | xxxxxx | | | | 11.5 | | | 16.6 | | | | | |
| ApproachLOS: | * | | | * | | | | B | | | C | | | | | |

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

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Folsom South of US-50 Annexation
Existing No Project PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #57 Hazel Blvd/ Gold Country

Cycle (sec): 100 Critical Vol./Cap. (X): 1.011
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Split Phase | | | | Split Phase | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 3 | 0 1 | 1 | 0 | 3 | 0 1 | 2 | 0 | 0 | 1 1 | 1 | 0 | 0 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 106 | 2836 | 48 | | 16 | 1177 | 170 | | 320 | 18 | 289 | | 24 | 14 | 13 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 106 | 2836 | 48 | | 16 | 1177 | 170 | | 320 | 18 | 289 | | 24 | 14 | 13 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Volume: | 106 | 2836 | 48 | | 16 | 1177 | 170 | | 320 | 18 | 289 | | 24 | 14 | 13 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 106 | 2836 | 48 | | 16 | 1177 | 170 | | 320 | 18 | 289 | | 24 | 14 | 13 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 106 | 2836 | 48 | | 16 | 1177 | 170 | | 320 | 18 | 289 | | 24 | 14 | 13 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | |
| Adjustment: | 1.00 | 0.72 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Lanes: | 2.00 | 3.00 | 1.00 | | 1.00 | 3.00 | 1.00 | | 2.00 | 0.12 | 1.88 | | 1.00 | 0.52 | 0.48 | |
| Final Sat.: | 3000 | 3240 | 1500 | | 1500 | 4500 | 1500 | | 3000 | 176 | 2824 | | 1500 | 778 | 722 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.88 | 0.03 | | 0.01 | 0.26 | 0.11 | | 0.11 | 0.10 | 0.10 | | 0.02 | 0.02 | 0.02 | |
| Crit Volume: | | 945 | | | 16 | | | | 160 | | | | | | 27 | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | | **** | |





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Folsom South of US-50 Annexation
Existing No Project PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #58 Hazel Ave/ Folsom Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.874
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Split Phase | | | | Split Phase | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 0 | 1 0 | 1 | 1 | 0 | 1 1 | 2 | 0 | 1 | 1 0 | 1 | 0 | 1 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 38 | 254 | 11 | | 262 | 6 | 257 | | 585 | 648 | 4 | | 3 | 289 | 688 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 38 | 254 | 11 | | 262 | 6 | 257 | | 585 | 648 | 4 | | 3 | 289 | 688 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Volume: | 38 | 254 | 11 | | 262 | 6 | 257 | | 585 | 648 | 4 | | 3 | 289 | 688 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 38 | 254 | 11 | | 262 | 6 | 257 | | 585 | 648 | 4 | | 3 | 289 | 688 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 38 | 254 | 11 | | 262 | 6 | 257 | | 585 | 648 | 4 | | 3 | 289 | 688 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | |
| Adjustment: | 0.95 | 0.95 | 0.95 | | 0.95 | 0.95 | 0.95 | | 0.95 | 0.95 | 0.95 | | 0.95 | 0.95 | 0.95 | |
| Lanes: | 1.00 | 0.96 | 0.04 | | 1.99 | 0.04 | 1.97 | | 2.00 | 1.99 | 0.01 | | 1.00 | 1.00 | 1.00 | |
| Final Sat.: | 1425 | 1366 | 59 | | 2831 | 65 | 2804 | | 2850 | 2833 | 17 | | 1425 | 1425 | 1425 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.19 | 0.19 | | 0.09 | 0.09 | 0.09 | | 0.21 | 0.23 | 0.23 | | 0.00 | 0.20 | 0.48 | |
| Crit Volume: | | | 265 | | 0 | | | | 293 | | | | | | 688 | |
| Crit Moves: | | | **** | | **** | | | | **** | | | | | | **** | |

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PM Existing                Thu May 7, 2009 11:46:14                Page 34-1
-------------------------------------------------------------------------------
                        Folsom South of US-50 Annexation
                             Existing No Project PM
-------------------------------------------------------------------------------
                       Level Of Service Computation Report
              2000 HCM Unsignalized Method (Base Volume Alternative)
*******************************************************************************
Intersection #59 Grant Line Rd/ White Rock Rd
*******************************************************************************
Average Delay (sec/veh):    130.2       Worst Case Level Of Service: F[355.5]
*******************************************************************************
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  1  0  0  0    0  0  0  1  0    0  0  1! 0  0    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      22  355     0     0  575    41   328    0   245     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:   22  355     0     0  575    41   328    0   245     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:    22  355     0     0  575    41   328    0   245     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   22  355     0     0  575    41   328    0   245     0    0     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.4  6.5   6.2 xxxxx xxxx xxxxx
FollowUpTim:  2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5  4.0   3.3 xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  616 xxxx xxxxx  xxxx xxxx xxxxx   995  995   596  xxxx xxxx xxxxx
Potent Cap.:  974 xxxx xxxxx  xxxx xxxx xxxxx   274  247   508  xxxx xxxx xxxxx
Move Cap.:    974 xxxx xxxxx  xxxx xxxx xxxxx   269  241   508  xxxx xxxx xxxxx
Volume/Cap:  0.02 xxxx  xxxx  xxxx xxxx  xxxx  1.22 0.00  0.48  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.1 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:  8.8 xxxx xxxxx xxxxx 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
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  337 xxxxx  xxxx xxxx xxxxx
SharedQueue:  0.1 xxxx xxxxx xxxxx xxxx xxxxx xxxxx 35.6 xxxxx xxxxx xxxx xxxxx
Shrd ConDel:  8.8 xxxx xxxxx xxxxx xxxx xxxxx xxxxx  355 xxxxx xxxxx xxxx xxxxx
Shared LOS:     A    *     *     *    *     *     *    F     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx            355.5           xxxxxx
ApproachLOS:         *                *                F                *
*******************************************************************************
Note: Queue reported is the number of cars per lane.
*******************************************************************************
```





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-------------------------------------------------------------------------------
                        Folsom South of US-50 Annexation
                             Existing No Project PM
-------------------------------------------------------------------------------
                       Level Of Service Computation Report
             Circular 212 Planning Method (Base Volume Alternative)
*******************************************************************************
Intersection #60 Grant Line Rd/ Sunrise Rd
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap. (X):         0.787
Loss Time (sec):       0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:       107                Level Of Service:                  C
*******************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase      Protected        Protected
Rights:           Include          Include          Ovl              Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
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
Lanes:        0  1  0  0  0    0  0  1! 0  0    1  0  1  0  1    1  0  1  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      10    5     0     8   26   744     9  239   246     2  378     5
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   10    5     0     8   26   744     9  239   246     2  378     5
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    10    5     0     8   26   744     9  239   246     2  378     5
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   10    5     0     8   26   744     9  239   246     2  378     5
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   10    5     0     8   26   744     9  239   246     2  378     5
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
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:       0.67 0.33  0.00  0.01 0.03  0.96  1.00 1.00  1.00  1.00 1.00  1.00
Final Sat.:  1000  500     0    15   50  1434  1500 1500  1500  1500 1500  1500
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.01  0.00  0.52 0.52  0.52  0.01 0.16  0.16  0.00 0.25  0.00
Crit Volume:        15                778            9                   378
Crit Moves:       ****              ****         ****                   ****
*******************************************************************************
```

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Folsom South of US-50 Annexation
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #65 Sunrise Blvd/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.713
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 79 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Ovl | | | Ovl | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 2 | 0 3 | 0 1 | 2 | 0 3 | 0 1 | 2 | 0 2 | 0 1 | 2 | 0 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 396 | 777 | 48 | 192 | 969 | 192 | 404 | 510 | 672 | 148 | 381 | 252 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 396 | 777 | 48 | 192 | 969 | 192 | 404 | 510 | 672 | 148 | 381 | 252 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 396 | 777 | 48 | 192 | 969 | 192 | 404 | 510 | 672 | 148 | 381 | 252 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 396 | 777 | 48 | 192 | 969 | 192 | 404 | 510 | 672 | 148 | 381 | 252 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 396 | 777 | 48 | 192 | 969 | 192 | 404 | 510 | 672 | 148 | 381 | 252 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 |
| 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: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 2.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3000 | 4500 | 1500 | 3000 | 4500 | 1500 | 3000 | 3000 | 1500 | 3000 | 4500 | 1500 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.13 | 0.17 | 0.03 | 0.06 | 0.22 | 0.13 | 0.13 | 0.17 | 0.45 | 0.05 | 0.08 | 0.17 |
| Crit Volume: | 0 | | | | 323 | | | | 672 | 74 | | |
| Crit Moves: | **** | | | | **** | | | | **** | **** | | |

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Folsom South of US-50 Annexation
Existing No Project PM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #66 Fitzgerald Road / White Rock Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.742
Loss Time (sec): 0 Average Delay (sec/veh): 16.4
Optimal Cycle: 0 Level Of Service: C

| 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: | 0 0 | 1! 0 | 0 | 0 0 | 1! 0 | 0 | 1 0 | 0 1 | 0 | 0 0 | 1! 0 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 173 | 38 | 38 | 25 | 13 | 48 | 19 | 399 | 65 | 7 | 172 | 26 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 173 | 38 | 38 | 25 | 13 | 48 | 19 | 399 | 65 | 7 | 172 | 26 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 173 | 38 | 38 | 25 | 13 | 48 | 19 | 399 | 65 | 7 | 172 | 26 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 173 | 38 | 38 | 25 | 13 | 48 | 19 | 399 | 65 | 7 | 172 | 26 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 173 | 38 | 38 | 25 | 13 | 48 | 19 | 399 | 65 | 7 | 172 | 26 |
| 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: | 0.70 | 0.15 | 0.15 | 0.29 | 0.15 | 0.56 | 1.00 | 0.86 | 0.14 | 0.03 | 0.84 | 0.13 |
| Final Sat.: | 394 | 87 | 87 | 154 | 80 | 295 | 567 | 538 | 88 | 20 | 503 | 76 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.44 | 0.44 | 0.44 | 0.16 | 0.16 | 0.16 | 0.03 | 0.74 | 0.74 | 0.34 | 0.34 | 0.34 |
| Crit Moves: | **** | | | | | **** | | | **** | | **** | |
| Delay/Veh: | 12.9 | 12.9 | 12.9 | 9.9 | 9.9 | 9.9 | 9.2 | 21.9 | 21.9 | 11.3 | 11.3 | 11.3 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 12.9 | 12.9 | 12.9 | 9.9 | 9.9 | 9.9 | 9.2 | 21.9 | 21.9 | 11.3 | 11.3 | 11.3 |
| LOS by Move: | B | B | B | A | A | A | A | C | C | B | B | B |
| ApproachDel: | 12.9 | | | 9.9 | | | 21.4 | | | 11.3 | | |
| Delay Adj: | 1.00 | | | 1.00 | | | 1.00 | | | 1.00 | | |
| ApprAdjDel: | 12.9 | | | 9.9 | | | 21.4 | | | 11.3 | | |
| LOS by Appr: | B | | | A | | | C | | | B | | |
| AllWayAvgQ: | 0.6 | 0.6 | 0.6 | 0.1 | 0.1 | 0.1 | 0.0 | 2.4 | 2.4 | 0.4 | 0.4 | 0.4 |

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

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Folsom South of US-50 Annexation
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #67 Sunrise Blvd/ Douglas Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.684
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 72 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | L | - T | - R | L | - T | - R | L | - T | - R |
| Control: | Protected | | | Protected | | | Split Phase | | | Split Phase | | |
| Rights: | Include | | | Ovl | | | Include | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 | 0 1 | 1 0 | 1 | 0 2 | 0 1 | 0 | 0 1! | 0 0 | 0 | 1 0 | 0 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 27 | 470 | 27 | 78 | 1281 | 206 | 86 | 57 | 147 | 37 | 31 | 41 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 27 | 470 | 27 | 78 | 1281 | 206 | 86 | 57 | 147 | 37 | 31 | 41 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 27 | 470 | 27 | 78 | 1281 | 206 | 86 | 57 | 147 | 37 | 31 | 41 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 27 | 470 | 27 | 78 | 1281 | 206 | 86 | 57 | 147 | 37 | 31 | 41 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 27 | 470 | 27 | 78 | 1281 | 206 | 86 | 57 | 147 | 37 | 31 | 41 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 |
| 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 | 1.89 | 0.11 | 1.00 | 2.00 | 1.00 | 0.29 | 0.20 | 0.51 | 0.54 | 0.46 | 1.00 |
| Final Sat.: | 1500 | 2837 | 163 | 1500 | 3000 | 1500 | 445 | 295 | 760 | 816 | 684 | 1500 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.17 | 0.17 | 0.05 | 0.43 | 0.14 | 0.19 | 0.19 | 0.19 | 0.05 | 0.05 | 0.03 |
| Crit Volume: | 27 | | | | 641 | | | | 290 | | 68 | |
| Crit Moves: | **** | | | | **** | | | | **** | | **** | |

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Folsom South of US-50 Annexation
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #68 Grant Line Rd/ Douglas Rd

Average Delay (sec/veh): 2.4 Worst Case Level Of Service: C[ 18.2]

| 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 | 1 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1! | 0 0 | 0 | 0 | 0 | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 10 | 337 | 0 | 0 | 493 | 66 | | | 66 | 0 | 64 | | 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: | 10 | 337 | 0 | 0 | 493 | 66 | | | 66 | 0 | 64 | | 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: | 10 | 337 | 0 | 0 | 493 | 66 | | | 66 | 0 | 64 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| FinalVolume: | 10 | 337 | 0 | 0 | 493 | 66 | | | 66 | 0 | 64 | | 0 | 0 | 0 | |
| Critical Gap Module: | | | | | | | | | | | | | | | | |
| Critical Gp: | 4.1 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | 6.4 | 6.5 | 6.2 | | xxxxx | xxxx | xxxxx | |
| FollowUpTim: | 2.2 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | 3.5 | 4.0 | 3.3 | | xxxxx | xxxx | xxxxx | |
| Capacity Module: | | | | | | | | | | | | | | | | |
| Cnflict Vol: | 559 | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | 883 | 883 | 526 | | xxxx | xxxx | xxxxx | |
| Potent Cap.: | 1022 | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | 319 | 287 | 556 | | xxxx | xxxx | xxxxx | |
| Move Cap.: | 1022 | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | 317 | 284 | 556 | | xxxx | xxxx | xxxxx | |
| Volume/Cap: | 0.01 | xxxx | xxxx | xxxx | xxxx | xxxx | | | 0.21 | 0.00 | 0.12 | | xxxx | xxxx | xxxx | |
| Level Of Service Module: | | | | | | | | | | | | | | | | |
| 2Way95thQ: | 0.0 | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | xxxx | xxxx | xxxxx | | xxxx | xxxx | xxxxx | |
| Control Del: | 8.6 | xxxx | xxxxx | xxxxx | 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 | |
| Shared Cap.: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | xxxx | 402 | xxxxx | | xxxx | xxxx | xxxxx | |
| SharedQueue: | 0.0 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | xxxxx | 1.4 | xxxxx | | xxxxx | xxxx | xxxxx | |
| Shrd ConDel: | 8.6 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | xxxxx | 18.2 | xxxxx | | xxxxx | xxxx | xxxxx | |
| Shared LOS: | A | * | * | * | * | * | | | * | C | * | | * | * | * | |
| ApproachDel: | xxxxxx | | | xxxxxx | | | | | 18.2 | | | | xxxxxx | | | |
| ApproachLOS: | * | | | * | | | | | C | | | | * | | | |

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

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Folsom South of US-50 Annexation
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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #69 Grant Line Road/Kiefer Boulevard

Cycle (sec): 100 Critical Vol./Cap. (X): 0.699
Loss Time (sec): 0 Average Delay (sec/veh): 14.4
Optimal Cycle: 0 Level Of Service: B

| 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: | 0 | 0 | 0 | 1 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1! 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 345 | 3 | | 109 | 460 | 0 | | 0 | 0 | 1 | | 14 | 0 | 20 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 0 | 345 | 3 | | 109 | 460 | 0 | | 0 | 0 | 1 | | 14 | 0 | 20 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Volume: | 0 | 345 | 3 | | 109 | 460 | 0 | | 0 | 0 | 1 | | 14 | 0 | 20 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 345 | 3 | | 109 | 460 | 0 | | 0 | 0 | 1 | | 14 | 0 | 20 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 345 | 3 | | 109 | 460 | 0 | | 0 | 0 | 1 | | 14 | 0 | 20 | |
| 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: | 0.00 | 0.99 | 0.01 | | 0.19 | 0.81 | 0.00 | | 0.00 | 0.00 | 1.00 | | 0.41 | 0.00 | 0.59 | |
| Final Sat.: | 0 | 770 | 7 | | 156 | 658 | 0 | | 0 | 0 | 596 | | 239 | 0 | 341 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | xxxx | 0.45 | 0.45 | | 0.70 | 0.70 | xxxx | | xxxx | xxxx | 0.00 | | 0.06 | xxxx | 0.06 | |
| Crit Moves: | | **** | | | | **** | | | | | **** | | **** | | | |
| Delay/Veh: | 0.0 | 11.1 | 11.1 | | 16.7 | 16.7 | 0.0 | | 0.0 | 0.0 | 8.2 | | 8.8 | 0.0 | 8.8 | |
| Delay Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 11.1 | 11.1 | | 16.7 | 16.7 | 0.0 | | 0.0 | 0.0 | 8.2 | | 8.8 | 0.0 | 8.8 | |
| LOS by Move: | * | B | B | | C | C | * | | * | * | A | | A | * | A | |
| ApproachDel: | | 11.1 | | | | 16.7 | | | | | 8.2 | | | 8.8 | | |
| Delay Adj: | | 1.00 | | | | 1.00 | | | | | 1.00 | | | 1.00 | | |
| ApprAdjDel: | | 11.1 | | | | 16.7 | | | | | 8.2 | | | 8.8 | | |
| LOS by Appr: | | B | | | | C | | | | | A | | | A | | |
| AllWayAvgQ: | 0.8 | 0.8 | 0.8 | | 2.1 | 2.1 | 2.1 | | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | |

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





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Folsom South of US-50 Annexation
Existing No Project PM

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

Intersection #83 White Rock Rd/ Carson Crossing Rd

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: C[ 16.5]

| 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 | 0 | 0 | 1 0 | 1 | 0 | 1 | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 11 | 0 | 6 | | 0 | 0 | 0 | | 0 | 317 | 21 | | 9 | 573 | 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: | 11 | 0 | 6 | | 0 | 0 | 0 | | 0 | 317 | 21 | | 9 | 573 | 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: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 12 | 0 | 7 | | 0 | 0 | 0 | | 0 | 356 | 24 | | 10 | 644 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| FinalVolume: | 12 | 0 | 7 | | 0 | 0 | 0 | | 0 | 356 | 24 | | 10 | 644 | 0 | |
| Critical Gap Module: | | | | | | | | | | | | | | | | |
| Critical Gp: | 6.4 | 6.5 | 6.2 | | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | 4.1 | xxxx | xxxxx | |
| FollowUpTim: | 3.5 | 4.0 | 3.3 | | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | 2.2 | xxxx | xxxxx | |
| Capacity Module: | | | | | | | | | | | | | | | | |
| Cnflict Vol: | 1032 | 1032 | 368 | | xxxx | xxxx | xxxxx | | xxxx | xxxx | xxxxx | | 380 | xxxx | xxxxx | |
| Potent Cap.: | 260 | 235 | 682 | | xxxx | xxxx | xxxxx | | xxxx | xxxx | xxxxx | | 1190 | xxxx | xxxxx | |
| Move Cap.: | 258 | 233 | 682 | | xxxx | xxxx | xxxxx | | xxxx | xxxx | xxxxx | | 1190 | xxxx | xxxxx | |
| Volume/Cap: | 0.05 | 0.00 | 0.01 | | xxxx | xxxx | xxxx | | xxxx | xxxx | xxxx | | 0.01 | xxxx | xxxx | |
| Level Of Service Module: | | | | | | | | | | | | | | | | |
| 2Way95thQ: | xxxx | xxxx | xxxxx | | xxxx | xxxx | xxxxx | | xxxx | xxxx | xxxxx | | 0.0 | xxxx | xxxxx | |
| Control Del: | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | 8.1 | xxxx | xxxxx | |
| LOS by Move: | * | * | * | | * | * | * | | * | * | * | | A | * | * | |
| Movement: | LT - LTR - RT | | | | LT - LTR - RT | | | | LT - LTR - RT | | | | LT - LTR - RT | | | |
| Shared Cap.: | xxxx | 331 | xxxxx | | xxxx | xxxx | xxxxx | | xxxx | xxxx | xxxxx | | xxxx | xxxx | xxxxx | |
| SharedQueue: | xxxxx | 0.2 | xxxxx | | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | |
| Shrd ConDel: | xxxxx | 16.5 | xxxxx | | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | |
| Shared LOS: | * | C | * | | * | * | * | | * | * | * | | * | * | * | |
| ApproachDel: | | 16.5 | | | | xxxxxx | | | | xxxxxx | | | | xxxxxx | | |
| ApproachLOS: | | C | | | | * | | | | * | | | | * | | |

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

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Folsom South of US-50 Annexation
Existing No Project PM

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

Intersection #84 White Rock Rd/ Stonebriar Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.435
Loss Time (sec): 12 Average Delay (sec/veh): 14.8
Optimal Cycle: 37 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Split Phase | | | | Split Phase | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1! | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 54 | 289 | 22 | | 42 | 478 | 70 | | 40 | 3 | 28 | | 15 | 2 | 23 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 54 | 289 | 22 | | 42 | 478 | 70 | | 40 | 3 | 28 | | 15 | 2 | 23 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.87 | 0.87 | 0.87 | | 0.87 | 0.87 | 0.87 | | 0.87 | 0.87 | 0.87 | | 0.87 | 0.87 | 0.87 | |
| PHF Volume: | 62 | 332 | 25 | | 48 | 549 | 80 | | 46 | 3 | 32 | | 17 | 2 | 26 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 62 | 332 | 25 | | 48 | 549 | 80 | | 46 | 3 | 32 | | 17 | 2 | 26 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 62 | 332 | 25 | | 48 | 549 | 80 | | 46 | 3 | 32 | | 17 | 2 | 26 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.93 | 0.97 | 0.97 | | 0.93 | 0.98 | 0.83 | | 0.95 | 0.87 | 0.87 | | 0.91 | 0.91 | 0.91 | |
| Lanes: | 1.00 | 0.93 | 0.07 | | 1.00 | 1.00 | 1.00 | | 1.00 | 0.10 | 0.90 | | 0.38 | 0.05 | 0.57 | |
| Final Sat.: | 1769 | 1711 | 130 | | 1769 | 1862 | 1583 | | 1805 | 159 | 1484 | | 645 | 86 | 989 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.19 | 0.19 | | 0.03 | 0.30 | 0.05 | | 0.03 | 0.02 | 0.02 | | 0.03 | 0.03 | 0.03 | |
| Crit Moves: | **** | | | | | **** | | | **** | | | | | **** | | |
| Green/Cycle: | 0.08 | 0.67 | 0.67 | | 0.09 | 0.68 | 0.68 | | 0.06 | 0.06 | 0.06 | | 0.06 | 0.06 | 0.06 | |
| Volume/Cap: | 0.43 | 0.29 | 0.29 | | 0.29 | 0.43 | 0.07 | | 0.43 | 0.37 | 0.37 | | 0.43 | 0.43 | 0.43 | |
| Delay/Veh: | 45.9 | 7.0 | 7.0 | | 43.2 | 7.5 | 5.5 | | 48.3 | 47.7 | 47.7 | | 48.1 | 48.1 | 48.1 | |
| 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: | 45.9 | 7.0 | 7.0 | | 43.2 | 7.5 | 5.5 | | 48.3 | 47.7 | 47.7 | | 48.1 | 48.1 | 48.1 | |
| LOS by Move: | D | A | A | | D | A | A | | D | D | D | | D | D | D | |
| HCM2kAvgQ: | 2 | 5 | 5 | | 2 | 8 | 1 | | 1 | 1 | 1 | | 1 | 1 | 1 | |

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





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Folsom South of US-50 Annexation
Existing No Project PM

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

Intersection #85 White Rock Rd/ Windfield Way

Average Delay (sec/veh): 28.8 Worst Case Level Of Service: F[ 73.1]

| 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: | 324 | 0 | 108 | | 0 | 0 | 0 | | 0 | 254 | 71 | | 47 | 305 | 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: | 324 | 0 | 108 | | 0 | 0 | 0 | | 0 | 254 | 71 | | 47 | 305 | 0 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 364 | 0 | 121 | | 0 | 0 | 0 | | 0 | 285 | 80 | | 53 | 343 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| FinalVolume: | 364 | 0 | 121 | | 0 | 0 | 0 | | 0 | 285 | 80 | | 53 | 343 | 0 | |
| Critical Gap Module: | | | | | | | | | | | | | | | | |
| Critical Gp: | 6.8 | 6.5 | 6.9 | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 4.1 | xxxx | xxxxx | | | | |
| FollowUpTim: | 3.5 | 4.0 | 3.3 | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 2.2 | xxxx | xxxxx | | | | |
| Capacity Module: | | | | | | | | | | | | | | | | |
| Cnflict Vol: | 602 | 774 | 183 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 365 | xxxx | xxxxx | | | | |
| Potent Cap.: | 436 | 332 | 835 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 1205 | xxxx | xxxxx | | | | |
| Move Cap.: | 421 | 317 | 835 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 1205 | xxxx | xxxxx | | | | |
| Volume/Cap: | 0.86 | 0.00 | 0.15 | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | 0.04 | xxxx | xxxx | | | | |
| Level Of Service Module: | | | | | | | | | | | | | | | | |
| 2Way95thQ: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 0.1 | xxxx | xxxxx | | | | |
| Control Del: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 8.1 | xxxx | xxxxx | | | | |
| LOS by Move: | * | * | * | * | * | * | * | * | * | A | * | * | | | | |
| Movement: | LT - | LTR - | RT | LT - | LTR - | RT | LT - | LTR - | RT | LT - | LTR - | RT | | | | |
| Shared Cap.: | xxxx | 481 | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | | |
| SharedQueue: | xxxxx | 13.8 | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | | |
| Shrd ConDel: | xxxxx | 73.1 | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | | |
| Shared LOS: | * | F | * | * | * | * | * | * | * | * | * | * | | | | |
| ApproachDel: | 73.1 | | | xxxxxx | | | xxxxxx | | | xxxxxx | | | | | | |
| ApproachLOS: | F | | | * | | | * | | | * | | | | | | |

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

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Folsom South of US-50 Annexation
Existing No Project PM

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

Intersection #86 White Rock Rd/ Latrobe Rd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.353
Loss Time (sec): 12 Average Delay (sec/veh): 31.8
Optimal Cycle: 33 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Include | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 4 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 1 | 1 0 | 2 | 0 | 2 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 96 | 825 | 205 | | 261 | 392 | 146 | | 262 | 206 | 31 | | 112 | 80 | 116 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 96 | 825 | 205 | | 261 | 392 | 146 | | 262 | 206 | 31 | | 112 | 80 | 116 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 102 | 878 | 218 | | 278 | 417 | 155 | | 279 | 219 | 33 | | 119 | 85 | 123 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 102 | 878 | 218 | | 278 | 417 | 155 | | 279 | 219 | 33 | | 119 | 85 | 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 | |
| FinalVolume: | 102 | 878 | 218 | | 278 | 417 | 155 | | 279 | 219 | 33 | | 119 | 85 | 123 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.93 | 0.89 | 0.83 | | 0.90 | 0.89 | 0.83 | | 0.88 | 0.89 | 0.89 | | 0.92 | 0.95 | 0.85 | |
| Lanes: | 1.00 | 4.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 1.74 | 0.26 | | 2.00 | 2.00 | 1.00 | |
| Final Sat.: | 1769 | 6778 | 1583 | | 3432 | 5083 | 1583 | | 3329 | 2923 | 440 | | 3502 | 3610 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.06 | 0.13 | 0.14 | | 0.08 | 0.08 | 0.10 | | 0.08 | 0.07 | 0.07 | | 0.03 | 0.02 | 0.08 | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.25 | 0.37 | 0.46 | | 0.23 | 0.35 | 0.59 | | 0.24 | 0.21 | 0.21 | | 0.09 | 0.07 | 0.30 | |
| Volume/Cap: | 0.23 | 0.35 | 0.30 | | 0.35 | 0.23 | 0.17 | | 0.35 | 0.36 | 0.36 | | 0.36 | 0.35 | 0.26 | |
| Delay/Veh: | 36.5 | 27.7 | 20.4 | | 39.1 | 27.7 | 11.4 | | 38.4 | 40.9 | 40.9 | | 51.5 | 54.4 | 32.5 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 36.5 | 27.7 | 20.4 | | 39.1 | 27.7 | 11.4 | | 38.4 | 40.9 | 40.9 | | 51.5 | 54.4 | 32.5 | |
| LOS by Move: | D | C | C | | D | C | B | | D | D | D | | D | D | C | |
| HCM2kAvgQ: | 3 | 6 | 5 | | 4 | 4 | 3 | | 4 | 4 | 4 | | 2 | 2 | 3 | |

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





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Folsom South of US-50 Annexation
Existing No Project PM

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

Intersection #87 White Rock Rd/ Valley View Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.587
Loss Time (sec): 12 Average Delay (sec/veh): 23.5
Optimal Cycle: 47 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Split Phase | | | | Split Phase | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 0 | 1 0 | 1 | 0 | 0 | 1 0 | 1 | 0 | 0 | 1 0 | 1 | 0 | 0 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 86 | 21 | 14 | | 177 | 38 | 52 | | 57 | 480 | 126 | | 10 | 197 | 79 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 86 | 21 | 14 | | 177 | 38 | 52 | | 57 | 480 | 126 | | 10 | 197 | 79 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.93 | 0.93 | 0.93 | | 0.93 | 0.93 | 0.93 | | 0.93 | 0.93 | 0.93 | | 0.93 | 0.93 | 0.93 | |
| PHF Volume: | 92 | 23 | 15 | | 190 | 41 | 56 | | 61 | 516 | 135 | | 11 | 212 | 85 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 92 | 23 | 15 | | 190 | 41 | 56 | | 61 | 516 | 135 | | 11 | 212 | 85 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 92 | 23 | 15 | | 190 | 41 | 56 | | 61 | 516 | 135 | | 11 | 212 | 85 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.94 | 0.94 | | 0.95 | 0.91 | 0.91 | | 0.95 | 0.97 | 0.97 | | 0.95 | 0.96 | 0.96 | |
| Lanes: | 1.00 | 0.60 | 0.40 | | 1.00 | 0.42 | 0.58 | | 1.00 | 0.79 | 0.21 | | 1.00 | 0.71 | 0.29 | |
| Final Sat.: | 1805 | 1072 | 714 | | 1805 | 732 | 1002 | | 1805 | 1458 | 383 | | 1805 | 1298 | 520 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.05 | 0.02 | 0.02 | | 0.11 | 0.06 | 0.06 | | 0.03 | 0.35 | 0.35 | | 0.01 | 0.16 | 0.16 | |
| Crit Moves: | **** | | | | **** | | | | | **** | | | **** | | | |
| Green/Cycle: | 0.09 | 0.09 | 0.09 | | 0.18 | 0.18 | 0.18 | | 0.11 | 0.60 | 0.60 | | 0.01 | 0.51 | 0.51 | |
| Volume/Cap: | 0.59 | 0.24 | 0.24 | | 0.59 | 0.31 | 0.31 | | 0.32 | 0.59 | 0.59 | | 0.59 | 0.32 | 0.32 | |
| Delay/Veh: | 49.6 | 43.4 | 43.4 | | 40.4 | 36.2 | 36.2 | | 42.4 | 13.0 | 13.0 | | 90.4 | 14.7 | 14.7 | |
| 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: | 49.6 | 43.4 | 43.4 | | 40.4 | 36.2 | 36.2 | | 42.4 | 13.0 | 13.0 | | 90.4 | 14.7 | 14.7 | |
| LOS by Move: | D | D | D | | D | D | D | | D | B | B | | F | B | B | |
| HCM2kAvgQ: | 4 | 1 | 1 | | 6 | 3 | 3 | | 2 | 12 | 12 | | 0 | 5 | 5 | |

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

PM Existing Thu May 7, 2009 11:46:14 Page 46-1

Folsom South of US-50 Annexation
Existing No Project PM

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

Intersection #88 El Dorado Hills Blvd/Serrano Prky

Cycle (sec): 100 Critical Vol./Cap. (X): 0.680
Loss Time (sec): 12 Average Delay (sec/veh): 25.4
Optimal Cycle: 57 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Split Phase | | | | Split Phase | | | |
| Rights: | Ignore | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 2 | 0 1 | 1 | 0 | 1 | 1 0 | 1 | 0 | 0 | 1 0 | 1 | 0 | 1! | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 134 | 1263 | 552 | | 37 | 695 | 33 | | 30 | 29 | 42 | | 423 | 23 | 67 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 134 | 1263 | 552 | | 37 | 695 | 33 | | 30 | 29 | 42 | | 423 | 23 | 67 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.97 | 0.97 | 0.00 | | 0.97 | 0.97 | 0.97 | | 0.97 | 0.97 | 0.97 | | 0.97 | 0.97 | 0.97 | |
| PHF Volume: | 138 | 1302 | 0 | | 38 | 716 | 34 | | 31 | 30 | 43 | | 436 | 24 | 69 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 138 | 1302 | 0 | | 38 | 716 | 34 | | 31 | 30 | 43 | | 436 | 24 | 69 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 138 | 1302 | 0 | | 38 | 716 | 34 | | 31 | 30 | 43 | | 436 | 24 | 69 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.95 | 1.00 | | 0.95 | 0.94 | 0.94 | | 0.95 | 0.91 | 0.91 | | 0.94 | 0.94 | 0.94 | |
| Lanes: | 1.00 | 2.00 | 1.00 | | 1.00 | 1.91 | 0.09 | | 1.00 | 0.41 | 0.59 | | 1.70 | 0.08 | 0.22 | |
| Final Sat.: | 1805 | 3610 | 1900 | | 1805 | 3422 | 162 | | 1805 | 707 | 1024 | | 3041 | 136 | 397 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.08 | 0.36 | 0.00 | | 0.02 | 0.21 | 0.21 | | 0.02 | 0.04 | 0.04 | | 0.14 | 0.17 | 0.17 | |
| Crit Moves: | | **** | | | **** | | | | | **** | | | | | **** | |
| Green/Cycle: | 0.15 | 0.53 | 0.00 | | 0.03 | 0.41 | 0.41 | | 0.06 | 0.06 | 0.06 | | 0.26 | 0.26 | 0.26 | |
| Volume/Cap: | 0.51 | 0.68 | 0.00 | | 0.68 | 0.51 | 0.51 | | 0.28 | 0.68 | 0.68 | | 0.56 | 0.68 | 0.68 | |
| Delay/Veh: | 40.7 | 18.2 | 0.0 | | 76.7 | 22.2 | 22.2 | | 46.1 | 62.1 | 62.1 | | 33.1 | 36.0 | 36.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 40.7 | 18.2 | 0.0 | | 76.7 | 22.2 | 22.2 | | 46.1 | 62.1 | 62.1 | | 33.1 | 36.0 | 36.0 | |
| LOS by Move: | D | B | A | | E | C | C | | D | E | E | | C | D | D | |
| HCM2kAvgQ: | 4 | 14 | 0 | | 2 | 9 | 9 | | 1 | 4 | 4 | | 7 | 10 | 10 | |

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





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Folsom South of US-50 Annexation
Existing No Project PM

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

Intersection #89 El Dorado Hills Blvd/Saratoga Way

Cycle (sec): 100 Critical Vol./Cap. (X): 1.003
Loss Time (sec): 12 Average Delay (sec/veh): 53.3
Optimal Cycle: 180 Level Of Service: D

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Split Phase | | | | Split Phase | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 2 | 1 0 | 1 | 0 | 1 | 1 0 | 1 | 1 | 0 | 0 1 | 1 | 0 | 0 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 90 | 1504 | 77 | | 282 | 892 | 13 | | 25 | 12 | 72 | | 67 | 16 | 421 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 90 | 1504 | 77 | | 282 | 892 | 13 | | 25 | 12 | 72 | | 67 | 16 | 421 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.88 | 0.88 | 0.88 | | 0.88 | 0.88 | 0.88 | | 0.88 | 0.88 | 0.88 | | 0.88 | 0.88 | 0.88 | |
| PHF Volume: | 102 | 1709 | 88 | | 320 | 1014 | 15 | | 28 | 14 | 82 | | 76 | 18 | 478 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 102 | 1709 | 88 | | 320 | 1014 | 15 | | 28 | 14 | 82 | | 76 | 18 | 478 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 102 | 1709 | 88 | | 320 | 1014 | 15 | | 28 | 14 | 82 | | 76 | 18 | 478 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.90 | 0.90 | | 0.95 | 0.95 | 0.95 | | 0.97 | 0.97 | 0.85 | | 0.95 | 0.86 | 0.86 | |
| Lanes: | 1.00 | 2.85 | 0.15 | | 1.00 | 1.97 | 0.03 | | 1.35 | 0.65 | 1.00 | | 1.00 | 0.04 | 0.96 | |
| Final Sat.: | 1805 | 4900 | 251 | | 1805 | 3551 | 52 | | 2483 | 1192 | 1615 | | 1805 | 60 | 1567 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.06 | 0.35 | 0.35 | | 0.18 | 0.29 | 0.29 | | 0.01 | 0.01 | 0.05 | | 0.04 | 0.31 | 0.31 | |
| Crit Moves: | | **** | | | **** | | | | | | **** | | | **** | | |
| Green/Cycle: | 0.09 | 0.35 | 0.35 | | 0.18 | 0.44 | 0.44 | | 0.05 | 0.05 | 0.05 | | 0.30 | 0.30 | 0.30 | |
| Volume/Cap: | 0.65 | 1.00 | 1.00 | | 1.00 | 0.65 | 0.65 | | 0.23 | 0.23 | 1.00 | | 0.14 | 1.00 | 1.00 | |
| Delay/Veh: | 53.6 | 54.5 | 54.5 | | 92.2 | 23.1 | 23.1 | | 46.2 | 46.2 | 147.8 | | 25.4 | 75.9 | 75.9 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 53.6 | 54.5 | 54.5 | | 92.2 | 23.1 | 23.1 | | 46.2 | 46.2 | 147.8 | | 25.4 | 75.9 | 75.9 | |
| LOS by Move: | D | D | D | | F | C | C | | D | D | F | | C | E | E | |
| HCM2kAvgQ: | 3 | 24 | 24 | | 13 | 13 | 13 | | 1 | 1 | 5 | | 2 | 22 | 22 | |

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

PM Existing Thu May 7, 2009 11:46:14 Page 48-1

Folsom South of US-50 Annexation
Existing No Project PM

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

Intersection #90 El Dorado Hills Blvd/Park Drive

Cycle (sec): 100 Critical Vol./Cap. (X): 0.617
Loss Time (sec): 9 Average Delay (sec/veh): 13.1
Optimal Cycle: 42 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 2 | 1 0 | 1 | 0 | 3 | 0 0 | 0 | 0 | 0 | 0 0 | 2 | 0 | 0 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1593 | 336 | | 82 | 937 | 0 | | 0 | 0 | 0 | | 245 | 0 | 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: | 0 | 1593 | 336 | | 82 | 937 | 0 | | 0 | 0 | 0 | | 245 | 0 | 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: | 0.95 | 0.95 | 0.95 | | 0.95 | 0.95 | 0.95 | | 0.95 | 0.95 | 0.95 | | 0.95 | 0.95 | 0.95 | |
| PHF Volume: | 0 | 1677 | 354 | | 86 | 986 | 0 | | 0 | 0 | 0 | | 258 | 0 | 129 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 1677 | 354 | | 86 | 986 | 0 | | 0 | 0 | 0 | | 258 | 0 | 129 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 0 | 1677 | 354 | | 86 | 986 | 0 | | 0 | 0 | 0 | | 258 | 0 | 129 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.89 | 0.89 | | 0.95 | 0.91 | 1.00 | | 1.00 | 1.00 | 1.00 | | 0.61 | 1.00 | 0.85 | |
| Lanes: | 0.00 | 2.48 | 0.52 | | 1.00 | 3.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 2.00 | 0.00 | 1.00 | |
| Final Sat.: | 0 | 4172 | 880 | | 1805 | 5187 | 0 | | 0 | 0 | 0 | | 2304 | 0 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.40 | 0.40 | | 0.05 | 0.19 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.11 | 0.00 | 0.08 | |
| Crit Moves: | | **** | | | **** | | | | | | | | **** | | | |
| Green/Cycle: | 0.00 | 0.65 | 0.65 | | 0.08 | 0.73 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.18 | 0.00 | 0.18 | |
| Volume/Cap: | 0.00 | 0.62 | 0.62 | | 0.62 | 0.26 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.62 | 0.00 | 0.44 | |
| Delay/Veh: | 0.0 | 10.5 | 10.5 | | 52.8 | 4.6 | 0.0 | | 0.0 | 0.0 | 0.0 | | 40.5 | 0.0 | 37.5 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 10.5 | 10.5 | | 52.8 | 4.6 | 0.0 | | 0.0 | 0.0 | 0.0 | | 40.5 | 0.0 | 37.5 | |
| LOS by Move: | A | B | B | | D | A | A | | A | A | A | | D | A | D | |
| HCM2kAvgQ: | 0 | 13 | 13 | | 3 | 4 | 0 | | 0 | 0 | 0 | | 5 | 0 | 4 | |

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





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Folsom South of US-50 Annexation
Existing No Project PM

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

Intersection #91 Latrobe Rd/ Town Center Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.909
Loss Time (sec): 12 Average Delay (sec/veh): 40.1
Optimal Cycle: 114 Level Of Service: D

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 1 | 1 0 | 1 | 0 | 1 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 7 | 1272 | 68 | | 543 | 768 | 35 | | 334 | 66 | 65 | | 36 | 11 | 669 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 7 | 1272 | 68 | | 543 | 768 | 35 | | 334 | 66 | 65 | | 36 | 11 | 669 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.95 | 0.95 | 0.95 | | 0.95 | 0.95 | 0.95 | | 0.95 | 0.95 | 0.95 | | 0.95 | 0.95 | 0.95 | |
| PHF Volume: | 7 | 1339 | 72 | | 572 | 808 | 37 | | 352 | 69 | 68 | | 38 | 12 | 704 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 7 | 1339 | 72 | | 572 | 808 | 37 | | 352 | 69 | 68 | | 38 | 12 | 704 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 7 | 1339 | 72 | | 572 | 808 | 37 | | 352 | 69 | 68 | | 38 | 12 | 704 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.90 | 0.89 | 0.83 | | 0.90 | 0.89 | 0.83 | | 0.92 | 0.88 | 0.88 | | 0.95 | 1.00 | 0.85 | |
| Lanes: | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 1.01 | 0.99 | | 1.00 | 1.00 | 1.00 | |
| Final Sat.: | 3432 | 5083 | 1583 | | 3432 | 5083 | 1583 | | 3502 | 1684 | 1659 | | 1805 | 1900 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.26 | 0.05 | | 0.17 | 0.16 | 0.02 | | 0.10 | 0.04 | 0.04 | | 0.02 | 0.01 | 0.44 | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | | **** | |
| Green/Cycle: | 0.01 | 0.29 | 0.29 | | 0.18 | 0.47 | 0.47 | | 0.11 | 0.27 | 0.27 | | 0.14 | 0.30 | 0.48 | |
| Volume/Cap: | 0.34 | 0.91 | 0.16 | | 0.91 | 0.34 | 0.05 | | 0.91 | 0.15 | 0.15 | | 0.15 | 0.02 | 0.91 | |
| Delay/Veh: | 58.7 | 42.8 | 26.6 | | 57.2 | 17.0 | 14.6 | | 68.7 | 27.9 | 27.9 | | 38.3 | 24.9 | 38.6 | |
| 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: | 58.7 | 42.8 | 26.6 | | 57.2 | 17.0 | 14.6 | | 68.7 | 27.9 | 27.9 | | 38.3 | 24.9 | 38.6 | |
| LOS by Move: | E | D | C | | E | B | B | | E | C | C | | D | C | D | |
| HCM2kAvgQ: | 0 | 16 | 2 | | 10 | 6 | 1 | | 9 | 2 | 2 | | 1 | 0 | 24 | |

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

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Folsom South of US-50 Annexation
Existing No Project PM

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

Intersection #92 Hazel Blvd/ Tributary- WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.833
Loss Time (sec): 9 Average Delay (sec/veh): 23.1
Optimal Cycle: 77 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Ignore | | | | Ovl | | | | Ovl | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 3 | 0 1 | 0 | 0 | 3 | 0 1 | 0 | 0 | 0 | 0 1 | 1 | 0 | 0 | 1 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 186 | 2360 | 323 | | 0 | 808 | 98 | | 0 | 0 | 593 | | 92 | 219 | 581 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 186 | 2360 | 323 | | 0 | 808 | 98 | | 0 | 0 | 593 | | 92 | 219 | 581 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 198 | 2511 | 0 | | 0 | 860 | 104 | | 0 | 0 | 631 | | 98 | 233 | 618 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 198 | 2511 | 0 | | 0 | 860 | 104 | | 0 | 0 | 631 | | 98 | 233 | 618 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 198 | 2511 | 0 | | 0 | 860 | 104 | | 0 | 0 | 631 | | 98 | 233 | 618 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.91 | 1.00 | | 1.00 | 0.91 | 0.85 | | 1.00 | 1.00 | 0.87 | | 0.79 | 0.89 | 0.89 | |
| Lanes: | 1.00 | 3.00 | 1.00 | | 0.00 | 3.00 | 1.00 | | 0.00 | 0.00 | 1.00 | | 1.00 | 0.55 | 1.45 | |
| Final Sat.: | 1805 | 5187 | 1900 | | 0 | 5187 | 1615 | | 0 | 0 | 1644 | | 1509 | 927 | 2459 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.11 | 0.48 | 0.00 | | 0.00 | 0.17 | 0.06 | | 0.00 | 0.00 | 0.38 | | 0.06 | 0.25 | 0.25 | |
| Crit Moves: | | **** | | | **** | | | | | | **** | | | | | |
| Green/Cycle: | 0.23 | 0.58 | 0.00 | | 0.00 | 0.35 | 0.35 | | 0.00 | 0.00 | 0.56 | | 0.33 | 0.33 | 0.33 | |
| Volume/Cap: | 0.47 | 0.83 | 0.00 | | 0.00 | 0.47 | 0.18 | | 0.00 | 0.00 | 0.68 | | 0.20 | 0.76 | 0.76 | |
| Delay/Veh: | 34.0 | 19.1 | 0.0 | | 0.0 | 25.5 | 22.8 | | 0.0 | 0.0 | 17.8 | | 24.3 | 33.3 | 33.3 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 34.0 | 19.1 | 0.0 | | 0.0 | 25.5 | 22.8 | | 0.0 | 0.0 | 17.8 | | 24.3 | 33.3 | 33.3 | |
| LOS by Move: | C | B | A | | A | C | C | | A | A | B | | C | C | C | |
| HCM2kAvgQ: | 5 | 24 | 0 | | 0 | 7 | 2 | | 0 | 0 | 15 | | 2 | 13 | 13 | |

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





PM Existing Thu May 7, 2009 11:46:15 Page 51-1

Folsom South of US-50 Annexation
Existing No Project PM

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

Intersection #93 Hazel Ave/ EB US-50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.803
Loss Time (sec): 9 Average Delay (sec/veh): 18.2
Optimal Cycle: 69 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Ignore | | | | Ignore | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 2 | 0 1 | 0 | 0 | 2 | 0 1 | 1 | 0 | 1! | 0 1 | 0 | 0 | 0 | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1370 | 157 | | 0 | 438 | 694 | | 1499 | 0 | 88 | | 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 | 1370 | 157 | | 0 | 438 | 694 | | 1499 | 0 | 88 | | 0 | 0 | 0 | |
| User Adj: | 1.00 | 0.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 0 | 0 | 0 | | 0 | 466 | 0 | | 1595 | 0 | 94 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 0 | 0 | | 0 | 466 | 0 | | 1595 | 0 | 94 | | 0 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 0 | 0 | | 0 | 466 | 0 | | 1595 | 0 | 94 | | 0 | 0 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.95 | 1.00 | | 1.00 | 0.95 | 1.00 | | 0.72 | 1.00 | 0.72 | | 1.00 | 1.00 | 1.00 | |
| Lanes: | 0.00 | 2.00 | 1.00 | | 0.00 | 2.00 | 1.00 | | 1.94 | 0.00 | 1.06 | | 0.00 | 0.00 | 0.00 | |
| Final Sat.: | 0 | 3610 | 1900 | | 0 | 3610 | 1900 | | 2650 | 0 | 1438 | | 0 | 0 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | | 0.00 | 0.13 | 0.00 | | 0.60 | 0.00 | 0.07 | | 0.00 | 0.00 | 0.00 | |
| Crit Moves: | | | | | | **** | | | **** | | | | | | | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | | 0.00 | 0.16 | 0.00 | | 0.75 | 0.00 | 0.75 | | 0.00 | 0.00 | 0.00 | |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | | 0.00 | 0.80 | 0.00 | | 0.80 | 0.00 | 0.09 | | 0.00 | 0.00 | 0.00 | |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | | 0.0 | 48.4 | 0.0 | | 10.2 | 0.0 | 3.4 | | 0.0 | 0.0 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | | 0.0 | 48.4 | 0.0 | | 10.2 | 0.0 | 3.4 | | 0.0 | 0.0 | 0.0 | |
| LOS by Move: | A | A | A | | A | D | A | | B | A | A | | A | A | A | |
| HCM2kAvgQ: | 0 | 0 | 0 | | 0 | 8 | 0 | | 18 | 0 | 1 | | 0 | 0 | 0 | |

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

PM Existing Thu May 7, 2009 11:46:15 Page 52-1

Folsom South of US-50 Annexation
Existing No Project PM

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

Intersection #94 Folsom Blvd/ WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.554
Loss Time (sec): 9 Average Delay (sec/veh): 9.0
Optimal Cycle: 38 Level of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Ignore | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 3 | 0 0 | 0 | 0 | 3 | 0 1 | 1 | 0 | 1! | 0 1 | 0 | 0 | 0 | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 37 | 2078 | | 0 | 0 | 589 | 1303 | | 166 | | 0 | 114 | | 0 | 0 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 37 | 2078 | | 0 | 0 | 589 | 1303 | | 166 | | 0 | 114 | | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.00 | | | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 39 | 2211 | | 0 | 0 | 627 | | 0 | 177 | | 0 | 121 | | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 |
| Reduced Vol: | 39 | 2211 | | 0 | 0 | 627 | | 0 | 177 | | 0 | 121 | | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 39 | 2211 | | 0 | 0 | 627 | | 0 | 177 | | 0 | 121 | | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.91 | 1.00 | 1.00 | 0.91 | 1.00 | | | 0.75 | 1.00 | 0.75 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 3.00 | 0.00 | 0.00 | 3.00 | 1.00 | | | 1.59 | 0.00 | 1.41 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 1805 | 5187 | | 0 | 0 | 5187 | 1900 | | 2259 | | 0 | 1996 | | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.43 | 0.00 | 0.00 | 0.12 | 0.00 | | | 0.08 | 0.00 | 0.06 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | | **** | | **** | | | | | **** | | | | | | | |
| Green/Cycle: | 0.12 | 0.77 | 0.00 | 0.00 | 0.65 | 0.00 | | | 0.14 | 0.00 | 0.14 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Volume/Cap: | 0.19 | 0.55 | 0.00 | 0.00 | 0.19 | 0.00 | | | 0.55 | 0.00 | 0.43 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 40.2 | 4.8 | 0.0 | 0.0 | 6.9 | 0.0 | | | 41.3 | 0.0 | 39.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 40.2 | 4.8 | 0.0 | 0.0 | 6.9 | 0.0 | | | 41.3 | 0.0 | 39.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | D | A | A | A | A | A | | | D | A | D | A | A | A | A | A |
| HCM2kAvgQ: | 1 | 10 | 0 | 0 | 3 | 0 | | | 4 | 0 | 3 | 0 | 0 | 0 | 0 | 0 |

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





PM Existing Thu May 7, 2009 11:46:15 Page 53-1

Folsom South of US-50 Annexation
Existing No Project PM

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

Intersection #95 Folsom Blvd/ EB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.851
Loss Time (sec): 9 Average Delay (sec/veh): 34.2
Optimal Cycle: 83 Level of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Ignore | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 2 | 0 0 | 0 | 0 | 2 | 0 1 | 3 | 0 | 0 | 0 1 | 0 | 0 | 0 | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 267 | 933 | | 0 | 0 | 459 | 244 | | 1182 | | 0 | 29 | | 0 | 0 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 267 | 933 | | 0 | 0 | 459 | 244 | | 1182 | | 0 | 29 | | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | | | 0.94 | 0.94 | 0.00 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 284 | 993 | | 0 | 0 | 488 | 260 | | 1257 | | 0 | 0 | | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 |
| Reduced Vol: | 284 | 993 | | 0 | 0 | 488 | 260 | | 1257 | | 0 | 0 | | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 284 | 993 | | 0 | 0 | 488 | 260 | | 1257 | | 0 | 0 | | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.95 | 1.00 | 1.00 | 0.95 | 0.85 | | | 0.48 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 2.00 | 0.00 | 0.00 | 2.00 | 1.00 | | | 3.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 1805 | 3610 | | 0 | 0 | 3610 | 1615 | | 2753 | | 0 | 1900 | | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.16 | 0.27 | 0.00 | 0.00 | 0.14 | 0.16 | | | 0.46 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | **** | | | | | **** | | | **** | | | | | | | |
| Green/Cycle: | 0.18 | 0.37 | 0.00 | 0.00 | 0.19 | 0.19 | | | 0.54 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Volume/Cap: | 0.85 | 0.74 | 0.00 | 0.00 | 0.72 | 0.85 | | | 0.85 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 57.9 | 29.2 | 0.0 | 0.0 | 41.7 | 59.1 | | | 24.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 57.9 | 29.2 | 0.0 | 0.0 | 41.7 | 59.1 | | | 24.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | E | C | A | A | D | E | | | C | A | A | A | A | A | A | A |
| HCM2kAvgQ: | 11 | 15 | 0 | 0 | 8 | 9 | | | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

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

PM Existing Thu May 7, 2009 11:46:15 Page 54-1

Folsom South of US-50 Annexation
Existing No Project PM

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

Intersection #96 Prairie City/ WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.449
Loss Time (sec): 6 Average Delay (sec/veh): 12.8
Optimal Cycle: 25 Level of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Ignore | | | | Ignore | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 |
| Volume Module: | | | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 962 | 50 | | 0 | 349 | 493 | | 0 | 0 | 0 | | 36 | 0 | 334 | |
| Growth Adj: | 1.00 | 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 | 962 | 50 | | 0 | 349 | 493 | | 0 | 0 | 0 | | 36 | 0 | 334 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.91 | 0.91 | 0.00 | | 0.91 | 0.91 | 0.00 | | 0.91 | 0.91 | 0.91 | | 0.91 | 0.91 | 0.91 | |
| PHF Volume: | 0 | 1057 | 0 | | 0 | 384 | 0 | | 0 | 0 | 0 | | 40 | 0 | 367 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 1057 | 0 | | 0 | 384 | 0 | | 0 | 0 | 0 | | 40 | 0 | 367 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 1057 | 0 | | 0 | 384 | 0 | | 0 | 0 | 0 | | 40 | 0 | 367 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.95 | 1.00 | | 1.00 | 0.95 | 1.00 | | 1.00 | 1.00 | 1.00 | | 0.83 | 1.00 | 0.75 | |
| Lanes: | 0.00 | 2.00 | 1.00 | | 0.00 | 2.00 | 1.00 | | 0.00 | 0.00 | 0.00 | | 1.00 | 0.00 | 2.00 | |
| Final Sat.: | 0 | 3610 | 1900 | | 0 | 3610 | 1900 | | 0 | 0 | 0 | | 1581 | 0 | 2842 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.29 | 0.00 | | 0.00 | 0.11 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.03 | 0.00 | 0.13 | |
| Crit Moves: | | **** | | | | | | | | | | | | | **** | |
| Green/Cycle: | 0.00 | 0.65 | 0.00 | | 0.00 | 0.65 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.29 | 0.00 | 0.29 | |
| Volume/Cap: | 0.00 | 0.45 | 0.00 | | 0.00 | 0.16 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.09 | 0.00 | 0.45 | |
| Delay/Veh: | 0.0 | 8.7 | 0.0 | | 0.0 | 6.8 | 0.0 | | 0.0 | 0.0 | 0.0 | | 26.1 | 0.0 | 29.5 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 8.7 | 0.0 | | 0.0 | 6.8 | 0.0 | | 0.0 | 0.0 | 0.0 | | 26.1 | 0.0 | 29.5 | |
| LOS by Move: | A | A | A | | A | A | A | | A | A | A | | C | A | C | |
| HCM2kAvgQ: | 0 | 8 | 0 | | 0 | 2 | 0 | | 0 | 0 | 0 | | 1 | 0 | 6 | |

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





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Folsom South of US-50 Annexation
Existing No Project PM

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

Intersection #97 Prairie City/ EB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.386
Loss Time (sec): 6 Average Delay (sec/veh): 17.3
Optimal Cycle: 23 Level of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 276 | 59 | | 0 | 385 | 0 | | 734 | 2 | 77 | | 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 | 276 | 59 | | 0 | 385 | 0 | | 734 | 2 | 77 | | 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: | 0.91 | 0.91 | 0.91 | | 0.91 | 0.91 | 0.91 | | 0.91 | 0.91 | 0.91 | | 0.91 | 0.91 | 0.91 | |
| PHF Volume: | 0 | 303 | 65 | | 0 | 423 | 0 | | 807 | 2 | 85 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 303 | 65 | | 0 | 423 | 0 | | 807 | 2 | 85 | | 0 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 303 | 65 | | 0 | 423 | 0 | | 807 | 2 | 85 | | 0 | 0 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.95 | 0.85 | | 1.00 | 0.95 | 1.00 | | 0.87 | 0.87 | 0.85 | | 1.00 | 1.00 | 1.00 | |
| Lanes: | 0.00 | 2.00 | 1.00 | | 0.00 | 2.00 | 0.00 | | 1.99 | 0.01 | 1.00 | | 0.00 | 0.00 | 0.00 | |
| Final Sat.: | 0 | 3610 | 1615 | | 0 | 3610 | 0 | | 3278 | 9 | 1615 | | 0 | 0 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.08 | 0.04 | | 0.00 | 0.12 | 0.00 | | 0.25 | 0.25 | 0.05 | | 0.00 | 0.00 | 0.00 | |
| Crit Moves: | | | | | | **** | | | | **** | | | | | | |
| Green/Cycle: | 0.00 | 0.30 | 0.30 | | 0.00 | 0.30 | 0.00 | | 0.64 | 0.64 | 0.64 | | 0.00 | 0.00 | 0.00 | |
| Volume/Cap: | 0.00 | 0.28 | 0.13 | | 0.00 | 0.39 | 0.00 | | 0.39 | 0.39 | 0.08 | | 0.00 | 0.00 | 0.00 | |
| Delay/Veh: | 0.0 | 26.6 | 25.4 | | 0.0 | 27.7 | 0.0 | | 8.9 | 8.9 | 7.0 | | 0.0 | 0.0 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 26.6 | 25.4 | | 0.0 | 27.7 | 0.0 | | 8.9 | 8.9 | 7.0 | | 0.0 | 0.0 | 0.0 | |
| LOS by Move: | A | C | C | | A | C | A | | A | A | A | | A | A | A | |
| HCM2kAvgQ: | 0 | 4 | 1 | | 0 | 5 | 0 | | 6 | 6 | 1 | | 0 | 0 | 0 | |

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

Folsom South of US-50 Annexation
Existing No Project PM

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

Intersection #98 East Bidwell St/ WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.825
Loss Time (sec): 6 Average Delay (sec/veh): 24.2
Optimal Cycle: 64 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Ignore | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1273 | 126 | | 0 | 1291 | 632 | | 0 | 0 | 0 | | 33 | 0 | 964 | |
| Growth Adj: | 1.00 | 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 | 1273 | 126 | | 0 | 1291 | 632 | | 0 | 0 | 0 | | 33 | 0 | 964 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 0 | 1354 | 0 | | 0 | 1373 | 672 | | 0 | 0 | 0 | | 35 | 0 | 1026 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 1354 | 0 | | 0 | 1373 | 672 | | 0 | 0 | 0 | | 35 | 0 | 1026 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 1354 | 0 | | 0 | 1373 | 672 | | 0 | 0 | 0 | | 35 | 0 | 1026 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.95 | 0.95 | | 1.00 | 0.87 | 0.87 | | 1.00 | 1.00 | 1.00 | | 0.73 | 1.00 | 0.75 | |
| Lanes: | 0.00 | 2.00 | 0.00 | | 0.00 | 2.01 | 0.99 | | 0.00 | 0.00 | 0.00 | | 2.00 | 0.00 | 2.00 | |
| Final Sat.: | 0 | 3610 | 0 | | 0 | 3312 | 1621 | | 0 | 0 | 0 | | 2761 | 0 | 2842 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.38 | 0.00 | | 0.00 | 0.41 | 0.41 | | 0.00 | 0.00 | 0.00 | | 0.01 | 0.00 | 0.36 | |
| Crit Moves: | | | | | | **** | | | | | | | | | **** | |
| Green/Cycle: | 0.00 | 0.50 | 0.00 | | 0.00 | 0.50 | 0.50 | | 0.00 | 0.00 | 0.00 | | 0.44 | 0.00 | 0.44 | |
| Volume/Cap: | 0.00 | 0.75 | 0.00 | | 0.00 | 0.83 | 0.83 | | 0.00 | 0.00 | 0.00 | | 0.03 | 0.00 | 0.83 | |
| Delay/Veh: | 0.0 | 21.5 | 0.0 | | 0.0 | 23.5 | 23.5 | | 0.0 | 0.0 | 0.0 | | 16.0 | 0.0 | 29.4 | |
| 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: | 0.0 | 21.5 | 0.0 | | 0.0 | 23.5 | 23.5 | | 0.0 | 0.0 | 0.0 | | 16.0 | 0.0 | 29.4 | |
| LOS by Move: | A | C | A | | A | C | C | | A | A | A | | B | A | C | |
| HCM2kAvgQ: | 0 | 17 | 0 | | 0 | 21 | 21 | | 0 | 0 | 0 | | 0 | 0 | 18 | |

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





Folsom South of US-50 Annexation
Existing No Project PM

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

Intersection #99 East Bidwell St/ EB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.643
Loss Time (sec): 6 Average Delay (sec/veh): 17.4
Optimal Cycle: 36 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Ignore | | | | Ignore | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 2 | 0 | 2 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 332 | 162 | | 0 | 233 | 1091 | 1067 | 0 | 39 | 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 | 332 | 162 | | 0 | 233 | 1091 | 1067 | 0 | 39 | 0 | 0 | 0 | | | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | |
| PHF Adj: | 0.95 | 0.95 | 0.00 | | 0.95 | 0.95 | 0.00 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | | | |
| PHF Volume: | 0 | 349 | 0 | | 0 | 245 | 0 | 1123 | 0 | 41 | 0 | 0 | 0 | | | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| Reduced Vol: | 0 | 349 | 0 | | 0 | 245 | 0 | 1123 | 0 | 41 | 0 | 0 | 0 | | | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | |
| FinalVolume: | 0 | 349 | 0 | | 0 | 245 | 0 | 1123 | 0 | 41 | 0 | 0 | 0 | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | |
| Adjustment: | 1.00 | 0.95 | 1.00 | | 1.00 | 0.95 | 0.88 | 0.58 | 1.00 | 0.85 | 1.00 | 1.00 | 1.00 | | | |
| Lanes: | 0.00 | 2.00 | 1.00 | | 0.00 | 2.00 | 2.00 | 2.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | | | |
| Final Sat.: | 0 | 3610 | 1900 | | 0 | 3610 | 3344 | 2212 | 0 | 1615 | 0 | 0 | 0 | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.10 | 0.00 | | 0.00 | 0.07 | 0.00 | 0.51 | 0.00 | 0.03 | 0.00 | 0.00 | 0.00 | | | |
| Crit Moves: | | **** | | | | | | **** | | | | | | | | |
| Green/Cycle: | 0.00 | 0.15 | 0.00 | | 0.00 | 0.15 | 0.00 | 0.79 | 0.00 | 0.79 | 0.00 | 0.00 | 0.00 | | | |
| Volume/Cap: | 0.00 | 0.64 | 0.00 | | 0.00 | 0.45 | 0.00 | 0.64 | 0.00 | 0.03 | 0.00 | 0.00 | 0.00 | | | |
| Delay/Veh: | 0.0 | 42.6 | 0.0 | | 0.0 | 39.3 | 0.0 | 5.3 | 0.0 | 2.3 | 0.0 | 0.0 | 0.0 | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | |
| AdjDel/Veh: | 0.0 | 42.6 | 0.0 | | 0.0 | 39.3 | 0.0 | 5.3 | 0.0 | 2.3 | 0.0 | 0.0 | 0.0 | | | |
| LOS by Move: | A | D | A | | A | D | A | A | A | A | A | A | A | | | |
| HCM2kAvgQ: | 0 | 5 | 0 | | 0 | 3 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | | | |

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

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Folsom South of US-50 Annexation
Existing No Project PM

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

Intersection #100 El Dorado Hills Blvd/ WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.828
Loss Time (sec): 9 Average Delay (sec/veh): 25.1
Optimal Cycle: 75 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 2 | 0 | 0 | 0 | 0 2 | 0 | 1 | 0 | 0 0 | 0 | 0 | 1 | 1 0 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 904 | 1702 | 0 | | 0 | 586 | 597 | | 0 | 0 | 0 | | 259 | 0 | 265 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 904 | 1702 | 0 | | 0 | 586 | 597 | | 0 | 0 | 0 | | 259 | 0 | 265 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.96 | 0.96 | 0.96 | | 0.96 | 0.96 | 0.96 | | 0.96 | 0.96 | 0.96 | | 0.96 | 0.96 | 0.96 | |
| PHF Volume: | 942 | 1773 | 0 | | 0 | 610 | 622 | | 0 | 0 | 0 | | 270 | 0 | 276 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 130 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 942 | 1773 | 0 | | 0 | 610 | 492 | | 0 | 0 | 0 | | 270 | 0 | 276 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 942 | 1773 | 0 | | 0 | 610 | 492 | | 0 | 0 | 0 | | 270 | 0 | 276 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.90 | 0.93 | 1.00 | | 1.00 | 0.95 | 0.85 | | 1.00 | 1.00 | 1.00 | | 0.71 | 1.00 | 0.83 | |
| Lanes: | 2.00 | 2.00 | 0.00 | | 0.00 | 2.00 | 1.00 | | 0.00 | 0.00 | 0.00 | | 2.00 | 0.00 | 1.00 | |
| Final Sat.: | 3432 | 3538 | 0 | | 0 | 3610 | 1615 | | 0 | 0 | 0 | | 2707 | 0 | 1583 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.27 | 0.50 | 0.00 | | 0.00 | 0.17 | 0.30 | | 0.00 | 0.00 | 0.00 | | 0.10 | 0.00 | 0.17 | |
| Crit Moves: | **** | | | | | | **** | | | | | | | | **** | |
| Green/Cycle: | 0.33 | 0.70 | 0.00 | | 0.00 | 0.37 | 0.37 | | 0.00 | 0.00 | 0.00 | | 0.21 | 0.00 | 0.21 | |
| Volume/Cap: | 0.83 | 0.72 | 0.00 | | 0.00 | 0.46 | 0.83 | | 0.00 | 0.00 | 0.00 | | 0.47 | 0.00 | 0.83 | |
| Delay/Veh: | 36.0 | 10.1 | 0.0 | | 0.0 | 24.3 | 38.1 | | 0.0 | 0.0 | 0.0 | | 35.2 | 0.0 | 53.4 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 36.0 | 10.1 | 0.0 | | 0.0 | 24.3 | 38.1 | | 0.0 | 0.0 | 0.0 | | 35.2 | 0.0 | 53.4 | |
| LOS by Move: | D | B | A | | A | C | D | | A | A | A | | D | A | D | |
| HCM2kAvgQ: | 14 | 17 | 0 | | 0 | 7 | 15 | | 0 | 0 | 0 | | 4 | 0 | 11 | |

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





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Folsom South of US-50 Annexation
Existing No Project PM

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

Intersection #101 El Dorado Hills Blvd/ EB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.943
Loss Time (sec): 9 Average Delay (sec/veh): 33.3
Optimal Cycle: 131 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Ignore | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 3 | 0 | 1 | 1 | 0 2 | 0 | 0 | 0 | 0 0 | 0 | 2 | 0 | 0 0 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1421 | 699 | | 212 | 633 | 0 | | 0 | 0 | 779 | | 0 | 0 | 1179 | |
| Growth Adj: | 1.00 | 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 | 1421 | 699 | | 212 | 633 | 0 | | 0 | 0 | 779 | | 0 | 0 | 1179 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| PHF Adj: | 0.98 | 0.98 | 0.98 | | 0.98 | 0.98 | 0.98 | | 0.98 | 0.98 | 0.98 | | 0.98 | 0.98 | 0.00 | |
| PHF Volume: | 0 | 1450 | 713 | | 216 | 646 | 0 | | 0 | 0 | 795 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 1450 | 713 | | 216 | 646 | 0 | | 0 | 0 | 795 | | 0 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| FinalVolume: | 0 | 1450 | 713 | | 216 | 646 | 0 | | 0 | 0 | 795 | | 0 | 0 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.89 | 0.83 | | 0.93 | 0.93 | 1.00 | | 1.00 | 1.00 | 0.73 | | 1.00 | 1.00 | 1.00 | |
| Lanes: | 0.00 | 3.00 | 1.00 | | 1.00 | 2.00 | 0.00 | | 0.00 | 0.00 | 2.00 | | 0.00 | 0.00 | 1.00 | |
| Final Sat.: | 0 | 5083 | 1583 | | 1769 | 3538 | 0 | | 0 | 0 | 2786 | | 0 | 0 | 1900 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.29 | 0.45 | | 0.12 | 0.18 | 0.00 | | 0.00 | 0.00 | 0.29 | | 0.00 | 0.00 | 0.00 | |
| Crit Moves: | | | **** | | **** | | | | | | **** | | | | | |
| Green/Cycle: | 0.00 | 0.48 | 0.48 | | 0.13 | 0.61 | 0.00 | | 0.00 | 0.00 | 0.30 | | 0.00 | 0.00 | 0.00 | |
| Volume/Cap: | 0.00 | 0.60 | 0.94 | | 0.94 | 0.30 | 0.00 | | 0.00 | 0.00 | 0.94 | | 0.00 | 0.00 | 0.00 | |
| Delay/Veh: | 0.0 | 19.5 | 44.9 | | 86.9 | 9.5 | 0.0 | | 0.0 | 0.0 | 52.7 | | 0.0 | 0.0 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 19.5 | 44.9 | | 86.9 | 9.5 | 0.0 | | 0.0 | 0.0 | 52.7 | | 0.0 | 0.0 | 0.0 | |
| LOS by Move: | A | B | D | | F | A | A | | A | A | D | | A | A | A | |
| HCM2kAvgQ: | 0 | 11 | 21 | | 8 | 5 | 0 | | 0 | 0 | 18 | | 0 | 0 | 0 | |

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

PM Existing Thu May 7, 2009 11:46:15 Page 60-1

Folsom South of US-50 Annexation
Existing No Project PM

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

Intersection #102 Sunrise Rd/ Jackson Hwy-SR16

Cycle (sec): 100 Critical Vol./Cap. (X): 0.921
Loss Time (sec): 12 Average Delay (sec/veh): 39.8
Optimal Cycle: 120 Level Of Service: D

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 2 | 216 | 38 | | 238 | 730 | 75 | | 70 | 689 | 16 | | 40 | 235 | 128 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 2 | 216 | 38 | | 238 | 730 | 75 | | 70 | 689 | 16 | | 40 | 235 | 128 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.95 | 0.95 | 0.95 | | 0.95 | 0.95 | 0.95 | | 0.95 | 0.95 | 0.95 | | 0.95 | 0.95 | 0.95 | |
| PHF Volume: | 2 | 227 | 40 | | 251 | 768 | 79 | | 74 | 725 | 17 | | 42 | 247 | 135 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 2 | 227 | 40 | | 251 | 768 | 79 | | 74 | 725 | 17 | | 42 | 247 | 135 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 2 | 227 | 40 | | 251 | 768 | 79 | | 74 | 725 | 17 | | 42 | 247 | 135 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.98 | 0.98 | | 0.95 | 1.00 | 0.85 | | 0.95 | 1.00 | 0.85 | | 0.95 | 1.00 | 0.85 | |
| Lanes: | 1.00 | 0.85 | 0.15 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Final Sat.: | 1805 | 1580 | 278 | | 1805 | 1900 | 1615 | | 1805 | 1900 | 1615 | | 1805 | 1900 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.14 | 0.14 | | 0.14 | 0.40 | 0.05 | | 0.04 | 0.38 | 0.01 | | 0.02 | 0.13 | 0.08 | |
| Crit Moves: | **** | | | | | **** | | | | **** | | | **** | | | |
| Green/Cycle: | 0.00 | 0.22 | 0.22 | | 0.22 | 0.44 | 0.54 | | 0.10 | 0.41 | 0.42 | | 0.03 | 0.33 | 0.55 | |
| Volume/Cap: | 0.92 | 0.64 | 0.64 | | 0.64 | 0.92 | 0.09 | | 0.39 | 0.92 | 0.03 | | 0.92 | 0.39 | 0.15 | |
| Delay/Veh: | 566.6 | 38.6 | 38.6 | | 39.3 | 41.8 | 11.0 | | 43.1 | 43.8 | 17.3 | | 151.7 | 25.8 | 11.1 | |
| 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: | 566.6 | 38.6 | 38.6 | | 39.3 | 41.8 | 11.0 | | 43.1 | 43.8 | 17.3 | | 151.7 | 25.8 | 11.1 | |
| LOS by Move: | F | D | D | | D | D | B | | D | D | B | | F | C | B | |
| HCM2kAvgQ: | 0 | 7 | 7 | | 7 | 24 | 1 | | 3 | 25 | 0 | | 2 | 6 | 2 | |

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





PM Existing Thu May 7, 2009 11:46:15 Page 61-1

Folsom South of US-50 Annexation
Existing No Project PM

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

Intersection #103 Grant Line Rd/ Jackson Rd- SR16

Cycle (sec): 100 Critical Vol./Cap. (X): 1.056
Loss Time (sec): 12 Average Delay (sec/veh): 76.0
Optimal Cycle: 180 Level Of Service: E

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Split Phase | | | | Split Phase | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 1! | 0 | 0 | 0 | 0 | 1! | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 1 | 207 | 47 | | 77 | 341 | 46 | | 46 | 912 | 4 | | 58 | 355 | 25 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 1 | 207 | 47 | | 77 | 341 | 46 | | 46 | 912 | 4 | | 58 | 355 | 25 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.97 | 0.97 | 0.97 | | 0.97 | 0.97 | 0.97 | | 0.97 | 0.97 | 0.97 | | 0.97 | 0.97 | 0.97 | |
| PHF Volume: | 1 | 213 | 48 | | 79 | 352 | 47 | | 47 | 940 | 4 | | 60 | 366 | 26 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 1 | 213 | 48 | | 79 | 352 | 47 | | 47 | 940 | 4 | | 60 | 366 | 26 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 1 | 213 | 48 | | 79 | 352 | 47 | | 47 | 940 | 4 | | 60 | 366 | 26 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.98 | 0.98 | 0.98 | | 0.98 | 0.98 | 0.98 | | 0.95 | 1.00 | 1.00 | | 0.95 | 0.99 | 0.99 | |
| Lanes: | 0.01 | 0.81 | 0.18 | | 0.17 | 0.73 | 0.10 | | 1.00 | 0.99 | 0.01 | | 1.00 | 0.93 | 0.07 | |
| Final Sat.: | 7 | 1504 | 341 | | 309 | 1367 | 184 | | 1805 | 1890 | 8 | | 1805 | 1757 | 124 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.14 | 0.14 | 0.14 | | 0.26 | 0.26 | 0.26 | | 0.03 | 0.50 | 0.50 | | 0.03 | 0.21 | 0.21 | |
| Crit Moves: | **** | | | | | **** | | | | **** | | | **** | | | |
| Green/Cycle: | 0.13 | 0.13 | 0.13 | | 0.24 | 0.24 | 0.24 | | 0.06 | 0.47 | 0.47 | | 0.03 | 0.45 | 0.45 | |
| Volume/Cap: | 1.06 | 1.06 | 1.06 | | 1.06 | 1.06 | 1.06 | | 0.47 | 1.06 | 1.06 | | 1.06 | 0.47 | 0.47 | |
| Delay/Veh: | 116.0 | 116 | 116.0 | | 95.8 | 95.8 | 95.8 | | 49.1 | 72.6 | 72.6 | | 184.8 | 19.8 | 19.8 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 116.0 | 116 | 116.0 | | 95.8 | 95.8 | 95.8 | | 49.1 | 72.6 | 72.6 | | 184.8 | 19.8 | 19.8 | |
| LOS by Move: | F | F | F | | F | F | F | | D | E | E | | F | B | B | |
| HCM2kAvgQ: | 14 | 14 | 14 | | 18 | 18 | 18 | | 1 | 38 | 38 | | 3 | 8 | 8 | |

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

LEVEL OF SERVICE WORKSHEETS

# EXISTING CONDITIONS
# PROPOSED PROJECT (PP) ALTERNATIVE
# AM PEAK HOUR

Folsom South of US-50 Annexation
Existing Plus Project AM

Impact Analysis Report
Level Of Service

| Intersection | Base LOS | Base Del/ Veh | Base V/ C | Future LOS | Future Del/ Veh | Future V/ C | Change in | |
|---|---|---|---|---|---|---|---|---|
| # 1 Folsom Blvd/ Blue Ravine Rd | D | 40.2 | 0.839 | D | 40.2 | 0.839 | + 0.000 | D/V |
| # 2 Sibly Street/ Blue Ravine Road | D | 52.9 | 0.996 | D | 52.9 | 0.996 | + 0.000 | D/V |
| # 3 Oak Avenue Parkway/ Blue Ravin | C | 25.3 | 0.544 | C | 25.3 | 0.544 | + 0.000 | D/V |
| # 4 Empire Ranch Road/ Natoma Stre | C | 19.1 | 0.786 | C | 19.1 | 0.786 | + 0.000 | V/C |
| # 5 Oak Avenue Parkway/ Riley Stre | C | 21.8 | 0.593 | C | 21.8 | 0.593 | + 0.000 | D/V |
| # 6 Oak Avenue Parkway/ East Bidwe | C | 27.2 | 0.465 | C | 27.2 | 0.465 | + 0.000 | D/V |
| # 7 East Bidwell St/Nesmith Ct | B | 12.2 | 0.530 | B | 12.2 | 0.530 | + 0.000 | D/V |
| # 8 East Bidwell St/Scholar Way | B | 11.9 | 0.482 | B | 11.9 | 0.482 | + 0.000 | D/V |
| # 9 East Bidwell St/Power Center D | A | 7.5 | 0.383 | A | 7.5 | 0.383 | + 0.000 | D/V |
| # 10 Broadstone Pkwy/ East Bidwell | C | 22.5 | 0.506 | C | 22.5 | 0.506 | + 0.000 | D/V |
| # 11 Empire Ranch Road/ Broadstone | B | 12.9 | 0.480 | B | 12.9 | 0.480 | + 0.000 | V/C |
| # 12 Oak Avenue Prky / Haverhill Dr | B | 18.4 | 0.474 | B | 18.4 | 0.474 | + 0.000 | D/V |
| # 13 Oak Avenue Prky / Haldion Wy | B | 17.2 | 0.452 | B | 17.2 | 0.452 | + 0.000 | D/V |
| # 14 Folsom Blvd/ Iron Point Road | C | 29.8 | 0.930 | C | 29.8 | 0.930 | + 0.000 | D/V |
| # 15 Prairie City Rd/ Iron Point Rd | C | 31.4 | 0.827 | C | 31.4 | 0.827 | + 0.000 | D/V |
| # 16 Grover Rd/ Iron Point Rd | B | 19.4 | 0.511 | B | 19.4 | 0.511 | + 0.000 | D/V |
| # 17 McAdoo Dr/ Iron Point Rd | C | 23.5 | 0.588 | C | 23.5 | 0.588 | + 0.000 | D/V |
| # 18 Oak Ave Pkwy/ Iron Point Rd | C | 31.6 | 0.509 | C | 31.6 | 0.509 | + 0.000 | D/V |
| # 19 Rowberry Dr/ Iron Point Rd | C | 26.4 | 0.530 | C | 26.4 | 0.530 | + 0.000 | D/V |
| # 20 Broadstone Pkwy/ Iron Point Rd | C | 20.2 | 0.313 | C | 20.2 | 0.313 | + 0.000 | D/V |
| # 21 East Bidwell St/ Iron Point Rd | C | 20.6 | 0.568 | C | 20.6 | 0.568 | + 0.000 | D/V |
| # 22 Cavitt Dr/ Iron Point Rd | C | 23.7 | 0.104 | C | 23.7 | 0.104 | + 0.000 | D/V |
| # 23 Serpa Way / Iron Point Rd | C | 25.3 | 0.085 | C | 25.3 | 0.085 | + 0.000 | D/V |
| # 24 Empire Ranch Road/ Iron Point | B | 18.4 | 0.379 | B | 18.4 | 0.379 | + 0.000 | D/V |

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Folsom South of US-50 Annexation
Existing Plus Project AM

| Intersection | Base LOS | Base Del/ Veh | Base V/ C | Future LOS | Future Del/ Veh | Future V/ C | Change in | |
|---|---|---|---|---|---|---|---|---|
| # 25 Prairie City Rd/ High School | C | 24.7 | 0.723 | C | 24.7 | 0.723 | + 0.000 | D/V |
| # 26 East Bidwell / Placerville Roa | B | 11.3 | 0.583 | B | 11.3 | 0.583 | + 0.000 | D/V |
| # 27 Prairie City Rd/ White Rock Rd | B | 19.1 | 0.327 | B | 19.1 | 0.327 | + 0.000 | D/V |
| # 28 Scott Rd (South)/ White Rock R | B | 14.0 | 0.189 | B | 14.0 | 0.189 | + 0.000 | D/V |
| # 29 Scott Rd (North)/ White Rock R | C | 20.1 | 0.288 | C | 20.1 | 0.288 | + 0.000 | D/V |
| # 30 Placerville Rd/ White Rock Rd | B | 11.3 | 0.200 | B | 11.3 | 0.200 | + 0.000 | D/V |
| # 31 Empire Ranch Rd/ North Rd | B | 13.1 | 0.206 | B | 13.1 | 0.206 | + 0.000 | D/V |
| # 32 Prairie City Rd/ Easton Valley | C | 20.3 | 0.496 | C | 20.3 | 0.496 | + 0.000 | D/V |
| # 33 Oak Ave Pkwy/ Easton Valley Pk | C | 27.9 | 0.539 | C | 27.9 | 0.539 | + 0.000 | D/V |
| # 34 RowberryDr/ Easton Valley Pkwy | B | 16.6 | 0.397 | B | 16.6 | 0.397 | + 0.000 | D/V |
| # 35 1st St/ Easton Valley Pkwy | B | 19.8 | 0.347 | B | 19.8 | 0.347 | + 0.000 | D/V |
| # 36 2nd St/ Easton Valley Pkwy | C | 22.9 | 0.383 | C | 22.9 | 0.383 | + 0.000 | D/V |
| # 37 3rd St/ Easton Valley Pkwy | C | 25.2 | 0.399 | C | 25.2 | 0.399 | + 0.000 | D/V |
| # 38 Scott Rd (North)/ Easton Valle | C | 27.9 | 0.578 | C | 27.9 | 0.578 | + 0.000 | D/V |
| # 39 4th St/ Easton Valley Pkwy | C | 29.3 | 0.615 | C | 29.3 | 0.615 | + 0.000 | D/V |
| # 40 Placerville Rd/ Easton Valley | A | 0.8 | 0.141 | A | 0.8 | 0.141 | + 0.000 | D/V |
| # 41 Hillside Dr/ Easton Valley Pkw | C | 19.4 | 0.165 | C | 19.4 | 0.165 | + 0.000 | D/V |
| # 42 Empire Ranch Rd/ Easton Valley | C | 21.1 | 0.420 | C | 21.1 | 0.420 | + 0.000 | D/V |
| # 43 Prairie City Rd/Middle Rd | B | 12.3 | 0.062 | B | 12.3 | 0.062 | + 0.000 | D/V |
| # 44 Oak Ave Pkwy/Middle Rd | C | 24.5 | 0.182 | C | 24.5 | 0.182 | + 0.000 | D/V |
| # 45 Scott Rd (North)/ Street "B" | C | 24.7 | 0.522 | C | 24.7 | 0.522 | + 0.000 | D/V |
| # 46 East Rd/Street "B" | C | 17.1 | 0.778 | C | 17.1 | 0.778 | + 0.000 | V/C |
| # 47 Prairie City Rd/Street "A" | C | 16.7 | 0.257 | C | 16.7 | 0.257 | + 0.000 | D/V |
| # 48 Oak Ave Pkwy/Street "A" | B | 14.0 | 0.470 | B | 14.0 | 0.470 | + 0.000 | V/C |
| # 49 West Rd/Street "A" | B | 10.8 | 0.458 | B | 10.8 | 0.458 | + 0.000 | V/C |

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Folsom South of US-50 Annexation
Existing Plus Project AM

| Intersection | Base LOS | Base Del/ Veh | Base V/ C | Future LOS | Future Del/ Veh | Future V/ C | Change in |
|---|---|---|---|---|---|---|---|
| # 50 Scott Rd (North)/ Street "A" | C | 31.5 | 0.532 | C | 31.5 | 0.532 | + 0.000 D/V |
| # 51 East Rd/Street "A" | B | 10.1 | 0.414 | B | 10.1 | 0.414 | + 0.000 V/C |
| # 52 Placerville Rd/ Street "A" | B | 10.7 | 0.398 | B | 10.7 | 0.398 | + 0.000 V/C |
| # 53 Empire Ranch Rd/Street "A" | B | 10.5 | 0.106 | B | 10.5 | 0.106 | + 0.000 D/V |
| # 54 Scott Rd (North)/South Rd | C | 28.6 | 0.294 | C | 28.6 | 0.294 | + 0.000 D/V |
| # 55 Oak Ave Pkwy/ White Rock Rd | B | 15.8 | 0.266 | B | 15.8 | 0.266 | + 0.000 D/V |
| # 56 Empire Ranch Rd/ White Rock Rd | A | 6.1 | 0.217 | A | 6.1 | 0.217 | + 0.000 D/V |
| # 57 Hazel Blvd/ Gold Country | C | xxxxx | 0.735 | C | xxxxx | 0.735 | + 0.000 V/C |
| # 58 Hazel Ave/ Folsom Blvd | B | xxxxx | 0.652 | B | xxxxx | 0.652 | + 0.000 V/C |
| # 59 Grant Line Rd/ White Rock Rd | F | 68.3 | 0.580 | F | 68.3 | 0.580 | + 0.000 D/V |
| # 60 Grantline Rd/ Sunrise Rd | D | xxxxx | 0.840 | D | xxxxx | 0.840 | + 0.000 V/C |
| # 65 Sunrise Blvd/ White Rock Rd | B | xxxxx | 0.655 | B | xxxxx | 0.655 | + 0.000 V/C |
| # 66 Fitzgerald Road / White Rock R | C | 17.4 | 0.783 | C | 17.4 | 0.783 | + 0.000 V/C |
| # 67 Sunrise Blvd/ Douglas Rd | C | xxxxx | 0.787 | C | xxxxx | 0.787 | + 0.000 V/C |
| # 68 Grant Line Rd/ Douglas Rd | D | 28.4 | 0.363 | D | 28.4 | 0.363 | + 0.000 D/V |
| # 69 Grant Line Road / Kiefer Boule | C | 18.7 | 0.815 | C | 18.7 | 0.815 | + 0.000 V/C |
| # 83 White Rock Rd/ Carson Crossing | D | 28.3 | 0.119 | D | 28.3 | 0.119 | + 0.000 D/V |
| # 84 White Rock Rd/ Stonebriar Rd | B | 18.5 | 0.512 | B | 18.5 | 0.512 | + 0.000 D/V |
| # 85 White Rock Rd/ Windfield Way | E | 38.6 | 0.450 | E | 38.6 | 0.450 | + 0.000 D/V |
| # 86 White Rock Rd/ Latrobe Rd | C | 28.6 | 0.556 | C | 28.6 | 0.556 | + 0.000 D/V |
| # 87 White Rock Rd/ Valley View Pkw | B | 17.2 | 0.452 | B | 17.2 | 0.452 | + 0.000 D/V |
| # 88 El Dorado Hills Blvd/Serrano P | C | 31.5 | 0.828 | C | 31.5 | 0.828 | + 0.000 D/V |
| # 89 El Dorado Hills Blvd/Saratoga | C | 22.8 | 0.666 | C | 22.8 | 0.666 | + 0.000 D/V |
| # 90 El Dorado Hills Blvd/Park Driv | B | 11.4 | 0.485 | B | 11.4 | 0.485 | + 0.000 D/V |
| # 91 Latrobe Rd/ Town Center Blvd | B | 15.9 | 0.422 | B | 15.9 | 0.422 | + 0.000 D/V |





Folsom South of US-50 Annexation
Existing Plus Project AM

| Intersection | Base LOS | Base Del/ Veh | Base V/ C | Future LOS | Future Del/ Veh | Future V/ C | Change in |
|---|---|---|---|---|---|---|---|
| # 92 Hazel Blvd/ Tributary- WB US 5 | C | 29.9 | 0.838 | C | 29.9 | 0.838 | + 0.000 D/V |
| # 93 Hazel Ave/ EB US-50 Ramps | C | 20.2 | 0.611 | C | 20.2 | 0.611 | + 0.000 D/V |
| # 94 Folsom Blvd/ WB US 50 Ramps | A | 7.9 | 0.464 | A | 7.9 | 0.464 | + 0.000 D/V |
| # 95 Folsom Blvd/ EB US 50 Ramps | D | 45.6 | 0.992 | D | 45.6 | 0.992 | + 0.000 D/V |
| # 96 Prairie City/ WB US 50 Ramps | C | 30.0 | 0.920 | C | 30.0 | 0.920 | + 0.000 D/V |
| # 97 Prairie City/ EB US 50 Ramps | B | 15.7 | 0.523 | B | 15.7 | 0.523 | + 0.000 D/V |
| # 98 East Bidwell St/ WB US 50 Ramp | C | 20.5 | 0.622 | C | 20.5 | 0.622 | + 0.000 D/V |
| # 99 East Bidwell St/ EB US 50 Ramp | B | 14.5 | 0.541 | B | 14.5 | 0.541 | + 0.000 D/V |
| #100 El Dorado Hills Blvd/ WB US 50 | D | 48.9 | 1.049 | D | 48.9 | 1.049 | + 0.000 D/V |
| #101 El Dorado Hills Blvd/ EB US 50 | C | 27.7 | 0.872 | C | 27.7 | 0.872 | + 0.000 D/V |
| #102 Sunrise Rd/ Jackson Hwy-SR16 | E | 62.7 | 1.031 | E | 62.7 | 1.031 | + 0.000 D/V |
| #103 Grant Line Rd/ Jackson Rd- SR1 | F | 123.6 | 1.207 | F | 123.6 | 1.207 | + 0.000 D/V |
| #104 Oak Ave Pkwy/ WB US 50 Ramps | B | 10.2 | 0.359 | B | 10.2 | 0.359 | + 0.000 D/V |
| #105 Oak Ave Pkwy/ EB US 50 Ramps | B | 18.5 | 0.440 | B | 18.5 | 0.440 | + 0.000 D/V |
| #106 Empire Ranch Rd/ WB US 50 Ramp | B | 14.7 | 0.569 | B | 14.7 | 0.569 | + 0.000 D/V |
| #107 Empire Ranch Rd/ EB US 50 Ramp | B | 15.9 | 0.249 | B | 15.9 | 0.249 | + 0.000 D/V |

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Folsom South of US-50 Annexation
Existing Plus Project AM

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

Intersection #1 Folsom Blvd/ Blue Ravine Rd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.839
Loss Time (sec): 15 Average Delay (sec/veh): 40.2
Optimal Cycle: 102 Level Of Service: D

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 2 | 0 1 | 1 | 0 | 2 | 0 1 | 1 | 0 | 1 | 0 1 | 2 | 0 | 1 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 194 | 849 | 198 | | 504 | 1413 | 53 | | 34 | 39 | 32 | | 569 | 296 | 357 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 194 | 849 | 198 | | 504 | 1413 | 53 | | 34 | 39 | 32 | | 569 | 296 | 357 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.95 | 0.95 | 0.95 | | 0.95 | 0.95 | 0.95 | | 0.95 | 0.95 | 0.95 | | 0.95 | 0.95 | 0.95 | |
| PHF Volume: | 204 | 894 | 208 | | 531 | 1487 | 56 | | 36 | 41 | 34 | | 599 | 312 | 376 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 204 | 894 | 208 | | 531 | 1487 | 56 | | 36 | 41 | 34 | | 599 | 312 | 376 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 204 | 894 | 208 | | 531 | 1487 | 56 | | 36 | 41 | 34 | | 599 | 312 | 376 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.95 | 0.85 | | 0.95 | 0.95 | 0.85 | | 0.95 | 1.00 | 0.85 | | 0.92 | 1.00 | 0.85 | |
| Lanes: | 1.00 | 2.00 | 1.00 | | 1.00 | 2.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 2.00 | 1.00 | 1.00 | |
| Final Sat.: | 1805 | 3610 | 1615 | | 1805 | 3610 | 1615 | | 1805 | 1900 | 1615 | | 3502 | 1900 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.11 | 0.25 | 0.13 | | 0.29 | 0.41 | 0.03 | | 0.02 | 0.02 | 0.02 | | 0.17 | 0.16 | 0.23 | |
| Crit Moves: | | **** | | | **** | | | | | **** | | | **** | | | |
| Green/Cycle: | 0.14 | 0.30 | 0.50 | | 0.35 | 0.51 | 0.53 | | 0.02 | 0.03 | 0.16 | | 0.20 | 0.20 | 0.56 | |
| Volume/Cap: | 0.81 | 0.84 | 0.26 | | 0.84 | 0.81 | 0.07 | | 0.80 | 0.84 | 0.13 | | 0.84 | 0.80 | 0.42 | |
| Delay/Veh: | 68.2 | 45.7 | 17.5 | | 45.6 | 27.8 | 13.7 | | 122.4 | 130 | 43.0 | | 54.6 | 56.6 | 15.8 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 68.2 | 45.7 | 17.5 | | 45.6 | 27.8 | 13.7 | | 122.4 | 130 | 43.0 | | 54.6 | 56.6 | 15.8 | |
| LOS by Move: | E | D | B | | D | C | B | | F | F | D | | D | E | B | |
| HCM2kAvgQ: | 7 | 16 | 4 | | 20 | 26 | 1 | | 3 | 3 | 1 | | 10 | 10 | 7 | |

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





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Folsom South of US-50 Annexation
Existing Plus Project AM

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

Intersection #2 Sibly Street/ Blue Ravine Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.996
Loss Time (sec): 12 Average Delay (sec/veh): 52.9
Optimal Cycle: 180 Level Of Service: D

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 2 | 0 1 | 1 | 0 | 2 | 0 1 | 1 | 0 | 2 | 0 1 | 2 | 0 | 1 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 584 | 515 | 246 | | 25 | 551 | 109 | | 51 | 231 | 497 | | 601 | 734 | 34 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 584 | 515 | 246 | | 25 | 551 | 109 | | 51 | 231 | 497 | | 601 | 734 | 34 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.82 | 0.82 | 0.82 | | 0.82 | 0.82 | 0.82 | | 0.82 | 0.82 | 0.82 | | 0.82 | 0.82 | 0.82 | |
| PHF Volume: | 712 | 628 | 300 | | 30 | 672 | 133 | | 62 | 282 | 606 | | 733 | 895 | 41 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 712 | 628 | 300 | | 30 | 672 | 133 | | 62 | 282 | 606 | | 733 | 895 | 41 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 712 | 628 | 300 | | 30 | 672 | 133 | | 62 | 282 | 606 | | 733 | 895 | 41 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.95 | 0.85 | | 0.95 | 0.95 | 0.85 | | 0.95 | 0.95 | 0.85 | | 0.92 | 0.94 | 0.94 | |
| Lanes: | 1.00 | 2.00 | 1.00 | | 1.00 | 2.00 | 1.00 | | 1.00 | 2.00 | 1.00 | | 2.00 | 1.91 | 0.09 | |
| Final Sat.: | 1805 | 3610 | 1615 | | 1805 | 3610 | 1615 | | 1805 | 3610 | 1615 | | 3502 | 3426 | 159 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.39 | 0.17 | 0.19 | | 0.02 | 0.19 | 0.08 | | 0.03 | 0.08 | 0.38 | | 0.21 | 0.26 | 0.26 | |
| Crit Moves: | **** | | | | | **** | | | **** | | | | | **** | | |
| Green/Cycle: | 0.40 | 0.53 | 0.75 | | 0.05 | 0.19 | 0.22 | | 0.03 | 0.08 | 0.48 | | 0.22 | 0.26 | 0.26 | |
| Volume/Cap: | 1.00 | 0.33 | 0.25 | | 0.33 | 1.00 | 0.37 | | 1.00 | 0.97 | 0.79 | | 0.97 | 1.00 | 1.00 | |
| Delay/Veh: | 62.7 | 13.4 | 4.0 | | 47.8 | 74.2 | 33.7 | | 160.6 | 89.6 | 27.3 | | 63.7 | 65.1 | 65.1 | |
| 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: | 62.7 | 13.4 | 4.0 | | 47.8 | 74.2 | 33.7 | | 160.6 | 89.6 | 27.3 | | 63.7 | 65.1 | 65.1 | |
| LOS by Move: | E | B | A | | D | E | C | | F | F | C | | E | E | E | |
| HCM2kAvgQ: | 26 | 5 | 3 | | 1 | 16 | 4 | | 2 | 5 | 15 | | 14 | 18 | 18 | |

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

AM Existing Plus Project Thu May 7, 2009 15:50:52 Page 5-1

Folsom South of US-50 Annexation
Existing Plus Project AM

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

Intersection #3 Oak Avenue Parkway/ Blue Ravine Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.544
Loss Time (sec): 12 Average Delay (sec/veh): 25.3
Optimal Cycle: 44 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Include | | | Ignore | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 | 0 3 | 0 1 | 1 | 0 3 | 0 1 | 2 | 0 2 | 0 1 | 2 | 0 1 | 1 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 202 | 147 | 250 | 1 | 207 | 67 | 10 | 275 | 184 | 484 | 950 | 11 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 202 | 147 | 250 | 1 | 207 | 67 | 10 | 275 | 184 | 484 | 950 | 11 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.88 | 0.88 | 0.00 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.00 | 0.88 | 0.88 | 0.88 |
| PHF Volume: | 230 | 167 | 0 | 1 | 235 | 76 | 11 | 313 | 0 | 550 | 1080 | 13 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 230 | 167 | 0 | 1 | 235 | 76 | 11 | 313 | 0 | 550 | 1080 | 13 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 230 | 167 | 0 | 1 | 235 | 76 | 11 | 313 | 0 | 550 | 1080 | 13 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.91 | 1.00 | 0.95 | 0.91 | 0.85 | 0.92 | 0.95 | 1.00 | 0.92 | 0.95 | 0.95 |
| Lanes: | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 | 2.00 | 2.00 | 1.00 | 2.00 | 1.98 | 0.02 |
| Final Sat.: | 1805 | 5187 | 1900 | 1805 | 5187 | 1615 | 3502 | 3610 | 1900 | 3502 | 3562 | 41 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.13 | 0.03 | 0.00 | 0.00 | 0.05 | 0.05 | 0.00 | 0.09 | 0.00 | 0.16 | 0.30 | 0.30 |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | |
| Green/Cycle: | 0.23 | 0.31 | 0.00 | 0.01 | 0.08 | 0.08 | 0.01 | 0.20 | 0.00 | 0.36 | 0.56 | 0.56 |
| Volume/Cap: | 0.54 | 0.10 | 0.00 | 0.10 | 0.54 | 0.57 | 0.54 | 0.43 | 0.00 | 0.43 | 0.54 | 0.54 |
| Delay/Veh: | 35.1 | 24.6 | 0.0 | 53.6 | 45.4 | 49.6 | 76.1 | 35.4 | 0.0 | 24.3 | 14.4 | 14.4 |
| 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: | 35.1 | 24.6 | 0.0 | 53.6 | 45.4 | 49.6 | 76.1 | 35.4 | 0.0 | 24.3 | 14.4 | 14.4 |
| LOS by Move: | D | C | A | D | D | D | E | D | A | C | B | B |
| HCM2kAvgQ: | 6 | 1 | 0 | 0 | 3 | 3 | 0 | 4 | 0 | 7 | 11 | 11 |

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





AM Existing Plus Project Thu May 7, 2009 15:50:52 Page 6-1

Folsom South of US-50 Annexation
Existing Plus Project AM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #4 Empire Ranch Road/ Natoma Street

Cycle (sec): 100 Critical Vol./Cap. (X): 0.786
Loss Time (sec): 0 Average Delay (sec/veh): 19.1
Optimal Cycle: 0 Level Of Service: C

| 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: | 2 | 0 1 | 0 0 | 0 | 0 1 | 0 1 | 2 | 0 0 | 0 1 | 0 | 0 0 | 0 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 175 | 69 | 0 | 0 | 375 | 22 | 9 | 0 | 301 | 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: | 175 | 69 | 0 | 0 | 375 | 22 | 9 | 0 | 301 | 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: | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 |
| PHF Volume: | 213 | 84 | 0 | 0 | 457 | 27 | 11 | 0 | 367 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 213 | 84 | 0 | 0 | 457 | 27 | 11 | 0 | 367 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 213 | 84 | 0 | 0 | 457 | 27 | 11 | 0 | 367 | 0 | 0 | 0 |
| 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: | 2.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 | 2.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 939 | 501 | 0 | 0 | 582 | 639 | 980 | 0 | 593 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.23 | 0.17 | xxxx | xxxx | 0.79 | 0.04 | 0.01 | xxxx | 0.62 | xxxx | xxxx | xxxx |
| Crit Moves: | **** | | | | **** | | | | **** | | | |
| Delay/Veh: | 12.1 | 10.9 | 0.0 | 0.0 | 26.6 | 8.3 | 9.8 | 0.0 | 16.8 | 0.0 | 0.0 | 0.0 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 12.1 | 10.9 | 0.0 | 0.0 | 26.6 | 8.3 | 9.8 | 0.0 | 16.8 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | B | B | * | * | D | A | A | * | C | * | * | * |
| ApproachDel: | 11.8 | | | | 25.6 | | | 16.6 | | xxxxxx | | |
| Delay Adj: | 1.00 | | | | 1.00 | | | 1.00 | | xxxxx | | |
| ApprAdjDel: | 11.8 | | | | 25.6 | | | 16.6 | | xxxxxx | | |
| LOS by Appr: | B | | | | D | | | C | | * | | |
| AllWayAvgQ: | 0.3 | 0.2 | 0.0 | 0.0 | 2.9 | 0.0 | 0.0 | 0.0 | 1.4 | 0.0 | 0.0 | 0.0 |

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

AM Existing Plus Project Thu May 7, 2009 15:50:52 Page 7-1

Folsom South of US-50 Annexation
Existing Plus Project AM

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

Intersection #5 Oak Avenue Parkway/ Riley Street

Cycle (sec): 100 Critical Vol./Cap. (X): 0.593
Loss Time (sec): 12 Average Delay (sec/veh): 21.8
Optimal Cycle: 48 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - | R | L | - T | - | R | L | - T | - | R | L | - T | - | R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 2 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | | | |
| Base Vol: | 134 | 520 | 26 | | 9 | 747 | 188 | | 146 | 10 | 172 | | 39 | 21 | 3 | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | | |
| Initial Bse: | 134 | 520 | 26 | | 9 | 747 | 188 | | 146 | 10 | 172 | | 39 | 21 | 3 | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | | |
| PHF Adj: | 0.90 | 0.90 | 0.90 | | 0.90 | 0.90 | 0.90 | | 0.90 | 0.90 | 0.90 | | 0.90 | 0.90 | 0.90 | | | |
| PHF Volume: | 149 | 578 | 29 | | 10 | 830 | 209 | | 162 | 11 | 191 | | 43 | 23 | 3 | | | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | | |
| Reduced Vol: | 149 | 578 | 29 | | 10 | 830 | 209 | | 162 | 11 | 191 | | 43 | 23 | 3 | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | | |
| 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: | 149 | 578 | 29 | | 10 | 830 | 209 | | 162 | 11 | 191 | | 43 | 23 | 3 | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | | |
| Adjustment: | 0.95 | 0.90 | 0.90 | | 0.95 | 0.92 | 0.92 | | 0.95 | 1.00 | 0.85 | | 0.95 | 0.98 | 0.98 | | | |
| Lanes: | 1.00 | 2.86 | 0.14 | | 1.00 | 1.60 | 0.40 | | 1.00 | 1.00 | 1.00 | | 1.00 | 0.88 | 0.12 | | | |
| Final Sat.: | 1805 | 4905 | 245 | | 1805 | 2798 | 704 | | 1805 | 1900 | 1615 | | 1805 | 1631 | 233 | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.08 | 0.12 | 0.12 | | 0.01 | 0.30 | 0.30 | | 0.09 | 0.01 | 0.12 | | 0.02 | 0.01 | 0.01 | | | |
| Crit Moves: | **** | | | | | **** | | | | | **** | | **** | | | | | |
| Green/Cycle: | 0.14 | 0.61 | 0.61 | | 0.03 | 0.50 | 0.50 | | 0.21 | 0.20 | 0.20 | | 0.04 | 0.03 | 0.03 | | | |
| Volume/Cap: | 0.59 | 0.19 | 0.19 | | 0.19 | 0.59 | 0.59 | | 0.43 | 0.03 | 0.59 | | 0.59 | 0.43 | 0.43 | | | |
| Delay/Veh: | 44.1 | 8.6 | 8.6 | | 49.2 | 18.3 | 18.3 | | 35.3 | 32.2 | 39.3 | | 59.5 | 52.3 | 52.3 | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | | |
| AdjDel/Veh: | 44.1 | 8.6 | 8.6 | | 49.2 | 18.3 | 18.3 | | 35.3 | 32.2 | 39.3 | | 59.5 | 52.3 | 52.3 | | | |
| LOS by Move: | D | A | A | | D | B | B | | D | C | D | | E | D | D | | | |
| HCM2kAvgQ: | 4 | 3 | 3 | | 0 | 12 | 12 | | 5 | 0 | 6 | | 2 | 1 | 1 | | | |

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





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Folsom South of US-50 Annexation
Existing Plus Project AM

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

Intersection #6 Oak Avenue Parkway/ East Bidwell Street

Cycle (sec): 100 Critical Vol./Cap. (X): 0.465
Loss Time (sec): 12 Average Delay (sec/veh): 27.2
Optimal Cycle: 39 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - | R | L | - T | - | R | L | - T | - | R | L | - T | - | R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ignore | | | | Ignore | | | | Ignore | | | | Ignore | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 3 | 0 | 1 | 2 | 0 | 3 | 0 | 1 | 2 | 0 | 3 | 0 | 1 | 2 | 0 | 3 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | | | |
| Base Vol: | 190 | 288 | 178 | | 364 | 519 | 101 | | 71 | 745 | 155 | | 57 | 936 | 245 | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | | |
| Initial Bse: | 190 | 288 | 178 | | 364 | 519 | 101 | | 71 | 745 | 155 | | 57 | 936 | 245 | | | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | | |
| PHF Adj: | 0.88 | 0.88 | 0.00 | | 0.88 | 0.88 | 0.00 | | 0.88 | 0.88 | 0.00 | | 0.88 | 0.88 | 0.00 | | | |
| PHF Volume: | 216 | 327 | 0 | | 414 | 590 | 0 | | 81 | 847 | 0 | | 65 | 1064 | 0 | | | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | | |
| Reduced Vol: | 216 | 327 | 0 | | 414 | 590 | 0 | | 81 | 847 | 0 | | 65 | 1064 | 0 | | | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | | |
| FinalVolume: | 216 | 327 | 0 | | 414 | 590 | 0 | | 81 | 847 | 0 | | 65 | 1064 | 0 | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | | |
| Adjustment: | 0.92 | 0.91 | 1.00 | | 0.92 | 0.91 | 1.00 | | 0.92 | 0.91 | 1.00 | | 0.92 | 0.91 | 1.00 | | | |
| Lanes: | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | | |
| Final Sat.: | 3502 | 5187 | 1900 | | 3502 | 5187 | 1900 | | 3502 | 5187 | 1900 | | 3502 | 5187 | 1900 | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.06 | 0.06 | 0.00 | | 0.12 | 0.11 | 0.00 | | 0.02 | 0.16 | 0.00 | | 0.02 | 0.21 | 0.00 | | | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | **** | | | | |
| Green/Cycle: | 0.14 | 0.14 | 0.00 | | 0.25 | 0.25 | 0.00 | | 0.05 | 0.44 | 0.00 | | 0.05 | 0.44 | 0.00 | | | |
| Volume/Cap: | 0.45 | 0.47 | 0.00 | | 0.47 | 0.45 | 0.00 | | 0.47 | 0.37 | 0.00 | | 0.37 | 0.47 | 0.00 | | | |
| Delay/Veh: | 40.4 | 40.4 | 0.0 | | 31.9 | 31.8 | 0.0 | | 48.2 | 18.8 | 0.0 | | 47.3 | 19.8 | 0.0 | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | | |
| AdjDel/Veh: | 40.4 | 40.4 | 0.0 | | 31.9 | 31.8 | 0.0 | | 48.2 | 18.8 | 0.0 | | 47.3 | 19.8 | 0.0 | | | |
| LOS by Move: | D | D | A | | C | C | A | | D | B | A | | D | B | A | | | |
| HCM2kAvgQ: | 3 | 3 | 0 | | 5 | 5 | 0 | | 2 | 6 | 0 | | 1 | 8 | 0 | | | |

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

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Folsom South of US-50 Annexation
Existing Plus Project AM

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

Intersection #7 East Bidwell St/Nesmith Ct

Cycle (sec): 100 Critical Vol./Cap. (X): 0.530
Loss Time (sec): 12 Average Delay (sec/veh): 12.2
Optimal Cycle: 43 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Split Phase | | | | Split Phase | | | |
| Rights: | Ovl | | | | Include | | | | Include | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 2 | 0 1 | 2 | 0 | 2 | 1 0 | 0 | 0 | 1! | 0 0 | 1 | 1 | 0 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 43 | 1123 | 108 | | 261 | 1080 | 42 | | 20 | 1 | 13 | | 34 | 1 | 51 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 43 | 1123 | 108 | | 261 | 1080 | 42 | | 20 | 1 | 13 | | 34 | 1 | 51 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 48 | 1262 | 121 | | 293 | 1213 | 47 | | 22 | 1 | 15 | | 38 | 1 | 57 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 48 | 1262 | 121 | | 293 | 1213 | 47 | | 22 | 1 | 15 | | 38 | 1 | 57 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 48 | 1262 | 121 | | 293 | 1213 | 47 | | 22 | 1 | 15 | | 38 | 1 | 57 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.95 | 0.85 | | 0.92 | 0.90 | 0.90 | | 0.92 | 0.92 | 0.92 | | 0.95 | 0.95 | 0.85 | |
| Lanes: | 1.00 | 2.00 | 1.00 | | 2.00 | 2.89 | 0.11 | | 0.59 | 0.03 | 0.38 | | 1.94 | 0.06 | 1.00 | |
| Final Sat.: | 1805 | 3610 | 1615 | | 3502 | 4963 | 193 | | 1029 | 51 | 669 | | 3522 | 104 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.35 | 0.08 | | 0.08 | 0.24 | 0.24 | | 0.02 | 0.02 | 0.02 | | 0.01 | 0.01 | 0.04 | |
| Crit Moves: | | **** | | | **** | | | | | **** | | | **** | | | |
| Green/Cycle: | 0.08 | 0.66 | 0.68 | | 0.16 | 0.74 | 0.74 | | 0.04 | 0.04 | 0.04 | | 0.02 | 0.02 | 0.18 | |
| Volume/Cap: | 0.33 | 0.53 | 0.11 | | 0.53 | 0.33 | 0.33 | | 0.53 | 0.53 | 0.53 | | 0.53 | 0.53 | 0.20 | |
| Delay/Veh: | 44.8 | 9.1 | 5.6 | | 39.6 | 4.6 | 4.6 | | 54.2 | 54.2 | 54.2 | | 55.6 | 55.6 | 35.3 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 44.8 | 9.1 | 5.6 | | 39.6 | 4.6 | 4.6 | | 54.2 | 54.2 | 54.2 | | 55.6 | 55.6 | 35.3 | |
| LOS by Move: | D | A | A | | D | A | A | | D | D | D | | E | E | D | |
| HCM2kAvgQ: | 2 | 11 | 1 | | 5 | 5 | 5 | | 1 | 1 | 1 | | 1 | 1 | 1 | |

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





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Folsom South of US-50 Annexation
Existing Plus Project AM

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

Intersection #8 East Bidwell St/Scholar Way

Cycle (sec): 100 Critical Vol./Cap. (X): 0.482
Loss Time (sec): 12 Average Delay (sec/veh): 11.9
Optimal Cycle: 40 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ignore | | | | Ignore | | | | Ignore | | | | Ignore | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 2 | 0 1 | 2 | 0 | 3 | 0 1 | 1 | 0 | 2 | 0 1 | 1 | 0 | 2 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 36 | 1072 | 266 | | 62 | 987 | 82 | | 78 | 16 | 5 | | 105 | 29 | 119 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 36 | 1072 | 266 | | 62 | 987 | 82 | | 78 | 16 | 5 | | 105 | 29 | 119 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.00 | |
| PHF Volume: | 40 | 1204 | 0 | | 70 | 1109 | 0 | | 88 | 18 | 0 | | 118 | 33 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 40 | 1204 | 0 | | 70 | 1109 | 0 | | 88 | 18 | 0 | | 118 | 33 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| FinalVolume: | 40 | 1204 | 0 | | 70 | 1109 | 0 | | 88 | 18 | 0 | | 118 | 33 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.95 | 1.00 | | 0.92 | 0.91 | 1.00 | | 0.95 | 0.95 | 1.00 | | 0.95 | 0.95 | 1.00 | |
| Lanes: | 2.00 | 2.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 1.00 | 2.00 | 1.00 | | 1.00 | 2.00 | 1.00 | |
| Final Sat.: | 3502 | 3610 | 1900 | | 3502 | 5187 | 1900 | | 1805 | 3610 | 1900 | | 1805 | 3610 | 1900 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.33 | 0.00 | | 0.02 | 0.21 | 0.00 | | 0.05 | 0.00 | 0.00 | | 0.07 | 0.01 | 0.00 | |
| Crit Moves: | | **** | | | **** | | | | | **** | | | **** | | | |
| Green/Cycle: | 0.04 | 0.69 | 0.00 | | 0.04 | 0.70 | 0.00 | | 0.12 | 0.01 | 0.00 | | 0.14 | 0.02 | 0.00 | |
| Volume/Cap: | 0.31 | 0.48 | 0.00 | | 0.48 | 0.31 | 0.00 | | 0.39 | 0.48 | 0.00 | | 0.48 | 0.39 | 0.00 | |
| Delay/Veh: | 48.2 | 7.2 | 0.0 | | 49.4 | 5.9 | 0.0 | | 41.6 | 58.7 | 0.0 | | 41.5 | 51.3 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 48.2 | 7.2 | 0.0 | | 49.4 | 5.9 | 0.0 | | 41.6 | 58.7 | 0.0 | | 41.5 | 51.3 | 0.0 | |
| LOS by Move: | D | A | A | | D | A | A | | D | E | A | | D | D | A | |
| HCM2kAvgQ: | 1 | 9 | 0 | | 2 | 5 | 0 | | 2 | 0 | 0 | | 3 | 1 | 0 | |

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

AM Existing Plus Project Thu May 7, 2009 15:50:52 Page 11-1

Folsom South of US-50 Annexation
Existing Plus Project AM

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

Intersection #9 East Bidwell St/Power Center Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.383
Loss Time (sec): 12 Average Delay (sec/veh): 7.5
Optimal Cycle: 34 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Split Phase | | | Split Phase | | |
| Rights: | Ovl | | | Ovl | | | Ovl | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 | 0 | 3 | 0 | 1 | 1 | 0 | 3 | 0 | 1 | 1 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 19 | 1329 | 68 | 7 | 1050 | 39 | 37 | 11 | 32 | 45 | 4 | 31 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 19 | 1329 | 68 | 7 | 1050 | 39 | 37 | 11 | 32 | 45 | 4 | 31 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 21 | 1493 | 76 | 8 | 1180 | 44 | 42 | 12 | 36 | 51 | 4 | 35 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 21 | 1493 | 76 | 8 | 1180 | 44 | 42 | 12 | 36 | 51 | 4 | 35 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 21 | 1493 | 76 | 8 | 1180 | 44 | 42 | 12 | 36 | 51 | 4 | 35 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.91 | 0.85 | 0.95 | 0.91 | 0.85 | 0.96 | 0.96 | 0.85 | 0.96 | 0.96 | 0.85 |
| Lanes: | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 | 1.54 | 0.46 | 1.00 | 0.92 | 0.08 | 1.00 |
| Final Sat.: | 1805 | 5187 | 1615 | 1805 | 5187 | 1615 | 2821 | 839 | 1615 | 1668 | 148 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.29 | 0.05 | 0.00 | 0.23 | 0.03 | 0.01 | 0.01 | 0.02 | 0.03 | 0.03 | 0.02 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green/Cycle: | 0.04 | 0.75 | 0.83 | 0.01 | 0.72 | 0.76 | 0.04 | 0.04 | 0.08 | 0.08 | 0.08 | 0.09 |
| Volume/Cap: | 0.31 | 0.38 | 0.06 | 0.38 | 0.31 | 0.04 | 0.38 | 0.38 | 0.29 | 0.38 | 0.38 | 0.24 |
| Delay/Veh: | 49.5 | 4.4 | 1.5 | 60.6 | 5.0 | 2.9 | 48.7 | 48.7 | 45.0 | 45.4 | 45.4 | 43.1 |
| 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: | 49.5 | 4.4 | 1.5 | 60.6 | 5.0 | 2.9 | 48.7 | 48.7 | 45.0 | 45.4 | 45.4 | 43.1 |
| LOS by Move: | D | A | A | E | A | A | D | D | D | D | D | D |
| HCM2kAvgQ: | 1 | 6 | 0 | 1 | 5 | 0 | 1 | 1 | 1 | 2 | 2 | 1 |

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





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Folsom South of US-50 Annexation
Existing Plus Project AM

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

Intersection #10 Broadstone Pkwy/ East Bidwell St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.506
Loss Time (sec): 12 Average Delay (sec/veh): 22.5
Optimal Cycle: 41 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Ignore | | | Ignore | | | Ignore | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 2 | 0 | 3 | 0 | 1 | 2 | 0 | 3 | 0 | 1 | 2 | 0 | 3 | 0 | 1 | 2 | 0 | 3 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | | | | | |
| Base Vol: | 12 | 213 | 2 | 238 | 480 | 151 | 160 | 907 | 25 | 54 | 1183 | 135 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 12 | 213 | 2 | 238 | 480 | 151 | 160 | 907 | 25 | 54 | 1183 | 135 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 0.86 | 0.86 | 0.00 | 0.86 | 0.86 | 0.00 | 0.86 | 0.86 | 0.00 | 0.86 | 0.86 | 0.00 |
| PHF Volume: | 14 | 248 | 0 | 277 | 558 | 0 | 186 | 1055 | 0 | 63 | 1376 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 14 | 248 | 0 | 277 | 558 | 0 | 186 | 1055 | 0 | 63 | 1376 | 0 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| FinalVolume: | 14 | 248 | 0 | 277 | 558 | 0 | 186 | 1055 | 0 | 63 | 1376 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.91 | 1.00 | 0.92 | 0.91 | 1.00 | 0.92 | 0.91 | 1.00 | 0.92 | 0.91 | 1.00 |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3502 | 5187 | 1900 | 3502 | 5187 | 1900 | 3502 | 5187 | 1900 | 3502 | 5187 | 1900 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.05 | 0.00 | 0.08 | 0.11 | 0.00 | 0.05 | 0.20 | 0.00 | 0.02 | 0.27 | 0.00 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green/Cycle: | 0.01 | 0.09 | 0.00 | 0.16 | 0.24 | 0.00 | 0.11 | 0.58 | 0.00 | 0.05 | 0.52 | 0.00 |
| Volume/Cap: | 0.45 | 0.51 | 0.00 | 0.51 | 0.45 | 0.00 | 0.51 | 0.35 | 0.00 | 0.35 | 0.51 | 0.00 |
| Delay/Veh: | 59.1 | 43.9 | 0.0 | 39.4 | 32.5 | 0.0 | 43.4 | 11.2 | 0.0 | 47.0 | 15.6 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 59.1 | 43.9 | 0.0 | 39.4 | 32.5 | 0.0 | 43.4 | 11.2 | 0.0 | 47.0 | 15.6 | 0.0 |
| LOS by Move: | E | D | A | D | C | A | D | B | A | D | B | A |
| HCM2kAvgQ: | 0 | 3 | 0 | 5 | 6 | 0 | 3 | 6 | 0 | 1 | 10 | 0 |

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

AM Existing Plus Project Thu May 7, 2009 15:50:52 Page 13-1

Folsom South of US-50 Annexation
Existing Plus Project AM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #11 Empire Ranch Road/ Broadstone Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.480
Loss Time (sec): 0 Average Delay (sec/veh): 12.9
Optimal Cycle: 0 Level Of Service: B

| 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 | 2 | 1 0 | 1 | 0 | 2 | 1 0 | 2 | 0 | 1 | 0 1 | 0 | 0 | 1! | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 70 | 231 | 3 | | 7 | 632 | 84 | | 28 | 11 | 117 | | 15 | 22 | 18 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 70 | 231 | 3 | | 7 | 632 | 84 | | 28 | 11 | 117 | | 15 | 22 | 18 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.87 | 0.87 | 0.87 | | 0.87 | 0.87 | 0.87 | | 0.87 | 0.87 | 0.87 | | 0.87 | 0.87 | 0.87 | |
| PHF Volume: | 80 | 266 | 3 | | 8 | 726 | 97 | | 32 | 13 | 134 | | 17 | 25 | 21 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 80 | 266 | 3 | | 8 | 726 | 97 | | 32 | 13 | 134 | | 17 | 25 | 21 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 80 | 266 | 3 | | 8 | 726 | 97 | | 32 | 13 | 134 | | 17 | 25 | 21 | |
| 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 | 2.96 | 0.04 | | 1.00 | 2.65 | 0.35 | | 2.00 | 1.00 | 1.00 | | 0.27 | 0.40 | 0.33 | |
| Final Sat.: | 459 | 1456 | 19 | | 520 | 1515 | 207 | | 879 | 468 | 518 | | 131 | 192 | 157 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.18 | 0.18 | 0.18 | | 0.02 | 0.48 | 0.47 | | 0.04 | 0.03 | 0.26 | | 0.13 | 0.13 | 0.13 | |
| Crit Moves: | | **** | | | | **** | | | | | **** | | | **** | | |
| Delay/Veh: | 11.7 | 11.2 | 11.1 | | 9.6 | 14.3 | 13.7 | | 10.7 | 10.1 | 11.3 | | 11.1 | 11.1 | 11.1 | |
| Delay Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 11.7 | 11.2 | 11.1 | | 9.6 | 14.3 | 13.7 | | 10.7 | 10.1 | 11.3 | | 11.1 | 11.1 | 11.1 | |
| LOS by Move: | B | B | B | | A | B | B | | B | B | B | | B | B | B | |
| ApproachDel: | | 11.3 | | | | 14.2 | | | | 11.1 | | | | 11.1 | | |
| Delay Adj: | | 1.00 | | | | 1.00 | | | | 1.00 | | | | 1.00 | | |
| ApprAdjDel: | | 11.3 | | | | 14.2 | | | | 11.1 | | | | 11.1 | | |
| LOS by Appr: | | B | | | | B | | | | B | | | | B | | |
| AllWayAvgQ: | 0.2 | 0.2 | 0.2 | | 0.0 | 0.9 | 0.8 | | 0.0 | 0.0 | 0.3 | | 0.1 | 0.1 | 0.1 | |

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





AM Existing Plus Project Thu May 7, 2009 15:50:52 Page 14-1

Folsom South of US-50 Annexation
Existing Plus Project AM

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

Intersection #12 Oak Avenue Prky / Haverhill Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.474
Loss Time (sec): 9 Average Delay (sec/veh): 18.4
Optimal Cycle: 33 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 1 | 1 0 | 1 | 0 | 1 | 1 0 | 0 | 0 | 1! | 0 0 | 0 | 0 | 1! | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 1 | 542 | 16 | | 85 | 835 | 1 | | 1 | 20 | 4 | | 75 | 14 | 125 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 1 | 542 | 16 | | 85 | 835 | 1 | | 1 | 20 | 4 | | 75 | 14 | 125 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.86 | 0.86 | 0.86 | | 0.86 | 0.86 | 0.86 | | 0.86 | 0.86 | 0.86 | | 0.86 | 0.86 | 0.86 | |
| PHF Volume: | 1 | 630 | 19 | | 99 | 971 | 1 | | 1 | 23 | 5 | | 87 | 16 | 145 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 1 | 630 | 19 | | 99 | 971 | 1 | | 1 | 23 | 5 | | 87 | 16 | 145 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 1 | 630 | 19 | | 99 | 971 | 1 | | 1 | 23 | 5 | | 87 | 16 | 145 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.95 | 0.95 | | 0.95 | 0.95 | 0.95 | | 0.97 | 0.97 | 0.97 | | 0.81 | 0.81 | 0.81 | |
| Lanes: | 1.00 | 1.94 | 0.06 | | 1.00 | 1.99 | 0.01 | | 0.04 | 0.80 | 0.16 | | 0.35 | 0.07 | 0.58 | |
| Final Sat.: | 1805 | 3492 | 103 | | 1805 | 3606 | 4 | | 74 | 1478 | 296 | | 542 | 101 | 903 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.18 | 0.18 | | 0.05 | 0.27 | 0.27 | | 0.02 | 0.02 | 0.02 | | 0.16 | 0.16 | 0.16 | |
| Crit Moves: | **** | | | | | **** | | | | | | | | **** | | |
| Green/Cycle: | 0.00 | 0.44 | 0.44 | | 0.13 | 0.57 | 0.57 | | 0.34 | 0.34 | 0.34 | | 0.34 | 0.34 | 0.34 | |
| Volume/Cap: | 0.47 | 0.41 | 0.41 | | 0.41 | 0.47 | 0.47 | | 0.05 | 0.05 | 0.05 | | 0.47 | 0.47 | 0.47 | |
| Delay/Veh: | 151.5 | 19.5 | 19.5 | | 40.9 | 12.9 | 12.9 | | 22.2 | 22.2 | 22.2 | | 26.6 | 26.6 | 26.6 | |
| 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: | 151.5 | 19.5 | 19.5 | | 40.9 | 12.9 | 12.9 | | 22.2 | 22.2 | 22.2 | | 26.6 | 26.6 | 26.6 | |
| LOS by Move: | F | B | B | | D | B | B | | C | C | C | | C | C | C | |
| HCM2kAvgQ: | 0 | 7 | 7 | | 3 | 9 | 9 | | 1 | 1 | 1 | | 6 | 6 | 6 | |

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

Folsom South of US-50 Annexation
Existing Plus Project AM

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

Intersection #13 Oak Avenue Prky / Haldion Wy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.452
Loss Time (sec): 9 Average Delay (sec/veh): 17.2
Optimal Cycle: 32 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Permitted | | | Permitted | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 | 0 1 | 1 0 | 1 | 0 1 | 1 0 | 0 | 0 1! | 0 0 | 0 | 0 1! | 0 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 43 | 521 | 80 | 38 | 835 | 10 | 16 | 23 | 65 | 133 | 5 | 32 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 43 | 521 | 80 | 38 | 835 | 10 | 16 | 23 | 65 | 133 | 5 | 32 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| PHF Volume: | 45 | 548 | 84 | 40 | 879 | 11 | 17 | 24 | 68 | 140 | 5 | 34 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 45 | 548 | 84 | 40 | 879 | 11 | 17 | 24 | 68 | 140 | 5 | 34 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 45 | 548 | 84 | 40 | 879 | 11 | 17 | 24 | 68 | 140 | 5 | 34 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.93 | 0.93 | 0.95 | 0.95 | 0.95 | 0.87 | 0.87 | 0.87 | 0.68 | 0.68 | 0.68 |
| Lanes: | 1.00 | 1.73 | 0.27 | 1.00 | 1.98 | 0.02 | 0.15 | 0.22 | 0.63 | 0.78 | 0.03 | 0.19 |
| Final Sat.: | 1805 | 3067 | 471 | 1805 | 3560 | 43 | 255 | 366 | 1034 | 1007 | 38 | 242 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.18 | 0.18 | 0.02 | 0.25 | 0.25 | 0.07 | 0.07 | 0.07 | 0.14 | 0.14 | 0.14 |
| Crit Moves: | **** | | | | **** | | | | | | **** | |
| Green/Cycle: | 0.06 | 0.54 | 0.54 | 0.07 | 0.55 | 0.55 | 0.31 | 0.31 | 0.31 | 0.31 | 0.31 | 0.31 |
| Volume/Cap: | 0.45 | 0.33 | 0.33 | 0.33 | 0.45 | 0.45 | 0.21 | 0.21 | 0.21 | 0.45 | 0.45 | 0.45 |
| Delay/Veh: | 49.0 | 13.2 | 13.2 | 46.2 | 13.8 | 13.8 | 25.9 | 25.9 | 25.9 | 28.6 | 28.6 | 28.6 |
| 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: | 49.0 | 13.2 | 13.2 | 46.2 | 13.8 | 13.8 | 25.9 | 25.9 | 25.9 | 28.6 | 28.6 | 28.6 |
| LOS by Move: | D | B | B | D | B | B | C | C | C | C | C | C |
| HCM2kAvgQ: | 1 | 6 | 6 | 1 | 8 | 8 | 3 | 3 | 3 | 5 | 5 | 5 |

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





Folsom South of US-50 Annexation
Existing Plus Project AM

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

Intersection #14 Folsom Blvd/ Iron Point Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.930
Loss Time (sec): 9 Average Delay (sec/veh): 29.8
Optimal Cycle: 121 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 0 | 0 2 | 0 1 | 1 | 0 2 | 0 0 | 0 | 0 0 | 0 0 | 2 | 0 0 | 0 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 1079 | 212 | 179 | 1823 | 0 | 0 | 0 | 0 | 898 | 0 | 101 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 1079 | 212 | 179 | 1823 | 0 | 0 | 0 | 0 | 898 | 0 | 101 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| PHF Volume: | 0 | 1199 | 236 | 199 | 2026 | 0 | 0 | 0 | 0 | 998 | 0 | 112 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 1199 | 236 | 199 | 2026 | 0 | 0 | 0 | 0 | 998 | 0 | 112 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 0 | 1199 | 236 | 199 | 2026 | 0 | 0 | 0 | 0 | 998 | 0 | 112 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 0.95 | 0.85 | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 0.92 | 1.00 | 0.85 |
| Lanes: | 0.00 | 2.00 | 1.00 | 1.00 | 2.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 1.00 |
| Final Sat.: | 0 | 3610 | 1615 | 1805 | 3610 | 0 | 0 | 0 | 0 | 3502 | 0 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.33 | 0.15 | 0.11 | 0.56 | 0.00 | 0.00 | 0.00 | 0.00 | 0.28 | 0.00 | 0.07 |
| Crit Moves: | **** | | | | **** | | | | | | **** | |
| Green/Cycle: | 0.00 | 0.45 | 0.76 | 0.15 | 0.60 | 0.00 | 0.00 | 0.00 | 0.00 | 0.31 | 0.00 | 0.31 |
| Volume/Cap: | 0.00 | 0.73 | 0.19 | 0.73 | 0.93 | 0.00 | 0.00 | 0.00 | 0.00 | 0.93 | 0.00 | 0.23 |
| Delay/Veh: | 0.0 | 24.1 | 3.5 | 50.4 | 25.7 | 0.0 | 0.0 | 0.0 | 0.0 | 47.4 | 0.0 | 26.1 |
| 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: | 0.0 | 24.1 | 3.5 | 50.4 | 25.7 | 0.0 | 0.0 | 0.0 | 0.0 | 47.4 | 0.0 | 26.1 |
| LOS by Move: | A | C | A | D | C | A | A | A | A | D | A | C |
| HCM2kAvgQ: | 0 | 16 | 2 | 6 | 30 | 0 | 0 | 0 | 0 | 16 | 0 | 2 |

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

AM Existing Plus Project Thu May 7, 2009 15:50:52 Page 17-1

Folsom South of US-50 Annexation
Existing Plus Project AM

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

Intersection #15 Prairie City Rd/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.827
Loss Time (sec): 12 Average Delay (sec/veh): 31.4
Optimal Cycle: 84 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ignore | | | | Ignore | | | | Ignore | | | | Ignore | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 2 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 629 | 974 | 136 | | 136 | 1324 | 64 | | 6 | 13 | 157 | | 58 | 756 | 391 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 629 | 974 | 136 | | 136 | 1324 | 64 | | 6 | 13 | 157 | | 58 | 756 | 391 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| PHF Adj: | 0.80 | 0.80 | 0.00 | | 0.80 | 0.80 | 0.00 | | 0.80 | 0.80 | 0.00 | | 0.80 | 0.80 | 0.00 | |
| PHF Volume: | 786 | 1218 | 0 | | 170 | 1655 | 0 | | 8 | 16 | 0 | | 73 | 945 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 786 | 1218 | 0 | | 170 | 1655 | 0 | | 8 | 16 | 0 | | 73 | 945 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| FinalVolume: | 786 | 1218 | 0 | | 170 | 1655 | 0 | | 8 | 16 | 0 | | 73 | 945 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.95 | 1.00 | | 0.92 | 0.91 | 1.00 | | 0.92 | 0.91 | 1.00 | | 0.92 | 0.91 | 1.00 | |
| Lanes: | 2.00 | 2.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | |
| Final Sat.: | 3502 | 3610 | 1900 | | 3502 | 5187 | 1900 | | 3502 | 5187 | 1900 | | 3502 | 5187 | 1900 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.22 | 0.34 | 0.00 | | 0.05 | 0.32 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.02 | 0.18 | 0.00 | |
| Crit Moves: | **** | | | | | **** | | | **** | | | | | **** | | |
| Green/Cycle: | 0.27 | 0.57 | 0.00 | | 0.08 | 0.39 | 0.00 | | 0.00 | 0.03 | 0.00 | | 0.19 | 0.22 | 0.00 | |
| Volume/Cap: | 0.83 | 0.59 | 0.00 | | 0.59 | 0.83 | 0.00 | | 0.83 | 0.11 | 0.00 | | 0.11 | 0.83 | 0.00 | |
| Delay/Veh: | 40.3 | 14.1 | 0.0 | | 47.3 | 30.7 | 0.0 | | 245.4 | 47.6 | 0.0 | | 33.3 | 42.3 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 40.3 | 14.1 | 0.0 | | 47.3 | 30.7 | 0.0 | | 245.4 | 47.6 | 0.0 | | 33.3 | 42.3 | 0.0 | |
| LOS by Move: | D | B | A | | D | C | A | | F | D | A | | C | D | A | |
| HCM2kAvgQ: | 12 | 12 | 0 | | 2 | 15 | 0 | | 0 | 0 | 0 | | 1 | 11 | 0 | |

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





AM Existing Plus Project Thu May 7, 2009 15:50:53 Page 18-1

Folsom South of US-50 Annexation
Existing Plus Project AM

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

Intersection #16 Grover Rd/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.511
Loss Time (sec): 12 Average Delay (sec/veh): 19.4
Optimal Cycle: 41 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Split Phase | | | | Split Phase | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 1! | 0 0 | 1 | 0 | 0 | 1 0 | 1 | 0 | 3 | 0 1 | 1 | 0 | 2 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 93 | 18 | 1 | | 79 | 52 | 92 | | 12 | 353 | 122 | | 31 | 1029 | 57 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 93 | 18 | 1 | | 79 | 52 | 92 | | 12 | 353 | 122 | | 31 | 1029 | 57 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.75 | 0.75 | 0.75 | | 0.75 | 0.75 | 0.75 | | 0.75 | 0.75 | 0.75 | | 0.75 | 0.75 | 0.75 | |
| PHF Volume: | 124 | 24 | 1 | | 105 | 69 | 123 | | 16 | 471 | 163 | | 41 | 1372 | 76 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 124 | 24 | 1 | | 105 | 69 | 123 | | 16 | 471 | 163 | | 41 | 1372 | 76 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 124 | 24 | 1 | | 105 | 69 | 123 | | 16 | 471 | 163 | | 41 | 1372 | 76 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.96 | 0.96 | 0.96 | | 0.95 | 0.90 | 0.90 | | 0.95 | 0.91 | 0.85 | | 0.95 | 0.90 | 0.90 | |
| Lanes: | 1.71 | 0.27 | 0.02 | | 1.00 | 0.36 | 0.64 | | 1.00 | 3.00 | 1.00 | | 1.00 | 2.84 | 0.16 | |
| Final Sat.: | 3116 | 501 | 28 | | 1805 | 620 | 1097 | | 1805 | 5187 | 1615 | | 1805 | 4875 | 270 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.05 | 0.05 | | 0.06 | 0.11 | 0.11 | | 0.01 | 0.09 | 0.10 | | 0.02 | 0.28 | 0.28 | |
| Crit Moves: | | | **** | | | **** | | | **** | | | | | **** | | |
| Green/Cycle: | 0.09 | 0.09 | 0.09 | | 0.22 | 0.22 | 0.22 | | 0.02 | 0.46 | 0.46 | | 0.11 | 0.55 | 0.55 | |
| Volume/Cap: | 0.42 | 0.51 | 0.51 | | 0.27 | 0.51 | 0.51 | | 0.51 | 0.20 | 0.22 | | 0.22 | 0.51 | 0.51 | |
| Delay/Veh: | 43.6 | 44.7 | 44.7 | | 32.8 | 35.6 | 35.6 | | 62.2 | 15.9 | 16.2 | | 41.6 | 14.2 | 14.2 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 43.6 | 44.7 | 44.7 | | 32.8 | 35.6 | 35.6 | | 62.2 | 15.9 | 16.2 | | 41.6 | 14.2 | 14.2 | |
| LOS by Move: | D | D | D | | C | D | D | | E | B | B | | D | B | B | |
| HCM2kAvgQ: | 3 | 3 | 3 | | 3 | 6 | 6 | | 1 | 3 | 3 | | 1 | 10 | 10 | |

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

AM Existing Plus Project Thu May 7, 2009 15:50:53 Page 19-1

Folsom South of US-50 Annexation
Existing Plus Project AM

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

Intersection #17 McAdoo Dr/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.588
Loss Time (sec): 12 Average Delay (sec/veh): 23.5
Optimal Cycle: 47 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 2 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | | 126 | 0 | 317 | | 69 | 385 | 0 | | 0 | 848 | 71 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 0 | 0 | 0 | | 126 | 0 | 317 | | 69 | 385 | 0 | | 0 | 848 | 71 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.80 | 0.80 | 0.80 | | 0.80 | 0.80 | 0.80 | | 0.80 | 0.80 | 0.80 | | 0.80 | 0.80 | 0.80 | |
| PHF Volume: | 0 | 0 | 0 | | 158 | 0 | 396 | | 86 | 481 | 0 | | 0 | 1060 | 89 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 0 | 0 | | 158 | 0 | 396 | | 86 | 481 | 0 | | 0 | 1060 | 89 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 0 | 0 | 0 | | 158 | 0 | 396 | | 86 | 481 | 0 | | 0 | 1060 | 89 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 1.00 | 1.00 | | 0.77 | 1.00 | 0.85 | | 0.95 | 0.91 | 1.00 | | 1.00 | 0.90 | 0.90 | |
| Lanes: | 0.00 | 0.00 | 0.00 | | 1.00 | 0.00 | 1.00 | | 1.00 | 3.00 | 0.00 | | 0.00 | 2.77 | 0.23 | |
| Final Sat.: | 0 | 0 | 0 | | 1461 | 0 | 1615 | | 1805 | 5187 | 0 | | 0 | 4729 | 396 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | | 0.11 | 0.00 | 0.25 | | 0.05 | 0.09 | 0.00 | | 0.00 | 0.22 | 0.22 | |
| Crit Moves: | | | | | | | **** | | **** | | | | | **** | | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | | 0.42 | 0.00 | 0.42 | | 0.08 | 0.46 | 0.00 | | 0.00 | 0.38 | 0.38 | |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | | 0.26 | 0.00 | 0.59 | | 0.59 | 0.20 | 0.00 | | 0.00 | 0.59 | 0.59 | |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | | 19.2 | 0.0 | 23.9 | | 50.4 | 16.0 | 0.0 | | 0.0 | 25.1 | 25.1 | |
| 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: | 0.0 | 0.0 | 0.0 | | 19.2 | 0.0 | 23.9 | | 50.4 | 16.0 | 0.0 | | 0.0 | 25.1 | 25.1 | |
| LOS by Move: | A | A | A | | B | A | C | | D | B | A | | A | C | C | |
| HCM2kAvgQ: | 0 | 0 | 0 | | 3 | 0 | 10 | | 3 | 3 | 0 | | 0 | 10 | 10 | |

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





AM Existing Plus Project Thu May 7, 2009 15:50:53 Page 20-1

Folsom South of US-50 Annexation
Existing Plus Project AM

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

Intersection #18 Oak Ave Pkwy/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.509
Loss Time (sec): 12 Average Delay (sec/veh): 31.6
Optimal Cycle: 41 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ignore | | | | Ignore | | | | Ovl | | | | Ignore | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 2 | 0 | 1 | 2 | 0 | 2 | 0 | 1 | 2 | 0 | 2 | 0 | 1 | 2 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 158 | 404 | 237 | | 259 | 558 | 384 | | 95 | 316 | 105 | | 296 | 439 | 135 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 158 | 404 | 237 | | 259 | 558 | 384 | | 95 | 316 | 105 | | 296 | 439 | 135 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| PHF Adj: | 0.83 | 0.83 | 0.00 | | 0.83 | 0.83 | 0.00 | | 0.83 | 0.83 | 0.83 | | 0.83 | 0.83 | 0.00 | |
| PHF Volume: | 190 | 487 | 0 | | 312 | 672 | 0 | | 114 | 381 | 127 | | 357 | 529 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 190 | 487 | 0 | | 312 | 672 | 0 | | 114 | 381 | 127 | | 357 | 529 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| FinalVolume: | 190 | 487 | 0 | | 312 | 672 | 0 | | 114 | 381 | 127 | | 357 | 529 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.95 | 1.00 | | 0.92 | 0.95 | 1.00 | | 0.92 | 0.95 | 0.85 | | 0.92 | 0.95 | 1.00 | |
| Lanes: | 2.00 | 2.00 | 1.00 | | 2.00 | 2.00 | 1.00 | | 2.00 | 2.00 | 1.00 | | 2.00 | 2.00 | 1.00 | |
| Final Sat.: | 3502 | 3610 | 1900 | | 3502 | 3610 | 1900 | | 3502 | 3610 | 1615 | | 3502 | 3610 | 1900 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.05 | 0.13 | 0.00 | | 0.09 | 0.19 | 0.00 | | 0.03 | 0.11 | 0.08 | | 0.10 | 0.15 | 0.00 | |
| Crit Moves: | **** | | | | | **** | | | | **** | | | **** | | | |
| Green/Cycle: | 0.11 | 0.28 | 0.00 | | 0.19 | 0.37 | 0.00 | | 0.07 | 0.21 | 0.31 | | 0.20 | 0.33 | 0.00 | |
| Volume/Cap: | 0.51 | 0.47 | 0.00 | | 0.47 | 0.51 | 0.00 | | 0.44 | 0.51 | 0.25 | | 0.51 | 0.44 | 0.00 | |
| Delay/Veh: | 43.3 | 29.9 | 0.0 | | 36.7 | 25.0 | 0.0 | | 45.5 | 35.7 | 25.8 | | 36.2 | 26.3 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 43.3 | 29.9 | 0.0 | | 36.7 | 25.0 | 0.0 | | 45.5 | 35.7 | 25.8 | | 36.2 | 26.3 | 0.0 | |
| LOS by Move: | D | C | A | | D | C | A | | D | D | C | | D | C | A | |
| HCM2kAvgQ: | 3 | 6 | 0 | | 4 | 8 | 0 | | 2 | 5 | 3 | | 5 | 6 | 0 | |

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

AM Existing Plus Project Thu May 7, 2009 15:50:53 Page 21-1

Folsom South of US-50 Annexation
Existing Plus Project AM

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

Intersection #19 Rowberry Dr/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.530
Loss Time (sec): 12 Average Delay (sec/veh): 26.4
Optimal Cycle: 43 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Split Phase | | | | Split Phase | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Include | | | | Ovl | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 1 | 0 | 0 1 | 1 | 0 | 0 | 1 0 | 1 | 0 | 2 | 0 1 | 2 | 0 | 1 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 339 | 64 | 166 | | 3 | 115 | 12 | | 12 | 466 | 346 | | 263 | 526 | 3 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 339 | 64 | 166 | | 3 | 115 | 12 | | 12 | 466 | 346 | | 263 | 526 | 3 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.82 | 0.82 | 0.82 | | 0.82 | 0.82 | 0.82 | | 0.82 | 0.82 | 0.82 | | 0.82 | 0.82 | 0.82 | |
| PHF Volume: | 413 | 78 | 202 | | 4 | 140 | 15 | | 15 | 568 | 422 | | 321 | 641 | 4 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 413 | 78 | 202 | | 4 | 140 | 15 | | 15 | 568 | 422 | | 321 | 641 | 4 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 413 | 78 | 202 | | 4 | 140 | 15 | | 15 | 568 | 422 | | 321 | 641 | 4 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.96 | 0.96 | 0.85 | | 0.95 | 0.99 | 0.99 | | 0.95 | 0.95 | 0.85 | | 0.92 | 0.95 | 0.95 | |
| Lanes: | 1.68 | 0.32 | 1.00 | | 1.00 | 0.91 | 0.09 | | 1.00 | 2.00 | 1.00 | | 2.00 | 1.99 | 0.01 | |
| Final Sat.: | 3069 | 579 | 1615 | | 1805 | 1696 | 177 | | 1805 | 3610 | 1615 | | 3502 | 3586 | 20 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.13 | 0.13 | 0.13 | | 0.00 | 0.08 | 0.08 | | 0.01 | 0.16 | 0.26 | | 0.09 | 0.18 | 0.18 | |
| Crit Moves: | **** | | | | | **** | | | | **** | | | **** | | | |
| Green/Cycle: | 0.25 | 0.25 | 0.43 | | 0.16 | 0.16 | 0.16 | | 0.02 | 0.30 | 0.55 | | 0.17 | 0.45 | 0.45 | |
| Volume/Cap: | 0.53 | 0.53 | 0.29 | | 0.01 | 0.53 | 0.53 | | 0.40 | 0.53 | 0.47 | | 0.53 | 0.40 | 0.40 | |
| Delay/Veh: | 32.7 | 32.7 | 19.0 | | 35.7 | 40.7 | 40.7 | | 55.3 | 29.8 | 14.0 | | 38.6 | 18.6 | 18.6 | |
| 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: | 32.7 | 32.7 | 19.0 | | 35.7 | 40.7 | 40.7 | | 55.3 | 29.8 | 14.0 | | 38.6 | 18.6 | 18.6 | |
| LOS by Move: | C | C | B | | D | D | D | | E | C | B | | D | B | B | |
| HCM2kAvgQ: | 6 | 6 | 4 | | 0 | 5 | 5 | | 0 | 7 | 8 | | 5 | 7 | 7 | |

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





AM Existing Plus Project Thu May 7, 2009 15:50:53 Page 22-1

Folsom South of US-50 Annexation
Existing Plus Project AM

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

Intersection #20 Broadstone Pkwy/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.313
Loss Time (sec): 12 Average Delay (sec/veh): 20.2
Optimal Cycle: 31 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Split Phase | | | | Split Phase | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Ignore | | | | Include | | | | Ignore | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 1 | 0 | 0 1 | 2 | 0 | 1 | 0 1 | 1 | 0 | 2 | 0 1 | 2 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 7 | 1 | 1 | | 51 | 42 | 570 | | 283 | 291 | 55 | | 82 | 203 | 10 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 7 | 1 | 1 | | 51 | 42 | 570 | | 283 | 291 | 55 | | 82 | 203 | 10 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| PHF Adj: | 0.80 | 0.80 | 0.80 | | 0.80 | 0.80 | 0.00 | | 0.80 | 0.80 | 0.80 | | 0.80 | 0.80 | 0.00 | |
| PHF Volume: | 9 | 1 | 1 | | 64 | 53 | 0 | | 354 | 364 | 69 | | 103 | 254 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 9 | 1 | 1 | | 64 | 53 | 0 | | 354 | 364 | 69 | | 103 | 254 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| FinalVolume: | 9 | 1 | 1 | | 64 | 53 | 0 | | 354 | 364 | 69 | | 103 | 254 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.96 | 0.96 | 0.85 | | 0.92 | 1.00 | 1.00 | | 0.95 | 0.95 | 0.85 | | 0.92 | 0.91 | 1.00 | |
| Lanes: | 1.75 | 0.25 | 1.00 | | 2.00 | 1.00 | 1.00 | | 1.00 | 2.00 | 1.00 | | 2.00 | 3.00 | 1.00 | |
| Final Sat.: | 3185 | 455 | 1615 | | 3502 | 1900 | 1900 | | 1805 | 3610 | 1615 | | 3502 | 5187 | 1900 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | | 0.02 | 0.03 | 0.00 | | 0.20 | 0.10 | 0.04 | | 0.03 | 0.05 | 0.00 | |
| Crit Moves: | **** | | | | | **** | | | **** | | | | | **** | | |
| Green/Cycle: | 0.01 | 0.01 | 0.01 | | 0.09 | 0.09 | 0.00 | | 0.63 | 0.61 | 0.61 | | 0.18 | 0.16 | 0.00 | |
| Volume/Cap: | 0.31 | 0.31 | 0.09 | | 0.21 | 0.31 | 0.00 | | 0.31 | 0.17 | 0.07 | | 0.17 | 0.31 | 0.00 | |
| Delay/Veh: | 54.8 | 54.8 | 51.8 | | 42.7 | 43.8 | 0.0 | | 8.8 | 8.6 | 8.1 | | 35.1 | 37.6 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 54.8 | 54.8 | 51.8 | | 42.7 | 43.8 | 0.0 | | 8.8 | 8.6 | 8.1 | | 35.1 | 37.6 | 0.0 | |
| LOS by Move: | D | D | D | | D | D | A | | A | A | A | | D | D | A | |
| HCM2kAvgQ: | 0 | 0 | 0 | | 1 | 2 | 0 | | 5 | 2 | 1 | | 1 | 2 | 0 | |

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

AM Existing Plus Project Thu May 7, 2009 15:50:53 Page 23-1

Folsom South of US-50 Annexation
Existing Plus Project AM

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

Intersection #21 East Bidwell St/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.568
Loss Time (sec): 12 Average Delay (sec/veh): 20.6
Optimal Cycle: 46 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Ignore | | | Include | | | Ignore | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 2 | 0 | 3 | 0 | 1 | 2 | 0 | 3 | 0 | 1 | 2 | 0 | 2 | 1 | 0 | 2 | 0 | 3 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | | | | | |
| Base Vol: | 170 | 1409 | 97 | 32 | 1225 | 24 | 34 | 13 | 221 | 21 | 20 | 57 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 170 | 1409 | 97 | 32 | 1225 | 24 | 34 | 13 | 221 | 21 | 20 | 57 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 0.88 | 0.88 | 0.00 | 0.88 | 0.88 | 0.00 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.00 |
| PHF Volume: | 193 | 1601 | 0 | 36 | 1392 | 0 | 39 | 15 | 251 | 24 | 23 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 193 | 1601 | 0 | 36 | 1392 | 0 | 39 | 15 | 251 | 24 | 23 | 0 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| FinalVolume: | 193 | 1601 | 0 | 36 | 1392 | 0 | 39 | 15 | 251 | 24 | 23 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.91 | 1.00 | 0.92 | 0.91 | 1.00 | 0.92 | 0.78 | 0.78 | 0.92 | 0.91 | 1.00 |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 2.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3502 | 5187 | 1900 | 3502 | 5187 | 1900 | 3502 | 2967 | 1483 | 3502 | 5187 | 1900 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.06 | 0.31 | 0.00 | 0.01 | 0.27 | 0.00 | 0.01 | 0.00 | 0.17 | 0.01 | 0.00 | 0.00 |
| Crit Moves: | **** | | | | **** | | | | **** | **** | | |
| Green/Cycle: | 0.10 | 0.55 | 0.00 | 0.02 | 0.47 | 0.00 | 0.22 | 0.30 | 0.30 | 0.01 | 0.09 | 0.00 |
| Volume/Cap: | 0.57 | 0.56 | 0.00 | 0.56 | 0.57 | 0.00 | 0.05 | 0.02 | 0.57 | 0.57 | 0.05 | 0.00 |
| Delay/Veh: | 45.4 | 14.8 | 0.0 | 59.2 | 19.3 | 0.0 | 30.6 | 24.8 | 31.3 | 66.1 | 41.8 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 45.4 | 14.8 | 0.0 | 59.2 | 19.3 | 0.0 | 30.6 | 24.8 | 31.3 | 66.1 | 41.8 | 0.0 |
| LOS by Move: | D | B | A | E | B | A | C | C | C | E | D | A |
| HCM2kAvgQ: | 3 | 11 | 0 | 1 | 11 | 0 | 0 | 0 | 7 | 0 | 0 | 0 |

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





AM Existing Plus Project Thu May 7, 2009 15:50:53 Page 24-1

Folsom South of US-50 Annexation
Existing Plus Project AM

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

Intersection #22 Cavitt Dr/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.104
Loss Time (sec): 12 Average Delay (sec/veh): 23.7
Optimal Cycle: 25 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Permitted | | | Permitted | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 3 | 0 | 1 | 1 | 0 | 3 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | | | | | |
| Base Vol: | 32 | 2 | 6 | 2 | 3 | 81 | 16 | 90 | 52 | 16 | 138 | 5 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 32 | 2 | 6 | 2 | 3 | 81 | 16 | 90 | 52 | 16 | 138 | 5 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 34 | 2 | 6 | 2 | 3 | 86 | 17 | 96 | 55 | 17 | 147 | 5 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 34 | 2 | 6 | 2 | 3 | 86 | 17 | 96 | 55 | 17 | 147 | 5 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 34 | 2 | 6 | 2 | 3 | 86 | 17 | 96 | 55 | 17 | 147 | 5 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.71 | 0.71 | 0.85 | 0.96 | 0.96 | 0.85 | 0.95 | 0.91 | 0.85 | 0.95 | 0.91 | 0.85 |
| Lanes: | 1.88 | 0.12 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 |
| Final Sat.: | 2543 | 159 | 1615 | 1815 | 1815 | 1615 | 1805 | 5187 | 1615 | 1805 | 5187 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.01 | 0.00 | 0.00 | 0.00 | 0.05 | 0.01 | 0.02 | 0.03 | 0.01 | 0.03 | 0.00 |
| Crit Moves: | | | | | | **** | **** | | | | **** | |
| Green/Cycle: | 0.52 | 0.52 | 0.52 | 0.52 | 0.52 | 0.52 | 0.09 | 0.29 | 0.29 | 0.08 | 0.27 | 0.27 |
| Volume/Cap: | 0.03 | 0.03 | 0.01 | 0.00 | 0.00 | 0.10 | 0.10 | 0.06 | 0.12 | 0.12 | 0.10 | 0.01 |
| Delay/Veh: | 11.9 | 11.9 | 11.8 | 11.8 | 11.8 | 12.5 | 42.0 | 26.0 | 26.5 | 43.2 | 27.2 | 26.5 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 11.9 | 11.9 | 11.8 | 11.8 | 11.8 | 12.5 | 42.0 | 26.0 | 26.5 | 43.2 | 27.2 | 26.5 |
| LOS by Move: | B | B | B | B | B | B | D | C | C | D | C | C |
| HCM2kAvgQ: | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 0 |

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

AM Existing Plus Project Thu May 7, 2009 15:50:53 Page 25-1

Folsom South of US-50 Annexation
Existing Plus Project AM

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

Intersection #23 Serpa Way / Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.085
Loss Time (sec): 12 Average Delay (sec/veh): 25.3
Optimal Cycle: 25 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Include | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 1 | 0 1 | 2 | 0 | 0 | 1 0 | 1 | 0 | 3 | 0 1 | 1 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 42 | 3 | 7 | | 48 | 10 | 13 | | 22 | 43 | 20 | | 18 | 113 | 30 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 42 | 3 | 7 | | 48 | 10 | 13 | | 22 | 43 | 20 | | 18 | 113 | 30 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 45 | 3 | 7 | | 51 | 11 | 14 | | 23 | 46 | 21 | | 19 | 120 | 32 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 45 | 3 | 7 | | 51 | 11 | 14 | | 23 | 46 | 21 | | 19 | 120 | 32 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 45 | 3 | 7 | | 51 | 11 | 14 | | 23 | 46 | 21 | | 19 | 120 | 32 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 1.00 | 0.85 | | 0.92 | 0.92 | 0.92 | | 0.95 | 0.91 | 0.85 | | 0.95 | 0.91 | 0.85 | |
| Lanes: | 1.00 | 1.00 | 1.00 | | 2.00 | 0.43 | 0.57 | | 1.00 | 3.00 | 1.00 | | 1.00 | 3.00 | 1.00 | |
| Final Sat.: | 1805 | 1900 | 1615 | | 3502 | 756 | 983 | | 1805 | 5187 | 1615 | | 1805 | 5187 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.00 | 0.00 | | 0.01 | 0.01 | 0.01 | | 0.01 | 0.01 | 0.01 | | 0.01 | 0.02 | 0.02 | |
| Crit Moves: | **** | | | | | **** | | | **** | | | | | **** | | |
| Green/Cycle: | 0.29 | 0.05 | 0.28 | | 0.41 | 0.17 | 0.17 | | 0.15 | 0.19 | 0.48 | | 0.23 | 0.27 | 0.68 | |
| Volume/Cap: | 0.09 | 0.04 | 0.02 | | 0.04 | 0.09 | 0.09 | | 0.09 | 0.05 | 0.03 | | 0.05 | 0.09 | 0.03 | |
| Delay/Veh: | 25.9 | 45.6 | 26.1 | | 17.8 | 35.5 | 35.5 | | 36.5 | 32.9 | 13.5 | | 29.9 | 27.2 | 5.2 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 25.9 | 45.6 | 26.1 | | 17.8 | 35.5 | 35.5 | | 36.5 | 32.9 | 13.5 | | 29.9 | 27.2 | 5.2 | |
| LOS by Move: | C | D | C | | B | D | D | | D | C | B | | C | C | A | |
| HCM2kAvgQ: | 1 | 0 | 0 | | 0 | 1 | 1 | | 1 | 0 | 0 | | 0 | 1 | 0 | |

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





AM Existing Plus Project Thu May 7, 2009 15:50:53 Page 26-1

Folsom South of US-50 Annexation
Existing Plus Project AM

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

Intersection #24 Empire Ranch Road/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.379
Loss Time (sec): 12 Average Delay (sec/veh): 18.4
Optimal Cycle: 34 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 3 | 0 1 | 1 | 0 | 3 | 0 1 | 1 | 0 | 1 | 1 0 | 1 | 0 | 1 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 98 | 280 | 0 | | 2 | 862 | 46 | | 48 | 73 | 54 | | 0 | 99 | 7 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 98 | 280 | 0 | | 2 | 862 | 46 | | 48 | 73 | 54 | | 0 | 99 | 7 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.83 | 0.83 | 0.83 | | 0.83 | 0.83 | 0.83 | | 0.83 | 0.83 | 0.83 | | 0.83 | 0.83 | 0.83 | |
| PHF Volume: | 118 | 337 | 0 | | 2 | 1039 | 55 | | 58 | 88 | 65 | | 0 | 119 | 8 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 118 | 337 | 0 | | 2 | 1039 | 55 | | 58 | 88 | 65 | | 0 | 119 | 8 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 118 | 337 | 0 | | 2 | 1039 | 55 | | 58 | 88 | 65 | | 0 | 119 | 8 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.91 | 1.00 | | 0.95 | 0.91 | 0.85 | | 0.95 | 0.89 | 0.89 | | 1.00 | 0.94 | 0.94 | |
| Lanes: | 1.00 | 3.00 | 1.00 | | 1.00 | 3.00 | 1.00 | | 1.00 | 1.15 | 0.85 | | 1.00 | 1.87 | 0.13 | |
| Final Sat.: | 1805 | 5187 | 1900 | | 1805 | 5187 | 1615 | | 1805 | 1942 | 1437 | | 1900 | 3338 | 236 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.07 | 0.07 | 0.00 | | 0.00 | 0.20 | 0.03 | | 0.03 | 0.05 | 0.05 | | 0.00 | 0.04 | 0.04 | |
| Crit Moves: | **** | | | | | **** | | | **** | | | | | **** | | |
| Green/Cycle: | 0.17 | 0.69 | 0.00 | | 0.01 | 0.53 | 0.61 | | 0.08 | 0.18 | 0.18 | | 0.00 | 0.09 | 0.09 | |
| Volume/Cap: | 0.38 | 0.09 | 0.00 | | 0.09 | 0.38 | 0.06 | | 0.38 | 0.25 | 0.25 | | 0.00 | 0.38 | 0.38 | |
| Delay/Veh: | 37.4 | 5.3 | 0.0 | | 50.3 | 14.0 | 7.8 | | 44.9 | 35.5 | 35.5 | | 0.0 | 43.2 | 43.2 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 37.4 | 5.3 | 0.0 | | 50.3 | 14.0 | 7.8 | | 44.9 | 35.5 | 35.5 | | 0.0 | 43.2 | 43.2 | |
| LOS by Move: | D | A | A | | D | B | A | | D | D | D | | A | D | D | |
| HCM2kAvgQ: | 3 | 1 | 0 | | 0 | 7 | 1 | | 2 | 2 | 2 | | 0 | 2 | 2 | |

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

Folsom South of US-50 Annexation
Existing Plus Project AM

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

Intersection #25 Prairie City Rd/ High School

Cycle (sec): 100 Critical Vol./Cap. (X): 0.723
Loss Time (sec): 12 Average Delay (sec/veh): 24.7
Optimal Cycle: 63 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 2 | 1 0 | 2 | 0 | 2 | 1 0 | 2 | 0 | 0 | 1 1 | 1 | 0 | 0 | 1 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 606 | 1629 | | 71 | 434 | 1020 | | 85 | 1 | | 3 | 41 | 76 | | 0 | 110 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 606 | 1629 | | 71 | 434 | 1020 | | 85 | 1 | | 3 | 41 | 76 | | 0 | 110 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 |
| PHF Volume: | 758 | 2036 | | 89 | 543 | 1275 | | 106 | 1 | | 4 | 51 | 95 | | 0 | 138 |
| Reduct Vol: | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 |
| Reduced Vol: | 758 | 2036 | | 89 | 543 | 1275 | | 106 | 1 | | 4 | 51 | 95 | | 0 | 138 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 758 | 2036 | | 89 | 543 | 1275 | | 106 | 1 | | 4 | 51 | 95 | | 0 | 138 |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.90 | 0.90 | 0.92 | 0.90 | 0.90 | 0.92 | 0.86 | 0.86 | 0.95 | 1.00 | 0.85 | | | | |
| Lanes: | 2.00 | 2.87 | 0.13 | 2.00 | 2.77 | 0.23 | 2.00 | 0.14 | 1.86 | 1.00 | 0.00 | 2.00 | | | | |
| Final Sat.: | 3502 | 4941 | | 215 | 3502 | 4731 | | 394 | 3502 | | 223 | 3045 | 1805 | | 0 | 3230 |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.22 | 0.41 | 0.41 | 0.15 | 0.27 | 0.27 | 0.00 | 0.02 | 0.02 | 0.05 | 0.00 | 0.04 | | | | |
| Crit Moves: | | **** | | **** | | | | **** | | **** | | | | | | |
| Green/Cycle: | 0.35 | 0.57 | 0.57 | 0.21 | 0.43 | 0.43 | 0.00 | 0.02 | 0.02 | 0.07 | 0.00 | 0.10 | | | | |
| Volume/Cap: | 0.62 | 0.72 | 0.72 | 0.72 | 0.62 | 0.62 | 0.45 | 0.72 | 0.72 | 0.72 | 0.00 | 0.45 | | | | |
| Delay/Veh: | 28.0 | 16.7 | 16.7 | 40.0 | 22.4 | 22.4 | 135.2 | 77.3 | 77.3 | 63.3 | 0.0 | 43.8 | | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| AdjDel/Veh: | 28.0 | 16.7 | 16.7 | 40.0 | 22.4 | 22.4 | 135.2 | 77.3 | 77.3 | 63.3 | 0.0 | 43.8 | | | | |
| LOS by Move: | C | B | B | D | C | C | F | E | E | E | A | D | | | | |
| HCM2kAvgQ: | 9 | 16 | 16 | 8 | 11 | 11 | 0 | 2 | 2 | 4 | 0 | 3 | | | | |

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





Folsom South of US-50 Annexation
Existing Plus Project AM

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

Intersection #26 East Bidwell / Placerville Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.583
Loss Time (sec): 6 Average Delay (sec/veh): 11.3
Optimal Cycle: 32 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 | 2 | 1 0 | 1 | 0 | 3 | 0 0 | 0 | 0 | 0 | 0 0 | 0 | 0 | 0 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | | 0 | 1745 | 3 | | 0 | 1468 | 0 | | 0 | 0 | 0 | | 0 | 0 | 248 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | | 0 | 1745 | 3 | | 0 | 1468 | 0 | | 0 | 0 | 0 | | 0 | 0 | 248 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | | | | |
| PHF Volume: | | 0 | 1961 | 3 | | 0 | 1649 | 0 | | 0 | 0 | 0 | | 0 | 0 | 279 |
| Reduct Vol: | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 |
| Reduced Vol: | | 0 | 1961 | 3 | | 0 | 1649 | 0 | | 0 | 0 | 0 | | 0 | 0 | 279 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | | 0 | 1961 | 3 | | 0 | 1649 | 0 | | 0 | 0 | 0 | | 0 | 0 | 279 |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 0.91 | 0.91 | 1.00 | 0.91 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.87 | | | | |
| Lanes: | 0.00 | 2.99 | 0.01 | 1.00 | 3.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.00 | | | | |
| Final Sat.: | | 0 | 5178 | 9 | 1900 | 5187 | 0 | | 0 | 0 | 0 | | 0 | 0 | 1644 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.38 | 0.38 | 0.00 | 0.32 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.17 | | | | |
| Crit Moves: | | **** | | **** | | | | | | | | **** | | | | |
| Green/Cycle: | 0.00 | 0.65 | 0.65 | 0.00 | 0.65 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.29 | | | | |
| Volume/Cap: | 0.00 | 0.58 | 0.58 | 0.00 | 0.49 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.58 | | | | |
| Delay/Veh: | 0.0 | 10.2 | 10.2 | 0.0 | 9.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 32.1 | | | | |
| 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: | 0.0 | 10.2 | 10.2 | 0.0 | 9.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 32.1 | | | | |
| LOS by Move: | A | B | B | A | A | A | A | A | A | A | A | C | | | | |
| HCM2kAvgQ: | 0 | 12 | 12 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | | | | |

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

Folsom South of US-50 Annexation
Existing Plus Project AM

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

Intersection #27 Prairie City Rd/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.327
Loss Time (sec): 9 Average Delay (sec/veh): 19.1
Optimal Cycle: 26 Level of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Permitted | | | Permitted | | | Protected | | | Protected | | |
| Rights: | Include | | | Ovl | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 2 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 116 | 0 | 372 | 382 | 262 | 0 | 0 | 475 | 5 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 116 | 0 | 372 | 382 | 262 | 0 | 0 | 475 | 5 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 0 | 0 | 0 | 123 | 0 | 396 | 406 | 279 | 0 | 0 | 505 | 5 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 123 | 0 | 396 | 406 | 279 | 0 | 0 | 505 | 5 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 0 | 0 | 123 | 0 | 396 | 406 | 279 | 0 | 0 | 505 | 5 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 0.77 | 1.00 | 0.75 | 0.92 | 0.95 | 1.00 | 1.00 | 0.91 | 0.85 |
| Lanes: | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 2.00 | 2.00 | 2.00 | 0.00 | 0.00 | 3.00 | 1.00 |
| Final Sat.: | 0 | 0 | 0 | 1461 | 0 | 2842 | 3502 | 3610 | 0 | 0 | 5187 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.08 | 0.00 | 0.14 | 0.12 | 0.08 | 0.00 | 0.00 | 0.10 | 0.00 |
| Crit Moves: | | | | **** | | | **** | | | | **** | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | 0.26 | 0.00 | 0.61 | 0.35 | 0.65 | 0.00 | 0.00 | 0.30 | 0.30 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.33 | 0.00 | 0.23 | 0.33 | 0.12 | 0.00 | 0.00 | 0.33 | 0.01 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 30.6 | 0.0 | 8.8 | 23.7 | 6.6 | 0.0 | 0.0 | 27.5 | 24.8 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 30.6 | 0.0 | 8.8 | 23.7 | 6.6 | 0.0 | 0.0 | 27.5 | 24.8 |
| LOS by Move: | A | A | A | C | A | A | C | A | A | A | C | C |
| HCM2kAvgQ: | 0 | 0 | 0 | 3 | 0 | 3 | 5 | 2 | 0 | 0 | 4 | 0 |

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





Folsom South of US-50 Annexation
Existing Plus Project AM

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

Intersection #28 Scott Rd (South)/ White Rock Rd

Average Delay (sec/veh): 2.9 Worst Case Level Of Service: B[ 14.0]

| 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 | 3 | 0 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | | | |
| Base Vol: | 72 | 0 | 130 | | 0 | 0 | 0 | | 0 | 270 | 40 | | 54 | 571 | 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: | 72 | 0 | 130 | | 0 | 0 | 0 | | 0 | 270 | 40 | | 54 | 571 | 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: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | | |
| PHF Volume: | 77 | 0 | 138 | | 0 | 0 | 0 | | 0 | 287 | 43 | | 57 | 607 | 0 | | | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | | |
| FinalVolume: | 77 | 0 | 138 | | 0 | 0 | 0 | | 0 | 287 | 43 | | 57 | 607 | 0 | | | |
| Critical Gap Module: | | | | | | | | | | | | | | | | | | |
| Critical Gp: | 6.8 | 6.5 | 6.9 | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 4.1 | xxxx | xxxxx | | | | | | |
| FollowUpTim: | 3.5 | 4.0 | 3.3 | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 2.2 | xxxx | xxxxx | | | | | | |
| Capacity Module: | | | | | | | | | | | | | | | | | | |
| Cnflict Vol: | 626 | 1031 | 165 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 330 | xxxx | xxxxx | | | | | | |
| Potent Cap.: | 421 | 235 | 857 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 1241 | xxxx | xxxxx | | | | | | |
| Move Cap.: | 406 | 224 | 857 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 1241 | xxxx | xxxxx | | | | | | |
| Volume/Cap: | 0.19 | 0.00 | 0.16 | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | 0.05 | xxxx | xxxx | | | | | | |
| Level Of Service Module: | | | | | | | | | | | | | | | | | | |
| 2Way95thQ: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 0.1 | xxxx | xxxxx | | | | | | |
| Control Del: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 8.0 | xxxx | xxxxx | | | | | | |
| LOS by Move: | * | * | * | * | * | * | * | * | * | A | * | * | | | | | | |
| Movement: | LT - | LTR - | RT | LT - | LTR - | RT | LT - | LTR - | RT | LT - | LTR - | RT | | | | | | |
| Shared Cap.: | xxxx | 614 | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | | | | |
| SharedQueue: | xxxxx | 1.6 | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | | | | |
| Shrd ConDel: | xxxxx | 14.0 | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | | | | |
| Shared LOS: | * | B | * | * | * | * | * | * | * | * | * | * | | | | | | |
| ApproachDel: | 14.0 | | | xxxxxx | | | xxxxxx | | | xxxxxx | | | | | | | | |
| ApproachLOS: | B | | | * | | | * | | | * | | | | | | | | |

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

AM Existing Plus Project Thu May 7, 2009 15:50:53 Page 31-1

Folsom South of US-50 Annexation
Existing Plus Project AM

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

Intersection #29 Scott Rd (North)/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.288
Loss Time (sec): 9 Average Delay (sec/veh): 20.1
Optimal Cycle: 25 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Ovl | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 1 | 0 0 | 1 | 0 | 0 | 0 2 | 2 | 0 | 2 | 0 0 | 0 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 2 | 0 | | 160 | 0 | 343 | | 125 | 309 | 0 | | 0 | 416 | 120 | |
| Growth Adj: | 1.00 | 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 | 2 | 0 | | 160 | 0 | 343 | | 125 | 309 | 0 | | 0 | 416 | 120 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.86 | 0.86 | 0.86 | | 0.86 | 0.86 | 0.86 | | 0.86 | 0.86 | 0.86 | | 0.86 | 0.86 | 0.86 | |
| PHF Volume: | 0 | 2 | 0 | | 186 | 0 | 399 | | 145 | 359 | 0 | | 0 | 484 | 140 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 2 | 0 | | 186 | 0 | 399 | | 145 | 359 | 0 | | 0 | 484 | 140 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 0 | 2 | 0 | | 186 | 0 | 399 | | 145 | 359 | 0 | | 0 | 484 | 140 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 1.00 | 1.00 | | 0.77 | 1.00 | 0.75 | | 0.92 | 0.95 | 1.00 | | 1.00 | 0.91 | 0.85 | |
| Lanes: | 0.00 | 1.00 | 0.00 | | 1.00 | 0.00 | 2.00 | | 2.00 | 2.00 | 0.00 | | 0.00 | 3.00 | 1.00 | |
| Final Sat.: | 0 | 1900 | 0 | | 1457 | 0 | 2842 | | 3502 | 3610 | 0 | | 0 | 5187 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | | 0.13 | 0.00 | 0.14 | | 0.04 | 0.10 | 0.00 | | 0.00 | 0.09 | 0.09 | |
| Crit Moves: | | | | | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.00 | 0.44 | 0.00 | | 0.44 | 0.00 | 0.59 | | 0.14 | 0.47 | 0.00 | | 0.00 | 0.32 | 0.32 | |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | | 0.29 | 0.00 | 0.24 | | 0.29 | 0.21 | 0.00 | | 0.00 | 0.29 | 0.27 | |
| Delay/Veh: | 0.0 | 15.5 | 0.0 | | 18.1 | 0.0 | 10.0 | | 38.5 | 15.8 | 0.0 | | 0.0 | 25.3 | 25.3 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 15.5 | 0.0 | | 18.1 | 0.0 | 10.0 | | 38.5 | 15.8 | 0.0 | | 0.0 | 25.3 | 25.3 | |
| LOS by Move: | A | B | A | | B | A | B | | D | B | A | | A | C | C | |
| HCM2kAvgQ: | 0 | 0 | 0 | | 4 | 0 | 3 | | 2 | 3 | 0 | | 0 | 4 | 3 | |

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





AM Existing Plus Project Thu May 7, 2009 15:50:53 Page 32-1

Folsom South of US-50 Annexation
Existing Plus Project AM

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

Intersection #30 Placerville Rd/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.200
Loss Time (sec): 9 Average Delay (sec/veh): 11.3
Optimal Cycle: 23 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Split Phase | | | | Split Phase | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 1! | 0 0 | 1 | 1 | 0 | 0 1 | 1 | 0 | 2 | 0 1 | 1 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | | 173 | 0 | 26 | | 9 | 466 | 0 | | 0 | 473 | 2 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 0 | 0 | 0 | | 173 | 0 | 26 | | 9 | 466 | 0 | | 0 | 473 | 2 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.97 | 0.97 | 0.97 | | 0.97 | 0.97 | 0.97 | | 0.97 | 0.97 | 0.97 | | 0.97 | 0.97 | 0.97 | |
| PHF Volume: | 0 | 0 | 0 | | 178 | 0 | 27 | | 9 | 480 | 0 | | 0 | 488 | 2 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 0 | 0 | | 178 | 0 | 27 | | 9 | 480 | 0 | | 0 | 488 | 2 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 0 | 0 | 0 | | 178 | 0 | 27 | | 9 | 480 | 0 | | 0 | 488 | 2 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 1.00 | 1.00 | | 0.95 | 1.00 | 0.85 | | 0.95 | 0.95 | 1.00 | | 1.00 | 0.91 | 0.85 | |
| Lanes: | 0.00 | 1.00 | 0.00 | | 2.00 | 0.00 | 1.00 | | 1.00 | 2.00 | 1.00 | | 1.00 | 3.00 | 1.00 | |
| Final Sat.: | 0 | 1900 | 0 | | 3618 | 0 | 1615 | | 1805 | 3610 | 1900 | | 1900 | 5187 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | | 0.05 | 0.00 | 0.02 | | 0.01 | 0.13 | 0.00 | | 0.00 | 0.09 | 0.00 | |
| Crit Moves: | | | | | **** | | | | | **** | | | **** | | | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | | 0.25 | 0.00 | 0.28 | | 0.03 | 0.66 | 0.00 | | 0.00 | 0.63 | 0.88 | |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | | 0.20 | 0.00 | 0.06 | | 0.15 | 0.20 | 0.00 | | 0.00 | 0.15 | 0.00 | |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | | 30.0 | 0.0 | 26.4 | | 48.0 | 6.6 | 0.0 | | 0.0 | 7.6 | 0.8 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | | 30.0 | 0.0 | 26.4 | | 48.0 | 6.6 | 0.0 | | 0.0 | 7.6 | 0.8 | |
| LOS by Move: | A | A | A | | C | A | C | | D | A | A | | A | A | A | |
| HCM2kAvgQ: | 0 | 0 | 0 | | 2 | 0 | 1 | | 0 | 3 | 0 | | 0 | 2 | 0 | |

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

Folsom South of US-50 Annexation
Existing Plus Project AM

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

Intersection #31 Empire Ranch Rd/ North Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.206
Loss Time (sec): 12 Average Delay (sec/veh): 13.1
Optimal Cycle: 28 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Ovl | | | Ovl | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 2 | 0 | 3 | 0 | 1 | 2 | 0 | 3 | 0 | 1 | 2 | 0 | 1 | 0 | 1 | 2 | 0 | 1 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 434 | 48 | 198 | 638 | 44 | 27 | 2 | 0 | 41 | 1 | 113 |
| Growth Adj: | 1.00 | 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 | 434 | 48 | 198 | 638 | 44 | 27 | 2 | 0 | 41 | 1 | 113 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 0 | 488 | 54 | 222 | 717 | 49 | 30 | 2 | 0 | 46 | 1 | 127 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 488 | 54 | 222 | 717 | 49 | 30 | 2 | 0 | 46 | 1 | 127 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 0 | 488 | 54 | 222 | 717 | 49 | 30 | 2 | 0 | 46 | 1 | 127 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.97 | 0.91 | 0.85 | 0.92 | 0.91 | 0.85 | 0.92 | 1.00 | 1.00 | 0.92 | 1.00 | 0.85 |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 |
| Final Sat.: | 3686 | 5187 | 1615 | 3502 | 5187 | 1615 | 3502 | 1900 | 1900 | 3502 | 1900 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.09 | 0.03 | 0.06 | 0.14 | 0.03 | 0.01 | 0.00 | 0.00 | 0.01 | 0.00 | 0.08 |
| Crit Moves: | | **** | | **** | | | **** | | | | | **** |
| Green/Cycle: | 0.00 | 0.46 | 0.56 | 0.31 | 0.76 | 0.81 | 0.04 | 0.01 | 0.00 | 0.11 | 0.07 | 0.38 |
| Volume/Cap: | 0.00 | 0.21 | 0.06 | 0.21 | 0.18 | 0.04 | 0.21 | 0.12 | 0.00 | 0.12 | 0.01 | 0.21 |
| Delay/Veh: | 0.0 | 16.4 | 9.9 | 25.6 | 3.2 | 1.9 | 47.0 | 52.2 | 0.0 | 40.7 | 43.0 | 20.9 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 16.4 | 9.9 | 25.6 | 3.2 | 1.9 | 47.0 | 52.2 | 0.0 | 40.7 | 43.0 | 20.9 |
| LOS by Move: | A | B | A | C | A | A | D | D | A | D | D | C |
| HCM2kAvgQ: | 0 | 3 | 1 | 2 | 2 | 0 | 1 | 0 | 0 | 1 | 0 | 3 |

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





Folsom South of US-50 Annexation
Existing Plus Project AM

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

Intersection #32 Prairie City Rd/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.496
Loss Time (sec): 9 Average Delay (sec/veh): 20.3
Optimal Cycle: 34 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Permitted | | | Permitted | | |
| Rights: | Ovl | | | Ovl | | | Ovl | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 0 | 0 | 3 | 0 | 1 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 760 | 156 | 446 | 471 | 0 | 0 | 0 | 0 | 158 | 0 | 726 |
| Growth Adj: | 1.00 | 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 | 760 | 156 | 446 | 471 | 0 | 0 | 0 | 0 | 158 | 0 | 726 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 0 | 854 | 175 | 501 | 529 | 0 | 0 | 0 | 0 | 178 | 0 | 816 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 854 | 175 | 501 | 529 | 0 | 0 | 0 | 0 | 178 | 0 | 816 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 0 | 854 | 175 | 501 | 529 | 0 | 0 | 0 | 0 | 178 | 0 | 816 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 0.91 | 0.85 | 0.92 | 0.91 | 1.00 | 1.00 | 1.00 | 1.00 | 0.59 | 1.00 | 0.75 |
| Lanes: | 0.00 | 3.00 | 1.00 | 2.00 | 3.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 2.00 |
| Final Sat.: | 0 | 5187 | 1615 | 3502 | 5187 | 0 | 0 | 0 | 0 | 2241 | 0 | 2842 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.16 | 0.11 | 0.14 | 0.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.08 | 0.00 | 0.29 |
| Crit Moves: | | **** | | **** | | | | | | | | **** |
| Green/Cycle: | 0.00 | 0.33 | 0.33 | 0.29 | 0.62 | 0.00 | 0.00 | 0.00 | 0.00 | 0.29 | 0.00 | 0.58 |
| Volume/Cap: | 0.00 | 0.50 | 0.33 | 0.50 | 0.16 | 0.00 | 0.00 | 0.00 | 0.00 | 0.27 | 0.00 | 0.50 |
| Delay/Veh: | 0.0 | 27.0 | 25.4 | 29.9 | 8.1 | 0.0 | 0.0 | 0.0 | 0.0 | 27.6 | 0.0 | 12.7 |
| 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: | 0.0 | 27.0 | 25.4 | 29.9 | 8.1 | 0.0 | 0.0 | 0.0 | 0.0 | 27.6 | 0.0 | 12.7 |
| LOS by Move: | A | C | C | C | A | A | A | A | A | C | A | B |
| HCM2kAvgQ: | 0 | 7 | 4 | 6 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 8 |

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

AM Existing Plus Project Thu May 7, 2009 15:50:53 Page 35-1

Folsom South of US-50 Annexation
Existing Plus Project AM

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

Intersection #33 Oak Ave Pkwy/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.539
Loss Time (sec): 12 Average Delay (sec/veh): 27.9
Optimal Cycle: 43 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 2 | 0 1 | 2 | 0 | 2 | 0 1 | 2 | 0 | 2 | 0 1 | 2 | 0 | 2 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 219 | 257 | 97 | 253 | 246 | 303 | 117 | 274 | 73 | 67 | 621 | 203 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 219 | 257 | 97 | 253 | 246 | 303 | 117 | 274 | 73 | 67 | 621 | 203 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | | | | |
| PHF Volume: | 246 | 289 | 109 | 284 | 276 | 340 | 131 | 308 | 82 | 75 | 698 | 228 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 246 | 289 | 109 | 284 | 276 | 340 | 131 | 308 | 82 | 75 | 698 | 228 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| 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: | 246 | 289 | 109 | 284 | 276 | 340 | 131 | 308 | 82 | 75 | 698 | 228 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 0.92 | 0.95 | 0.85 | 0.92 | 0.95 | 0.85 | 0.92 | 0.95 | 0.85 | 0.92 | 0.95 | 0.85 | | | | |
| Lanes: | 2.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 | | | | |
| Final Sat.: | 3502 | 3610 | 1615 | 3502 | 3610 | 1615 | 3502 | 3610 | 1615 | 3502 | 3610 | 1615 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.07 | 0.08 | 0.07 | 0.08 | 0.08 | 0.21 | 0.04 | 0.09 | 0.05 | 0.02 | 0.19 | 0.14 | | | | |
| Crit Moves: | **** | | | | | **** | **** | | | | **** | | | | | |
| Green/Cycle: | 0.13 | 0.22 | 0.31 | 0.23 | 0.32 | 0.39 | 0.07 | 0.34 | 0.47 | 0.09 | 0.36 | 0.59 | | | | |
| Volume/Cap: | 0.54 | 0.36 | 0.22 | 0.36 | 0.24 | 0.54 | 0.54 | 0.25 | 0.11 | 0.25 | 0.54 | 0.24 | | | | |
| Delay/Veh: | 42.0 | 33.0 | 25.7 | 32.7 | 25.0 | 24.4 | 47.4 | 23.8 | 14.7 | 43.1 | 26.0 | 10.1 | | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| AdjDel/Veh: | 42.0 | 33.0 | 25.7 | 32.7 | 25.0 | 24.4 | 47.4 | 23.8 | 14.7 | 43.1 | 26.0 | 10.1 | | | | |
| LOS by Move: | D | C | C | C | C | C | D | C | B | D | C | B | | | | |
| HCM2kAvgQ: | 4 | 4 | 3 | 4 | 3 | 8 | 2 | 3 | 1 | 1 | 9 | 3 | | | | |

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





AM Existing Plus Project Thu May 7, 2009 15:50:53 Page 36-1

Folsom South of US-50 Annexation
Existing Plus Project AM

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

Intersection #34 RowberryDr/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.397
Loss Time (sec): 12 Average Delay (sec/veh): 16.6
Optimal Cycle: 35 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Split Phase | | | | Split Phase | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 | 1! | 0 0 | 1 | 1 | 0 | 0 1 | 2 | 0 | 2 | 0 1 | 1 | 0 | 2 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 7 | 5 | 7 | 146 | 2 | 144 | 189 | 433 | 2 | 3 | 740 | 134 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 7 | 5 | 7 | 146 | 2 | 144 | 189 | 433 | 2 | 3 | 740 | 134 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | | | | |
| PHF Volume: | 8 | 6 | 8 | 164 | 2 | 162 | 212 | 487 | 2 | 3 | 831 | 151 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 8 | 6 | 8 | 164 | 2 | 162 | 212 | 487 | 2 | 3 | 831 | 151 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| 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 | 6 | 8 | 164 | 2 | 162 | 212 | 487 | 2 | 3 | 831 | 151 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 0.93 | 0.93 | 0.93 | 0.95 | 0.95 | 0.85 | 0.92 | 0.95 | 0.85 | 0.95 | 0.95 | 0.85 | | | | |
| Lanes: | 0.37 | 0.26 | 0.37 | 1.97 | 0.03 | 1.00 | 2.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | | | | |
| Final Sat.: | 653 | 466 | 653 | 3572 | 49 | 1615 | 3502 | 3610 | 1615 | 1805 | 3610 | 1615 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.01 | 0.01 | 0.05 | 0.05 | 0.10 | 0.06 | 0.13 | 0.00 | 0.00 | 0.23 | 0.09 | | | | |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | | | | | |
| Green/Cycle: | 0.03 | 0.03 | 0.03 | 0.12 | 0.12 | 0.27 | 0.15 | 0.72 | 0.75 | 0.01 | 0.58 | 0.70 | | | | |
| Volume/Cap: | 0.40 | 0.40 | 0.40 | 0.40 | 0.40 | 0.37 | 0.40 | 0.19 | 0.00 | 0.19 | 0.40 | 0.13 | | | | |
| Delay/Veh: | 52.3 | 52.3 | 52.3 | 41.6 | 41.6 | 30.3 | 38.7 | 4.4 | 3.0 | 54.0 | 11.5 | 5.1 | | | | |
| 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: | 52.3 | 52.3 | 52.3 | 41.6 | 41.6 | 30.3 | 38.7 | 4.4 | 3.0 | 54.0 | 11.5 | 5.1 | | | | |
| LOS by Move: | D | D | D | D | D | C | D | A | A | D | B | A | | | | |
| HCM2kAvgQ: | 1 | 1 | 1 | 2 | 2 | 4 | 3 | 2 | 0 | 0 | 7 | 2 | | | | |

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

Folsom South of US-50 Annexation
Existing Plus Project AM

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

Intersection #35 1st St/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.347
Loss Time (sec): 12 Average Delay (sec/veh): 19.8
Optimal Cycle: 33 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Ovl | | | | Include | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 2 | 1 | 0 | 1 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 111 | 14 | 12 | | 54 | 7 | 105 | | 149 | 408 | 68 | | 5 | 642 | 88 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 111 | 14 | 12 | | 54 | 7 | 105 | | 149 | 408 | 68 | | 5 | 642 | 88 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 125 | 16 | 13 | | 61 | 8 | 118 | | 167 | 458 | 76 | | 6 | 721 | 99 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 125 | 16 | 13 | | 61 | 8 | 118 | | 167 | 458 | 76 | | 6 | 721 | 99 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 125 | 16 | 13 | | 61 | 8 | 118 | | 167 | 458 | 76 | | 6 | 721 | 99 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.93 | 0.93 | | 0.95 | 1.00 | 0.85 | | 0.95 | 0.89 | 0.89 | | 0.95 | 0.91 | 0.85 | |
| Lanes: | 1.00 | 0.54 | 0.46 | | 1.00 | 1.00 | 1.00 | | 1.00 | 2.57 | 0.43 | | 1.00 | 3.00 | 1.00 | |
| Final Sat.: | 1805 | 952 | 816 | | 1805 | 1900 | 1615 | | 1805 | 4353 | 725 | | 1805 | 5187 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.07 | 0.02 | 0.02 | | 0.03 | 0.00 | 0.07 | | 0.09 | 0.11 | 0.11 | | 0.00 | 0.14 | 0.06 | |
| Crit Moves: | **** | | | | | **** | | | **** | | | | | **** | | |
| Green/Cycle: | 0.20 | 0.07 | 0.07 | | 0.14 | 0.01 | 0.28 | | 0.27 | 0.65 | 0.65 | | 0.02 | 0.40 | 0.54 | |
| Volume/Cap: | 0.35 | 0.24 | 0.24 | | 0.24 | 0.35 | 0.26 | | 0.35 | 0.16 | 0.16 | | 0.16 | 0.35 | 0.11 | |
| Delay/Veh: | 35.0 | 45.0 | 45.0 | | 38.6 | 58.0 | 28.3 | | 30.0 | 6.9 | 6.9 | | 50.4 | 20.9 | 11.2 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 35.0 | 45.0 | 45.0 | | 38.6 | 58.0 | 28.3 | | 30.0 | 6.9 | 6.9 | | 50.4 | 20.9 | 11.2 | |
| LOS by Move: | D | D | D | | D | E | C | | C | A | A | | D | C | B | |
| HCM2kAvgQ: | 4 | 1 | 1 | | 2 | 1 | 3 | | 4 | 2 | 2 | | 0 | 5 | 1 | |

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





Folsom South of US-50 Annexation
Existing Plus Project AM

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

Intersection #36 2nd St/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.383
Loss Time (sec): 12 Average Delay (sec/veh): 22.9
Optimal Cycle: 34 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 0 | 1 | 0 | 2 | 0 | 1 | 0 | 1 | 0 | 2 | 1 | 0 | 1 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 74 | 78 | 103 | | 159 | 37 | 0 | | 0 | 429 | 45 | | 56 | 661 | 316 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 74 | 78 | 103 | | 159 | 37 | 0 | | 0 | 429 | 45 | | 56 | 661 | 316 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 83 | 88 | 116 | | 179 | 42 | 0 | | 0 | 482 | 51 | | 63 | 743 | 355 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 83 | 88 | 116 | | 179 | 42 | 0 | | 0 | 482 | 51 | | 63 | 743 | 355 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 83 | 88 | 116 | | 179 | 42 | 0 | | 0 | 482 | 51 | | 63 | 743 | 355 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.92 | 0.92 | | 0.92 | 1.00 | 1.00 | | 1.00 | 0.90 | 0.90 | | 0.95 | 0.91 | 0.85 | |
| Lanes: | 1.00 | 0.43 | 0.57 | | 2.00 | 1.00 | 1.00 | | 1.00 | 2.72 | 0.28 | | 1.00 | 3.00 | 1.00 | |
| Final Sat.: | 1805 | 749 | 989 | | 3502 | 1900 | 1900 | | 1900 | 4629 | 486 | | 1805 | 5187 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.05 | 0.12 | 0.12 | | 0.05 | 0.02 | 0.00 | | 0.00 | 0.10 | 0.10 | | 0.03 | 0.14 | 0.22 | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | | **** | |
| Green/Cycle: | 0.30 | 0.31 | 0.31 | | 0.13 | 0.14 | 0.00 | | 0.00 | 0.33 | 0.33 | | 0.11 | 0.44 | 0.57 | |
| Volume/Cap: | 0.15 | 0.38 | 0.38 | | 0.38 | 0.15 | 0.00 | | 0.00 | 0.32 | 0.32 | | 0.32 | 0.32 | 0.38 | |
| Delay/Veh: | 26.0 | 27.8 | 27.8 | | 40.1 | 38.0 | 0.0 | | 0.0 | 25.1 | 25.1 | | 41.9 | 18.3 | 11.9 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 26.0 | 27.8 | 27.8 | | 40.1 | 38.0 | 0.0 | | 0.0 | 25.1 | 25.1 | | 41.9 | 18.3 | 11.9 | |
| LOS by Move: | C | C | C | | D | D | A | | A | C | C | | D | B | B | |
| HCM2kAvgQ: | 2 | 5 | 5 | | 3 | 1 | 0 | | 0 | 4 | 4 | | 2 | 5 | 6 | |

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

AM Existing Plus Project Thu May 7, 2009 15:50:53 Page 39-1

Folsom South of US-50 Annexation
Existing Plus Project AM

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

Intersection #37 3rd St/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.399
Loss Time (sec): 0 Average Delay (sec/veh): 25.2
Optimal Cycle: 38 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Ovl | | | | Include | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 0 | 1 0 | 2 | 0 | 1 | 0 1 | 1 | 0 | 2 | 1 0 | 1 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 212 | 64 | 48 | 155 | 12 | 186 | 93 | 438 | 159 | 50 | 634 | 118 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 212 | 64 | 48 | 155 | 12 | 186 | 93 | 438 | 159 | 50 | 634 | 118 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | | | | |
| PHF Volume: | 238 | 72 | 54 | 174 | 13 | 209 | 104 | 492 | 179 | 56 | 712 | 133 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 238 | 72 | 54 | 174 | 13 | 209 | 104 | 492 | 179 | 56 | 712 | 133 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| 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: | 238 | 72 | 54 | 174 | 13 | 209 | 104 | 492 | 179 | 56 | 712 | 133 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 0.95 | 0.94 | 0.94 | 0.92 | 1.00 | 0.85 | 0.95 | 0.87 | 0.87 | 0.95 | 0.91 | 0.85 | | | | |
| Lanes: | 1.00 | 0.57 | 0.43 | 2.00 | 1.00 | 1.00 | 1.00 | 2.20 | 0.80 | 1.00 | 3.00 | 1.00 | | | | |
| Final Sat.: | 1805 | 1016 | 762 | 3502 | 1900 | 1615 | 1805 | 3653 | 1326 | 1805 | 5187 | 1615 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.13 | 0.07 | 0.07 | 0.05 | 0.01 | 0.13 | 0.06 | 0.13 | 0.13 | 0.03 | 0.14 | 0.08 | | | | |
| Crit Moves: | **** | | | | | **** | **** | | | | **** | | | | | |
| Green/Cycle: | 0.33 | 0.30 | 0.30 | 0.21 | 0.18 | 0.32 | 0.15 | 0.40 | 0.40 | 0.09 | 0.34 | 0.56 | | | | |
| Volume/Cap: | 0.40 | 0.24 | 0.24 | 0.24 | 0.04 | 0.40 | 0.40 | 0.34 | 0.34 | 0.34 | 0.40 | 0.15 | | | | |
| Delay/Veh: | 26.2 | 26.6 | 26.6 | 33.0 | 34.0 | 26.7 | 39.8 | 21.1 | 21.1 | 43.8 | 25.1 | 10.9 | | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| AdjDel/Veh: | 26.2 | 26.6 | 26.6 | 33.0 | 34.0 | 26.7 | 39.8 | 21.1 | 21.1 | 43.8 | 25.1 | 10.9 | | | | |
| LOS by Move: | C | C | C | C | C | C | D | C | C | D | C | B | | | | |
| HCM2kAvgQ: | 6 | 3 | 3 | 2 | 0 | 5 | 3 | 5 | 5 | 2 | 6 | 2 | | | | |

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





AM Existing Plus Project Thu May 7, 2009 15:50:53 Page 40-1

Folsom South of US-50 Annexation
Existing Plus Project AM

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

Intersection #38 Scott Rd (North)/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.578
Loss Time (sec): 12 Average Delay (sec/veh): 27.9
Optimal Cycle: 46 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 78 | 329 | 171 | 690 | 755 | 261 | 361 | 280 | 0 | 141 | 463 | 253 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 78 | 329 | 171 | 690 | 755 | 261 | 361 | 280 | 0 | 141 | 463 | 253 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | | | | |
| PHF Volume: | 88 | 370 | 192 | 775 | 848 | 293 | 406 | 315 | 0 | 158 | 520 | 284 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 88 | 370 | 192 | 775 | 848 | 293 | 406 | 315 | 0 | 158 | 520 | 284 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| 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: | 88 | 370 | 192 | 775 | 848 | 293 | 406 | 315 | 0 | 158 | 520 | 284 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 0.92 | 0.91 | 0.85 | 0.92 | 0.91 | 0.85 | 0.92 | 0.91 | 1.00 | 0.92 | 0.91 | 0.85 | | | | |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | | | | |
| Final Sat.: | 3502 | 5187 | 1615 | 3502 | 5187 | 1615 | 3502 | 5187 | 1900 | 3502 | 5187 | 1615 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.07 | 0.12 | 0.22 | 0.16 | 0.18 | 0.12 | 0.06 | 0.00 | 0.05 | 0.10 | 0.18 | | | | |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | | | | | |
| Green/Cycle: | 0.07 | 0.12 | 0.28 | 0.38 | 0.44 | 0.64 | 0.20 | 0.21 | 0.00 | 0.16 | 0.17 | 0.56 | | | | |
| Volume/Cap: | 0.37 | 0.58 | 0.42 | 0.58 | 0.37 | 0.28 | 0.58 | 0.28 | 0.00 | 0.28 | 0.58 | 0.32 | | | | |
| Delay/Veh: | 45.6 | 42.7 | 29.8 | 25.1 | 18.9 | 8.1 | 37.4 | 33.0 | 0.0 | 37.3 | 38.9 | 12.1 | | | | |
| 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: | 45.6 | 42.7 | 29.8 | 25.1 | 18.9 | 8.1 | 37.4 | 33.0 | 0.0 | 37.3 | 38.9 | 12.1 | | | | |
| LOS by Move: | D | D | C | C | B | A | D | C | A | D | D | B | | | | |
| HCM2kAvgQ: | 1 | 4 | 5 | 9 | 6 | 4 | 6 | 3 | 0 | 2 | 6 | 5 | | | | |

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

AM Existing Plus Project Thu May 7, 2009 15:50:53 Page 41-1

Folsom South of US-50 Annexation
Existing Plus Project AM

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

Intersection #39 4th St/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.615
Loss Time (sec): 12 Average Delay (sec/veh): 29.3
Optimal Cycle: 50 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Ovl | | | Include | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 0 | 1 | 0 1 | 1 0 | 1 | 0 1 | 2 0 | 2 | 1 0 | 1 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 301 | 257 | 49 | 18 | 70 | 157 | 664 | 201 | 145 | 50 | 190 | 159 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 301 | 257 | 49 | 18 | 70 | 157 | 664 | 201 | 145 | 50 | 190 | 159 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 338 | 289 | 55 | 20 | 79 | 176 | 746 | 226 | 163 | 56 | 213 | 179 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 338 | 289 | 55 | 20 | 79 | 176 | 746 | 226 | 163 | 56 | 213 | 179 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 338 | 289 | 55 | 20 | 79 | 176 | 746 | 226 | 163 | 56 | 213 | 179 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 1.00 | 0.85 | 0.95 | 1.00 | 0.85 | 0.92 | 0.85 | 0.85 | 0.95 | 0.91 | 0.85 |
| Lanes: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 2.00 | 1.00 | 1.00 | 3.00 | 1.00 |
| Final Sat.: | 1805 | 1900 | 1615 | 1805 | 1900 | 1615 | 3502 | 3240 | 1620 | 1805 | 5187 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.19 | 0.15 | 0.03 | 0.01 | 0.04 | 0.11 | 0.21 | 0.07 | 0.10 | 0.03 | 0.04 | 0.11 |
| Crit Moves: | **** | | | | **** | | **** | | | | | **** |
| Green/Cycle: | 0.30 | 0.35 | 0.35 | 0.03 | 0.07 | 0.41 | 0.35 | 0.39 | 0.39 | 0.12 | 0.16 | 0.19 |
| Volume/Cap: | 0.62 | 0.44 | 0.10 | 0.44 | 0.62 | 0.26 | 0.62 | 0.18 | 0.26 | 0.26 | 0.25 | 0.59 |
| Delay/Veh: | 31.8 | 25.7 | 22.2 | 54.6 | 54.0 | 19.5 | 28.1 | 20.2 | 20.9 | 40.6 | 36.8 | 40.2 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 31.8 | 25.7 | 22.2 | 54.6 | 54.0 | 19.5 | 28.1 | 20.2 | 20.9 | 40.6 | 36.8 | 40.2 |
| LOS by Move: | C | C | C | D | D | B | C | C | C | D | D | D |
| HCM2kAvgQ: | 10 | 7 | 1 | 1 | 3 | 4 | 10 | 2 | 4 | 2 | 2 | 6 |

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





AM Existing Plus Project Thu May 7, 2009 15:50:53 Page 42-1

Folsom South of US-50 Annexation
Existing Plus Project AM

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

Intersection #40 Placerville Rd/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.141
Loss Time (sec): 12 Average Delay (sec/veh): 0.8
Optimal Cycle: 26 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 0 | 0 | 1 0 | 1 0 | 0 | 1 0 | 1 0 | 1 | 1 0 | 1 0 | 1 | 1 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 269 | 0 | 0 | 399 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 269 | 0 | 0 | 399 | 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: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 302 | 0 | 0 | 448 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 302 | 0 | 0 | 448 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 302 | 0 | 0 | 448 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 |
| Lanes: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 2.00 | 0.00 | 1.00 | 2.00 | 0.00 |
| Final Sat.: | 1900 | 1900 | 0 | 1900 | 1900 | 0 | 1900 | 3610 | 0 | 1900 | 3610 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.08 | 0.00 | 0.00 | 0.12 | 0.00 |
| Crit Moves: | | | | | | | **** | | | | **** | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.88 | 0.00 | 0.00 | 0.88 | 0.00 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.10 | 0.00 | 0.00 | 0.14 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.8 | 0.0 | 0.0 | 0.8 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.8 | 0.0 | 0.0 | 0.8 | 0.0 |
| LOS by Move: | A | A | A | A | A | A | A | A | A | A | A | A |
| HCM2kAvgQ: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |

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

Folsom South of US-50 Annexation
Existing Plus Project AM

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

Intersection #41 Hillside Dr/ Easton Valley Pkwy

Average Delay (sec/veh): 3.0 Worst Case Level Of Service: C[ 19.4]

| 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 | | | | Ignore | | | | Include | | | | Ignore | | | |
| Lanes: | 0 | 0 | 0 | 0 0 | 1 | 0 | 0 | 0 1 | 1 | 0 | 1 | 0 0 | 0 | 0 | 1 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | | 19 | 0 | 117 | | 179 | 129 | 0 | | 0 | 314 | 76 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 0 | 0 | 0 | | 19 | 0 | 117 | | 179 | 129 | 0 | | 0 | 314 | 76 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.00 | |
| PHF Volume: | 0 | 0 | 0 | | 21 | 0 | 0 | | 201 | 145 | 0 | | 0 | 353 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| FinalVolume: | 0 | 0 | 0 | | 21 | 0 | 0 | | 201 | 145 | 0 | | 0 | 353 | 0 | |
| Critical Gap Module: | | | | | | | | | | | | | | | | |
| Critical Gp: | xxxxx | xxxx | xxxxx | | 6.4 | xxxx | 6.2 | | 4.1 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | |
| FollowUpTim: | xxxxx | xxxx | xxxxx | | 3.5 | xxxx | 3.3 | | 2.2 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | |
| Capacity Module: | | | | | | | | | | | | | | | | |
| Cnflict Vol: | xxxx | xxxx | xxxxx | | 900 | xxxx | 353 | | 353 | xxxx | xxxxx | xxxx | xxxx | xxxxx | | |
| Potent Cap.: | xxxx | xxxx | xxxxx | | 312 | xxxx | 695 | | 1217 | xxxx | xxxxx | xxxx | xxxx | xxxxx | | |
| Move Cap.: | xxxx | xxxx | xxxxx | | 272 | xxxx | 695 | | 1217 | xxxx | xxxxx | xxxx | xxxx | xxxxx | | |
| Volume/Cap: | xxxx | xxxx | xxxx | | 0.08 | xxxx | 0.00 | | 0.17 | xxxx | xxxx | xxxx | xxxx | xxxx | | |
| Level Of Service Module: | | | | | | | | | | | | | | | | |
| 2Way95thQ: | xxxx | xxxx | xxxxx | | 0.3 | xxxx | xxxxx | | 0.6 | xxxx | xxxxx | xxxx | xxxx | xxxxx | | |
| Control Del: | xxxxx | xxxx | xxxxx | | 19.4 | xxxx | xxxxx | | 8.5 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | |
| LOS by Move: | * | * | * | | C | * | * | | A | * | * | * | * | * | | |
| Movement: | LT - | LTR - | RT | | LT - | LTR - | RT | | LT - | LTR - | RT | | LT - | LTR - | RT | |
| Shared Cap.: | xxxx | xxxx | xxxxx | | xxxx | xxxx | xxxxx | | xxxx | xxxx | xxxxx | | xxxx | xxxx | xxxxx | |
| SharedQueue: | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | |
| Shrd ConDel: | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | |
| Shared LOS: | * | * | * | | * | * | * | | * | * | * | | * | * | * | |
| ApproachDel: | xxxxxx | | | | 19.4 | | | | xxxxxx | | | | xxxxxx | | | |
| ApproachLOS: | * | | | | C | | | | * | | | | * | | | |

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





Folsom South of US-50 Annexation
Existing Plus Project AM

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

Intersection #42 Empire Ranch Rd/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.420
Loss Time (sec): 12 Average Delay (sec/veh): 21.1
Optimal Cycle: 36 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Split Phase | | | | Split Phase | | | |
| Rights: | Include | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 2 | 1 0 | 1 | 0 | 3 | 0 1 | 1 | 1 | 0 | 0 1 | 0 | 1 | 0 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 35 | 135 | 26 | | 174 | 97 | 408 | | 137 | 61 | 13 | | 19 | 88 | 211 | |
| Growth Adj: | 1.00 | 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 | 135 | 26 | | 174 | 97 | 408 | | 137 | 61 | 13 | | 19 | 88 | 211 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 39 | 152 | 29 | | 196 | 109 | 458 | | 154 | 69 | 15 | | 21 | 99 | 237 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 39 | 152 | 29 | | 196 | 109 | 458 | | 154 | 69 | 15 | | 21 | 99 | 237 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 39 | 152 | 29 | | 196 | 109 | 458 | | 154 | 69 | 15 | | 21 | 99 | 237 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.89 | 0.89 | | 0.95 | 0.91 | 0.85 | | 0.97 | 0.97 | 0.85 | | 0.99 | 0.99 | 0.85 | |
| Lanes: | 1.00 | 2.52 | 0.48 | | 1.00 | 3.00 | 1.00 | | 1.38 | 0.62 | 1.00 | | 0.18 | 0.82 | 1.00 | |
| Final Sat.: | 1805 | 4245 | 818 | | 1805 | 5187 | 1615 | | 2543 | 1132 | 1615 | | 334 | 1549 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.04 | 0.04 | | 0.11 | 0.02 | 0.28 | | 0.06 | 0.06 | 0.01 | | 0.06 | 0.06 | 0.15 | |
| Crit Moves: | **** | | | | | | **** | | **** | | | | **** | | | |
| Green/Cycle: | 0.05 | 0.14 | 0.14 | | 0.44 | 0.53 | 0.68 | | 0.14 | 0.14 | 0.20 | | 0.15 | 0.15 | 0.59 | |
| Volume/Cap: | 0.42 | 0.25 | 0.25 | | 0.25 | 0.04 | 0.42 | | 0.42 | 0.42 | 0.05 | | 0.42 | 0.42 | 0.25 | |
| Delay/Veh: | 49.0 | 38.1 | 38.1 | | 17.8 | 11.2 | 7.6 | | 39.5 | 39.5 | 32.7 | | 39.4 | 39.4 | 9.9 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 49.0 | 38.1 | 38.1 | | 17.8 | 11.2 | 7.6 | | 39.5 | 39.5 | 32.7 | | 39.4 | 39.4 | 9.9 | |
| LOS by Move: | D | D | D | | B | B | A | | D | D | C | | D | D | A | |
| HCM2kAvgQ: | 1 | 2 | 2 | | 4 | 1 | 6 | | 3 | 3 | 0 | | 4 | 4 | 3 | |

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

Folsom South of US-50 Annexation
Existing Plus Project AM

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

Intersection #43 Prairie City Rd/Middle Rd

Average Delay (sec/veh): 0.6 Worst Case Level Of Service: B[ 12.3]

| 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 | 2 | 1 0 | 1 | 0 | 3 | 0 0 | 0 | 0 | 0 | 0 0 | 1 | 0 | 0 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 782 | | 3 | 25 | 579 | | 0 | 0 | | 0 | 0 | 6 | | 0 | 39 |
| Growth Adj: | 1.00 | 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 | 782 | | 3 | 25 | 579 | | 0 | 0 | | 0 | 0 | 6 | | 0 | 39 |
| User Adj: | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 |
| PHF Volume: | 0 | 879 | | 3 | 28 | 651 | | 0 | 0 | | 0 | 0 | 7 | | 0 | 44 |
| Reduct Vol: | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 |
| FinalVolume: | 0 | 879 | | 3 | 28 | 651 | | 0 | 0 | | 0 | 0 | 7 | | 0 | 44 |
| Critical Gap Module: | | | | | | | | | | | | | | | | |
| Critical Gp: | xxxxx | xxxx | xxxxx | | 4.1 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | 6.8 | xxxx | | 6.9 |
| FollowUpTim: | xxxxx | xxxx | xxxxx | | 2.2 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | 3.5 | xxxx | | 3.3 |
| Capacity Module: | | | | | | | | | | | | | | | | |
| Cnflict Vol: | xxxx | xxxx | xxxxx | | 882 | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | 1153 | xxxx | | 295 |
| Potent Cap.: | xxxx | xxxx | xxxxx | | 775 | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | 194 | xxxx | | 708 |
| Move Cap.: | xxxx | xxxx | xxxxx | | 775 | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | 188 | xxxx | | 708 |
| Volume/Cap: | xxxx | xxxx | xxxx | | 0.04 | xxxx | xxxx | xxxx | xxxx | xxxx | | | 0.04 | xxxx | | 0.06 |
| Level Of Service Module: | | | | | | | | | | | | | | | | |
| 2Way95thQ: | xxxx | xxxx | xxxxx | | 0.1 | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | 0.1 | xxxx | | 0.2 |
| Control Del: | xxxxx | xxxx | xxxxx | | 9.8 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | 24.8 | xxxx | | 10.4 |
| LOS by Move: | * | * | * | | A | * | * | * | * | * | | | C | * | | B |
| Movement: | LT - | LTR - | RT | | LT - | LTR - | RT | LT - | LTR - | RT | | | LT - | LTR - | RT | |
| Shared Cap.: | xxxx | xxxx | xxxxx | | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | xxxx | xxxx | xxxxx | |
| SharedQueue: | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | xxxxx | xxxx | xxxxx | |
| Shrd ConDel: | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | xxxxx | xxxx | xxxxx | |
| Shared LOS: | * | * | * | | * | * | * | * | * | * | | | * | * | * | |
| ApproachDel: | xxxxxx | | | | xxxxxx | | | xxxxxx | | | | | 12.3 | | | |
| ApproachLOS: | * | | | | * | | | * | | | | | B | | | |

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





Folsom South of US-50 Annexation
Existing Plus Project AM

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

Intersection #44 Oak Ave Pkwy/Middle Rd

Average Delay (sec/veh): 2.8 Worst Case Level Of Service: C[ 24.5]

| 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 | | | | Ignore | | | | Include | | | |
| Lanes: | 1 | 0 | 1 | 1 0 | 1 | 0 | 1 | 1 0 | 1 | 0 | 1 | 0 1 | 1 | 0 | 0 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 46 | 452 | | 7 | 32 | 310 | | 44 | 36 | | 3 | 38 | 13 | | 5 | 85 |
| Growth Adj: | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| Initial Bse: | 46 | 452 | | 7 | 32 | 310 | | 44 | 36 | | 3 | 38 | 13 | | 5 | 85 |
| User Adj: | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 0.00 | 1.00 | | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | | 0.89 | 0.00 | 0.89 | | 0.89 | 0.89 |
| PHF Volume: | 52 | 508 | | 8 | 36 | 348 | | 49 | 40 | | 3 | 0 | 15 | | 6 | 96 |
| Reduct Vol: | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 |
| FinalVolume: | 52 | 508 | | 8 | 36 | 348 | | 49 | 40 | | 3 | 0 | 15 | | 6 | 96 |
| Critical Gap Module: | | | | | | | | | | | | | | | | |
| Critical Gp: | 4.1 | xxxx | xxxxx | | 4.1 | xxxx | xxxxx | | 7.5 | 6.5 | | 6.9 | 7.5 | 6.5 | | 6.9 |
| FollowUpTim: | 2.2 | xxxx | xxxxx | | 2.2 | xxxx | xxxxx | | 3.5 | 4.0 | | 3.3 | 3.5 | 4.0 | | 3.3 |
| Capacity Module: | | | | | | | | | | | | | | | | |
| Cnflict Vol: | 398 | xxxx | xxxxx | | 516 | xxxx | xxxxx | | 805 | 1064 | | 199 | 863 | 1085 | | 258 |
| Potent Cap.: | 1172 | xxxx | xxxxx | | 1060 | xxxx | xxxxx | | 277 | 225 | | 815 | 252 | 218 | | 747 |
| Move Cap.: | 1172 | xxxx | xxxxx | | 1060 | xxxx | xxxxx | | 223 | 208 | | 815 | 234 | 202 | | 747 |
| Volume/Cap: | 0.04 | xxxx | xxxx | | 0.03 | xxxx | xxxx | | 0.18 | 0.02 | | 0.00 | 0.06 | 0.03 | | 0.13 |
| Level Of Service Module: | | | | | | | | | | | | | | | | |
| 2Way95thQ: | 0.1 | xxxx | xxxxx | | 0.1 | xxxx | xxxxx | | 0.6 | 0.0 | | xxxxx | 0.2 | xxxx | | xxxxx |
| Control Del: | 8.2 | xxxx | xxxxx | | 8.5 | xxxx | xxxxx | | 24.7 | 22.6 | | xxxxx | 21.4 | xxxx | | xxxxx |
| LOS by Move: | A | * | * | | A | * | * | | C | C | | * | C | * | | * |
| Movement: | LT - | LTR - | RT | | LT - | LTR - | RT | | LT - | LTR - | RT | | LT - | LTR - | RT | |
| Shared Cap.: | xxxx | xxxx | xxxxx | | xxxx | xxxx | xxxxx | | xxxx | xxxx | xxxxx | | xxxx | xxxx | 650 | |
| SharedQueue: | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | 0.5 | |
| Shrd ConDel: | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | 11.6 | |
| Shared LOS: | * | * | * | | * | * | * | | * | * | * | | * | * | B | |
| ApproachDel: | xxxxxx | | | | xxxxxx | | | | 24.5 | | | | 12.8 | | | |
| ApproachLOS: | * | | | | * | | | | C | | | | B | | | |

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

AM Existing Plus Project Thu May 7, 2009 15:50:53 Page 47-1

Folsom South of US-50 Annexation
Existing Plus Project AM

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

Intersection #45 Scott Rd (North)/ Street "B"

Cycle (sec): 100 Critical Vol./Cap. (X): 0.522
Loss Time (sec): 12 Average Delay (sec/veh): 24.7
Optimal Cycle: 42 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 2 | 0 | 1 | 1 | 0 | 2 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | | | |
| Base Vol: | 102 | 440 | 55 | | 34 | 735 | 128 | | 64 | 95 | 54 | | 59 | 130 | 74 | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | | |
| Initial Bse: | 102 | 440 | 55 | | 34 | 735 | 128 | | 64 | 95 | 54 | | 59 | 130 | 74 | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | | |
| PHF Volume: | 115 | 494 | 62 | | 38 | 826 | 144 | | 72 | 107 | 61 | | 66 | 146 | 83 | | | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | | |
| Reduced Vol: | 115 | 494 | 62 | | 38 | 826 | 144 | | 72 | 107 | 61 | | 66 | 146 | 83 | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | | |
| 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: | 115 | 494 | 62 | | 38 | 826 | 144 | | 72 | 107 | 61 | | 66 | 146 | 83 | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | | |
| Adjustment: | 0.95 | 0.95 | 0.85 | | 0.95 | 0.95 | 0.85 | | 0.95 | 0.95 | 0.95 | | 0.95 | 0.95 | 0.95 | | | |
| Lanes: | 1.00 | 2.00 | 1.00 | | 1.00 | 2.00 | 1.00 | | 1.00 | 0.64 | 0.36 | | 1.00 | 0.64 | 0.36 | | | |
| Final Sat.: | 1805 | 3610 | 1615 | | 1805 | 3610 | 1615 | | 1805 | 1146 | 651 | | 1805 | 1145 | 652 | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.06 | 0.14 | 0.04 | | 0.02 | 0.23 | 0.09 | | 0.04 | 0.09 | 0.09 | | 0.04 | 0.13 | 0.13 | | | |
| Crit Moves: | **** | | | | | **** | | | **** | | | | | **** | | | | |
| Green/Cycle: | 0.12 | 0.48 | 0.48 | | 0.07 | 0.44 | 0.44 | | 0.08 | 0.23 | 0.23 | | 0.09 | 0.24 | 0.24 | | | |
| Volume/Cap: | 0.52 | 0.28 | 0.08 | | 0.28 | 0.52 | 0.20 | | 0.52 | 0.41 | 0.41 | | 0.41 | 0.52 | 0.52 | | | |
| Delay/Veh: | 43.5 | 15.5 | 13.9 | | 44.9 | 20.8 | 17.5 | | 48.0 | 33.4 | 33.4 | | 44.6 | 33.9 | 33.9 | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | | |
| AdjDel/Veh: | 43.5 | 15.5 | 13.9 | | 44.9 | 20.8 | 17.5 | | 48.0 | 33.4 | 33.4 | | 44.6 | 33.9 | 33.9 | | | |
| LOS by Move: | D | B | B | | D | C | B | | D | C | C | | D | C | C | | | |
| HCM2kAvgQ: | 3 | 5 | 1 | | 1 | 9 | 3 | | 3 | 5 | 5 | | 2 | 7 | 7 | | | |

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





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Folsom South of US-50 Annexation
Existing Plus Project AM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #46 East Rd/Street "B"

Cycle (sec): 100 Critical Vol./Cap. (X): 0.778
Loss Time (sec): 12 Average Delay (sec/veh): 17.1
Optimal Cycle: 0 Level Of Service: C

| 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 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | | | |
| Base Vol: | 27 | 143 | 8 | | 91 | 58 | 41 | | 38 | 96 | 15 | | 6 | 127 | 316 | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | | |
| Initial Bse: | 27 | 143 | 8 | | 91 | 58 | 41 | | 38 | 96 | 15 | | 6 | 127 | 316 | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | | |
| PHF Volume: | 30 | 161 | 9 | | 102 | 65 | 46 | | 43 | 108 | 17 | | 7 | 143 | 355 | | | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | | |
| Reduced Vol: | 30 | 161 | 9 | | 102 | 65 | 46 | | 43 | 108 | 17 | | 7 | 143 | 355 | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | | |
| 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: | 30 | 161 | 9 | | 102 | 65 | 46 | | 43 | 108 | 17 | | 7 | 143 | 355 | | | |
| 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 | 0.95 | 0.05 | | 1.00 | 0.59 | 0.41 | | 1.00 | 0.86 | 0.14 | | 1.00 | 0.29 | 0.71 | | | |
| Final Sat.: | 464 | 475 | 27 | | 466 | 304 | 215 | | 486 | 459 | 72 | | 535 | 183 | 456 | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.07 | 0.34 | 0.34 | | 0.22 | 0.21 | 0.21 | | 0.09 | 0.24 | 0.24 | | 0.01 | 0.78 | 0.78 | | | |
| Crit Moves: | | **** | | | **** | | | | | **** | | | | **** | | | | |
| Delay/Veh: | 10.4 | 12.4 | 12.4 | | 11.7 | 10.7 | 10.7 | | 10.3 | 10.9 | 10.9 | | 9.3 | 24.0 | 24.0 | | | |
| 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 | | | |
| AdjDel/Veh: | 10.4 | 12.4 | 12.4 | | 11.7 | 10.7 | 10.7 | | 10.3 | 10.9 | 10.9 | | 9.3 | 24.0 | 24.0 | | | |
| LOS by Move: | B | B | B | | B | B | B | | B | B | B | | A | C | C | | | |
| ApproachDel: | 12.1 | | | | 11.2 | | | | 10.7 | | | | 23.8 | | | | | |
| Delay Adj: | 1.00 | | | | 1.00 | | | | 1.00 | | | | 1.00 | | | | | |
| ApprAdjDel: | 12.1 | | | | 11.2 | | | | 10.7 | | | | 23.8 | | | | | |
| LOS by Appr: | B | | | | B | | | | B | | | | C | | | | | |
| AllWayAvgQ: | 0.1 | 0.4 | 0.4 | | 0.2 | 0.2 | 0.2 | | 0.1 | 0.3 | 0.3 | | 0.0 | 2.8 | 2.8 | | | |

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

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Folsom South of US-50 Annexation
Existing Plus Project AM

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

Intersection #47 Prairie City Rd/Street "A"

Average Delay (sec/veh): 2.5 Worst Case Level Of Service: C[ 16.7]

| 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 | 1 | 0 | 2 | 0 0 | 0 | 0 | 0 | 0 0 | 1 | 0 | 0 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 641 | 15 | | 46 | 539 | 0 | | 0 | 0 | 0 | | 43 | 0 | 145 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 0 | 641 | 15 | | 46 | 539 | 0 | | 0 | 0 | 0 | | 43 | 0 | 145 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 0 | 720 | 17 | | 52 | 606 | 0 | | 0 | 0 | 0 | | 48 | 0 | 163 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| FinalVolume: | 0 | 720 | 17 | | 52 | 606 | 0 | | 0 | 0 | 0 | | 48 | 0 | 163 | |
| Critical Gap Module: | | | | | | | | | | | | | | | | |
| Critical Gp: | xxxxx | xxxx | xxxxx | | 4.1 | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | 6.8 | xxxx | 6.9 | |
| FollowUpTim: | xxxxx | xxxx | xxxxx | | 2.2 | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | 3.5 | xxxx | 3.3 | |
| Capacity Module: | | | | | | | | | | | | | | | | |
| Cnflict Vol: | xxxx | xxxx | xxxxx | | 737 | xxxx | xxxxx | | xxxx | xxxx | xxxxx | | 1135 | xxxx | 369 | |
| Potent Cap.: | xxxx | xxxx | xxxxx | | 878 | xxxx | xxxxx | | xxxx | xxxx | xxxxx | | 199 | xxxx | 634 | |
| Move Cap.: | xxxx | xxxx | xxxxx | | 878 | xxxx | xxxxx | | xxxx | xxxx | xxxxx | | 190 | xxxx | 634 | |
| Volume/Cap: | xxxx | xxxx | xxxx | | 0.06 | xxxx | xxxx | | xxxx | xxxx | xxxx | | 0.25 | xxxx | 0.26 | |
| Level Of Service Module: | | | | | | | | | | | | | | | | |
| 2Way95thQ: | xxxx | xxxx | xxxxx | | 0.2 | xxxx | xxxxx | | xxxx | xxxx | xxxxx | | 1.0 | xxxx | 1.0 | |
| Control Del: | xxxxx | xxxx | xxxxx | | 9.4 | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | 30.3 | xxxx | 12.6 | |
| LOS by Move: | * | * | * | | A | * | * | | * | * | * | | D | * | B | |
| Movement: | LT - | LTR - | RT | | LT - | LTR - | RT | | LT - | LTR - | RT | | LT - | LTR - | RT | |
| Shared Cap.: | xxxx | xxxx | xxxxx | | xxxx | xxxx | xxxxx | | xxxx | xxxx | xxxxx | | xxxx | xxxx | xxxxx | |
| SharedQueue: | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | |
| Shrd ConDel: | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | |
| Shared LOS: | * | * | * | | * | * | * | | * | * | * | | * | * | * | |
| ApproachDel: | xxxxxx | | | | xxxxxx | | | | xxxxxx | | | | 16.7 | | | |
| ApproachLOS: | * | | | | * | | | | * | | | | C | | | |

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

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AM Existing Plus Project Thu May 7, 2009 15:50:53 Page 50-1

Folsom South of US-50 Annexation
Existing Plus Project AM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #48 Oak Ave Pkwy/Street "A"

Cycle (sec): 100 Critical Vol./Cap. (X): 0.470
Loss Time (sec): 12 Average Delay (sec/veh): 14.0
Optimal Cycle: 0 Level Of Service: B

| 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 | 0 | 1 0 | 1 | 0 | 0 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 29 | 239 | 92 | | 139 | 216 | 33 | | 69 | 94 | 46 | | 78 | 50 | 161 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 29 | 239 | 92 | | 139 | 216 | 33 | | 69 | 94 | 46 | | 78 | 50 | 161 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 33 | 269 | 103 | | 156 | 243 | 37 | | 78 | 106 | 52 | | 88 | 56 | 181 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 33 | 269 | 103 | | 156 | 243 | 37 | | 78 | 106 | 52 | | 88 | 56 | 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: | 33 | 269 | 103 | | 156 | 243 | 37 | | 78 | 106 | 52 | | 88 | 56 | 181 | |
| 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 | 1.44 | 0.56 | | 1.00 | 1.73 | 0.27 | | 1.00 | 0.67 | 0.33 | | 1.00 | 0.24 | 0.76 | |
| Final Sat.: | 421 | 664 | 264 | | 430 | 800 | 124 | | 424 | 313 | 153 | | 437 | 119 | 385 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.08 | 0.40 | 0.39 | | 0.36 | 0.30 | 0.30 | | 0.18 | 0.34 | 0.34 | | 0.20 | 0.47 | 0.47 | |
| Crit Moves: | | **** | | | **** | | | | | | **** | | | **** | | |
| Delay/Veh: | 11.5 | 14.9 | 14.2 | | 15.0 | 13.2 | 13.0 | | 12.4 | 13.4 | 13.4 | | 12.4 | 15.0 | 15.0 | |
| Delay Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 11.5 | 14.9 | 14.2 | | 15.0 | 13.2 | 13.0 | | 12.4 | 13.4 | 13.4 | | 12.4 | 15.0 | 15.0 | |
| LOS by Move: | B | B | B | | C | B | B | | B | B | B | | B | B | B | |
| ApproachDel: | 14.5 | | | | 13.8 | | | | 13.0 | | | | 14.3 | | | |
| Delay Adj: | 1.00 | | | | 1.00 | | | | 1.00 | | | | 1.00 | | | |
| ApprAdjDel: | 14.5 | | | | 13.8 | | | | 13.0 | | | | 14.3 | | | |
| LOS by Appr: | B | | | | B | | | | B | | | | B | | | |
| AllWayAvgQ: | 0.1 | 0.6 | 0.6 | | 0.5 | 0.4 | 0.4 | | 0.2 | 0.4 | 0.4 | | 0.2 | 0.8 | 0.8 | |

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

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AM Existing Plus Project Thu May 7, 2009 15:50:53 Page 51-1

Folsom South of US-50 Annexation
Existing Plus Project AM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #49 West Rd/Street "A"

Cycle (sec): 100 Critical Vol./Cap. (X): 0.458
Loss Time (sec): 9 Average Delay (sec/veh): 10.8
Optimal Cycle: 0 Level Of Service: B

| 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 | | | | Ignore | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Lanes: | 0 | 0 | 1! | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 5 | 17 | 13 | | 15 | 6 | 126 | | 177 | 215 | 3 | | 8 | 255 | 33 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 5 | 17 | 13 | | 15 | 6 | 126 | | 177 | 215 | 3 | | 8 | 255 | 33 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 6 | 19 | 15 | | 17 | 7 | 0 | | 199 | 242 | 3 | | 9 | 287 | 37 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 6 | 19 | 15 | | 17 | 7 | 0 | | 199 | 242 | 3 | | 9 | 287 | 37 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 6 | 19 | 15 | | 17 | 7 | 0 | | 199 | 242 | 3 | | 9 | 287 | 37 | |
| 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: | 0.14 | 0.49 | 0.37 | | 0.71 | 0.29 | 1.00 | | 1.00 | 0.99 | 0.01 | | 1.00 | 0.89 | 0.11 | |
| Final Sat.: | 78 | 267 | 204 | | 356 | 142 | 583 | | 652 | 709 | 10 | | 629 | 626 | 81 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.07 | 0.07 | 0.07 | | 0.05 | 0.05 | 0.00 | | 0.31 | 0.34 | 0.34 | | 0.01 | 0.46 | 0.46 | |
| Crit Moves: | | **** | | | | **** | | | | **** | | | | **** | | |
| Delay/Veh: | 9.4 | 9.4 | 9.4 | | 9.6 | 9.6 | 0.0 | | 10.5 | 10.1 | 10.1 | | 8.4 | 11.8 | 11.8 | |
| Delay Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 9.4 | 9.4 | 9.4 | | 9.6 | 9.6 | 0.0 | | 10.5 | 10.1 | 10.1 | | 8.4 | 11.8 | 11.8 | |
| LOS by Move: | A | A | A | | A | A | * | | B | B | B | | A | B | B | |
| ApproachDel: | 9.4 | | | | 9.6 | | | | 10.3 | | | | 11.7 | | | |
| Delay Adj: | 1.00 | | | | 1.00 | | | | 1.00 | | | | 1.00 | | | |
| ApprAdjDel: | 9.4 | | | | 9.6 | | | | 10.3 | | | | 11.7 | | | |
| LOS by Appr: | A | | | | A | | | | B | | | | B | | | |
| AllWayAvgQ: | 0.1 | 0.1 | 0.1 | | 0.0 | 0.0 | 0.0 | | 0.4 | 0.5 | 0.5 | | 0.0 | 0.8 | 0.8 | |

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





AM Existing Plus Project Thu May 7, 2009 15:50:53 Page 52-1

Folsom South of US-50 Annexation
Existing Plus Project AM

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

Intersection #50 Scott Rd (North)/ Street "A"

Cycle (sec): 100 Critical Vol./Cap. (X): 0.532
Loss Time (sec): 12 Average Delay (sec/veh): 31.5
Optimal Cycle: 43 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 2 | 0 | 1 | 1 | 0 | 2 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 4 | 257 | 30 | | 130 | 435 | 192 | | 183 | 68 | 7 | | 63 | 93 | 278 | |
| Growth Adj: | 1.00 | 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 | 257 | 30 | | 130 | 435 | 192 | | 183 | 68 | 7 | | 63 | 93 | 278 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 4 | 289 | 34 | | 146 | 489 | 216 | | 206 | 76 | 8 | | 71 | 104 | 312 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 4 | 289 | 34 | | 146 | 489 | 216 | | 206 | 76 | 8 | | 71 | 104 | 312 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 4 | 289 | 34 | | 146 | 489 | 216 | | 206 | 76 | 8 | | 71 | 104 | 312 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.95 | 0.85 | | 0.95 | 0.95 | 0.85 | | 0.95 | 1.00 | 0.85 | | 0.95 | 1.00 | 0.85 | |
| Lanes: | 1.00 | 2.00 | 1.00 | | 1.00 | 2.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Final Sat.: | 1805 | 3610 | 1615 | | 1805 | 3610 | 1615 | | 1805 | 1900 | 1615 | | 1805 | 1900 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.08 | 0.02 | | 0.08 | 0.14 | 0.13 | | 0.11 | 0.04 | 0.00 | | 0.04 | 0.05 | 0.19 | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | | **** | |
| Green/Cycle: | 0.01 | 0.15 | 0.15 | | 0.15 | 0.30 | 0.30 | | 0.21 | 0.29 | 0.29 | | 0.29 | 0.36 | 0.36 | |
| Volume/Cap: | 0.46 | 0.53 | 0.14 | | 0.53 | 0.46 | 0.45 | | 0.53 | 0.14 | 0.02 | | 0.14 | 0.15 | 0.53 | |
| Delay/Veh: | 79.6 | 40.3 | 37.1 | | 41.1 | 28.9 | 29.2 | | 36.3 | 26.2 | 25.2 | | 26.7 | 21.5 | 26.1 | |
| 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: | 79.6 | 40.3 | 37.1 | | 41.1 | 28.9 | 29.2 | | 36.3 | 26.2 | 25.2 | | 26.7 | 21.5 | 26.1 | |
| LOS by Move: | E | D | D | | D | C | C | | D | C | C | | C | C | C | |
| HCM2kAvgQ: | 0 | 4 | 1 | | 4 | 6 | 5 | | 6 | 2 | 0 | | 2 | 2 | 8 | |

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

AM Existing Plus Project Thu May 7, 2009 15:50:53 Page 53-1

Folsom South of US-50 Annexation
Existing Plus Project AM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #51 East Rd/Street "A"

Cycle (sec): 100 Critical Vol./Cap. (X): 0.414
Loss Time (sec): 12 Average Delay (sec/veh): 10.1
Optimal Cycle: 0 Level Of Service: B

| 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 | 0 | 1 0 | 1 | 0 | 0 | 1 0 | 1 | 0 | 0 | 1 0 | 1 | 0 | 0 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 47 | 13 | 12 | | 10 | 19 | 37 | | 27 | 122 | 49 | | 21 | 224 | 33 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 47 | 13 | 12 | | 10 | 19 | 37 | | 27 | 122 | 49 | | 21 | 224 | 33 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 53 | 15 | 13 | | 11 | 21 | 42 | | 30 | 137 | 55 | | 24 | 252 | 37 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 53 | 15 | 13 | | 11 | 21 | 42 | | 30 | 137 | 55 | | 24 | 252 | 37 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 53 | 15 | 13 | | 11 | 21 | 42 | | 30 | 137 | 55 | | 24 | 252 | 37 | |
| 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 | 0.52 | 0.48 | | 1.00 | 0.34 | 0.66 | | 1.00 | 0.71 | 0.29 | | 1.00 | 0.87 | 0.13 | |
| Final Sat.: | 527 | 312 | 288 | | 524 | 207 | 403 | | 610 | 497 | 200 | | 621 | 608 | 90 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.10 | 0.05 | 0.05 | | 0.02 | 0.10 | 0.10 | | 0.05 | 0.28 | 0.28 | | 0.04 | 0.41 | 0.41 | |
| Crit Moves: | **** | | | | | **** | | | | **** | | | | **** | | |
| Delay/Veh: | 9.7 | 8.5 | 8.5 | | 9.2 | 8.7 | 8.7 | | 8.7 | 9.6 | 9.6 | | 8.6 | 11.2 | 11.2 | |
| Delay Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 9.7 | 8.5 | 8.5 | | 9.2 | 8.7 | 8.7 | | 8.7 | 9.6 | 9.6 | | 8.6 | 11.2 | 11.2 | |
| LOS by Move: | A | A | A | | A | A | A | | A | A | A | | A | B | B | |
| ApproachDel: | 9.3 | | | | 8.8 | | | | 9.5 | | | | 11.0 | | | |
| Delay Adj: | 1.00 | | | | 1.00 | | | | 1.00 | | | | 1.00 | | | |
| ApprAdjDel: | 9.3 | | | | 8.8 | | | | 9.5 | | | | 11.0 | | | |
| LOS by Appr: | A | | | | A | | | | A | | | | B | | | |
| AllWayAvgQ: | 0.1 | 0.0 | 0.0 | | 0.0 | 0.1 | 0.1 | | 0.0 | 0.4 | 0.4 | | 0.0 | 0.7 | 0.7 | |

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





AM Existing Plus Project Thu May 7, 2009 15:50:54 Page 54-1

Folsom South of US-50 Annexation
Existing Plus Project AM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #52 Placerville Rd/ Street "A"

Cycle (sec): 100 Critical Vol./Cap. (X): 0.398
Loss Time (sec): 12 Average Delay (sec/veh): 10.7
Optimal Cycle: 0 Level Of Service: B

| 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 | 0 | 1 0 | 1 | 0 | 0 | 1 0 | 1 | 0 | 0 | 1 0 | 1 | 0 | 0 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 64 | 168 | 18 | | 61 | 98 | 1 | | 1 | 40 | 69 | | 35 | 57 | 168 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 64 | 168 | 18 | | 61 | 98 | 1 | | 1 | 40 | 69 | | 35 | 57 | 168 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 72 | 189 | 20 | | 69 | 110 | 1 | | 1 | 45 | 78 | | 39 | 64 | 189 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 72 | 189 | 20 | | 69 | 110 | 1 | | 1 | 45 | 78 | | 39 | 64 | 189 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 72 | 189 | 20 | | 69 | 110 | 1 | | 1 | 45 | 78 | | 39 | 64 | 189 | |
| 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 | 0.90 | 0.10 | | 1.00 | 0.99 | 0.01 | | 1.00 | 0.37 | 0.63 | | 1.00 | 0.25 | 0.75 | |
| Final Sat.: | 541 | 537 | 58 | | 526 | 563 | 6 | | 509 | 216 | 373 | | 536 | 161 | 474 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.13 | 0.35 | 0.35 | | 0.13 | 0.20 | 0.20 | | 0.00 | 0.21 | 0.21 | | 0.07 | 0.40 | 0.40 | |
| Crit Moves: | | **** | | | | | **** | | | **** | | | | **** | | |
| Delay/Veh: | 10.0 | 11.4 | 11.4 | | 10.1 | 10.0 | 10.0 | | 9.4 | 9.8 | 9.8 | | 9.6 | 11.4 | 11.4 | |
| Delay Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 10.0 | 11.4 | 11.4 | | 10.1 | 10.0 | 10.0 | | 9.4 | 9.8 | 9.8 | | 9.6 | 11.4 | 11.4 | |
| LOS by Move: | A | B | B | | B | B | B | | A | A | A | | A | B | B | |
| ApproachDel: | 11.0 | | | | 10.1 | | | | 9.8 | | | | 11.1 | | | |
| Delay Adj: | 1.00 | | | | 1.00 | | | | 1.00 | | | | 1.00 | | | |
| ApprAdjDel: | 11.0 | | | | 10.1 | | | | 9.8 | | | | 11.1 | | | |
| LOS by Appr: | B | | | | B | | | | A | | | | B | | | |
| AllWayAvgQ: | 0.1 | 0.5 | 0.5 | | 0.1 | 0.2 | 0.2 | | 0.0 | 0.2 | 0.2 | | 0.1 | 0.6 | 0.6 | |

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

Folsom South of US-50 Annexation
Existing Plus Project AM

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

Intersection #53 Empire Ranch Rd/Street "A"

Average Delay (sec/veh): 5.1 Worst Case Level Of Service: B[ 10.5]

| 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 | 1 | 1 0 | 1 | 0 | 1 | 1 0 | 1 | 0 | 0 | 1 0 | 1 | 0 | 0 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 12 | 91 | 8 | | 18 | 47 | 42 | | 63 | 11 | 19 | | 17 | 22 | 43 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 12 | 91 | 8 | | 18 | 47 | 42 | | 63 | 11 | 19 | | 17 | 22 | 43 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 13 | 102 | 9 | | 20 | 53 | 47 | | 71 | 12 | 21 | | 19 | 25 | 48 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| FinalVolume: | 13 | 102 | 9 | | 20 | 53 | 47 | | 71 | 12 | 21 | | 19 | 25 | 48 | |
| Critical Gap Module: | | | | | | | | | | | | | | | | |
| Critical Gp: | 4.1 | xxxx | xxxxx | | 4.1 | xxxx | xxxxx | | 7.5 | 6.5 | 6.9 | | 7.5 | 6.5 | 6.9 | |
| FollowUpTim: | 2.2 | xxxx | xxxxx | | 2.2 | xxxx | xxxxx | | 3.5 | 4.0 | 3.3 | | 3.5 | 4.0 | 3.3 | |
| Capacity Module: | | | | | | | | | | | | | | | | |
| Cnflict Vol: | 100 | xxxx | xxxxx | | 111 | xxxx | xxxxx | | 207 | 255 | 50 | | 207 | 274 | 56 | |
| Potent Cap.: | 1505 | xxxx | xxxxx | | 1491 | xxxx | xxxxx | | 737 | 652 | 1014 | | 738 | 636 | 1006 | |
| Move Cap.: | 1505 | xxxx | xxxxx | | 1491 | xxxx | xxxxx | | 669 | 638 | 1014 | | 700 | 622 | 1006 | |
| Volume/Cap: | 0.01 | xxxx | xxxx | | 0.01 | xxxx | xxxx | | 0.11 | 0.02 | 0.02 | | 0.03 | 0.04 | 0.05 | |
| Level Of Service Module: | | | | | | | | | | | | | | | | |
| 2Way95thQ: | 0.0 | xxxx | xxxxx | | 0.0 | xxxx | xxxxx | | 0.4 | xxxx | xxxxx | | 0.1 | xxxx | xxxxx | |
| Control Del: | 7.4 | xxxx | xxxxx | | 7.4 | xxxx | xxxxx | | 11.0 | xxxx | xxxxx | | 10.3 | xxxx | xxxxx | |
| LOS by Move: | A | * | * | | A | * | * | | B | * | * | | B | * | * | |
| Movement: | LT - | LTR - | RT | | LT - | LTR - | RT | | LT - | LTR - | RT | | LT - | LTR - | RT | |
| Shared Cap.: | xxxx | xxxx | xxxxx | | xxxx | xxxx | xxxxx | | xxxx | xxxx | 834 | | xxxx | xxxx | 832 | |
| SharedQueue: | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | 0.1 | | xxxxx | xxxx | 0.3 | |
| Shrd ConDel: | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | 9.5 | | xxxxx | xxxx | 9.7 | |
| Shared LOS: | * | * | * | | * | * | * | | * | * | A | | * | * | A | |
| ApproachDel: | xxxxxx | | | | xxxxxx | | | | 10.5 | | | | 9.9 | | | |
| ApproachLOS: | * | | | | * | | | | B | | | | A | | | |

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





Folsom South of US-50 Annexation
Existing Plus Project AM

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

Intersection #54 Scott Rd (North)/South Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.294
Loss Time (sec): 12 Average Delay (sec/veh): 28.6
Optimal Cycle: 31 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 2 | 0 1 | 1 | 0 | 2 | 0 1 | 0 | 1 | 0 | 0 1 | 0 | 1 | 0 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 57 | 137 | 51 | | 100 | 373 | 32 | | 62 | 7 | 62 | | 68 | 9 | 93 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 57 | 137 | 51 | | 100 | 373 | 32 | | 62 | 7 | 62 | | 68 | 9 | 93 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 64 | 154 | 57 | | 112 | 419 | 36 | | 70 | 8 | 70 | | 76 | 10 | 104 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 64 | 154 | 57 | | 112 | 419 | 36 | | 70 | 8 | 70 | | 76 | 10 | 104 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 64 | 154 | 57 | | 112 | 419 | 36 | | 70 | 8 | 70 | | 76 | 10 | 104 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.95 | 0.85 | | 0.95 | 0.95 | 0.85 | | 0.96 | 0.96 | 0.85 | | 0.96 | 0.96 | 0.85 | |
| Lanes: | 1.00 | 2.00 | 1.00 | | 1.00 | 2.00 | 1.00 | | 0.90 | 0.10 | 1.00 | | 0.88 | 0.12 | 1.00 | |
| Final Sat.: | 1805 | 3610 | 1615 | | 1805 | 3610 | 1615 | | 1634 | 184 | 1615 | | 1607 | 213 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.04 | 0.04 | | 0.06 | 0.12 | 0.02 | | 0.04 | 0.04 | 0.04 | | 0.05 | 0.05 | 0.06 | |
| Crit Moves: | **** | | | | | **** | | | **** | | | | | | **** | |
| Green/Cycle: | 0.12 | 0.21 | 0.21 | | 0.31 | 0.39 | 0.39 | | 0.14 | 0.17 | 0.17 | | 0.19 | 0.22 | 0.22 | |
| Volume/Cap: | 0.29 | 0.20 | 0.17 | | 0.20 | 0.29 | 0.06 | | 0.29 | 0.25 | 0.25 | | 0.25 | 0.22 | 0.29 | |
| Delay/Veh: | 40.8 | 32.8 | 32.6 | | 25.9 | 20.8 | 18.8 | | 38.8 | 36.1 | 36.2 | | 34.7 | 32.2 | 33.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 40.8 | 32.8 | 32.6 | | 25.9 | 20.8 | 18.8 | | 38.8 | 36.1 | 36.2 | | 34.7 | 32.2 | 33.0 | |
| LOS by Move: | D | C | C | | C | C | B | | D | D | D | | C | C | C | |
| HCM2kAvgQ: | 2 | 2 | 1 | | 2 | 4 | 1 | | 2 | 2 | 2 | | 2 | 2 | 3 | |

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

Folsom South of US-50 Annexation
Existing Plus Project AM

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

Intersection #55 Oak Ave Pkwy/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.266
Loss Time (sec): 9 Average Delay (sec/veh): 15.8
Optimal Cycle: 25 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Ovl | | | | Include | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 2 | 0 | 2 | 0 | 0 | |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | | 115 | 0 | 98 | | 142 | 294 | 0 | | 0 | 572 | 202 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 0 | 0 | 0 | | 115 | 0 | 98 | | 142 | 294 | 0 | | 0 | 572 | 202 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 0 | 0 | 0 | | 129 | 0 | 110 | | 160 | 330 | 0 | | 0 | 643 | 227 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 0 | 0 | | 129 | 0 | 110 | | 160 | 330 | 0 | | 0 | 643 | 227 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 0 | 0 | 0 | | 129 | 0 | 110 | | 160 | 330 | 0 | | 0 | 643 | 227 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 1.00 | 1.00 | | 0.60 | 1.00 | 0.85 | | 0.92 | 0.95 | 1.00 | | 1.00 | 0.91 | 0.85 | |
| Lanes: | 0.00 | 0.00 | 0.00 | | 2.00 | 0.00 | 1.00 | | 2.00 | 2.00 | 0.00 | | 0.00 | 3.00 | 1.00 | |
| Final Sat.: | 0 | 0 | 0 | | 2293 | 0 | 1615 | | 3502 | 3610 | 0 | | 0 | 5187 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | | 0.06 | 0.00 | 0.07 | | 0.05 | 0.09 | 0.00 | | 0.00 | 0.12 | 0.14 | |
| Crit Moves: | | | | | **** | | | | **** | | | | | | **** | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | | 0.21 | 0.00 | 0.38 | | 0.17 | 0.70 | 0.00 | | 0.00 | 0.53 | 0.53 | |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | | 0.27 | 0.00 | 0.18 | | 0.27 | 0.13 | 0.00 | | 0.00 | 0.23 | 0.27 | |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | | 33.2 | 0.0 | 20.6 | | 36.2 | 5.0 | 0.0 | | 0.0 | 12.8 | 13.2 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | | 33.2 | 0.0 | 20.6 | | 36.2 | 5.0 | 0.0 | | 0.0 | 12.8 | 13.2 | |
| LOS by Move: | A | A | A | | C | A | C | | D | A | A | | A | B | B | |
| HCM2kAvgQ: | 0 | 0 | 0 | | 2 | 0 | 2 | | 2 | 2 | 0 | | 0 | 4 | 4 | |

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





Folsom South of US-50 Annexation
Existing Plus Project AM

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

Intersection #56 Empire Ranch Rd/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.217
Loss Time (sec): 9 Average Delay (sec/veh): 6.1
Optimal Cycle: 23 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Ovl | | | | Include | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | | 70 | 0 | 15 | | 5 | 447 | 0 | | 0 | 741 | 96 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 0 | 0 | 0 | | 70 | 0 | 15 | | 5 | 447 | 0 | | 0 | 741 | 96 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 0 | 0 | 0 | | 79 | 0 | 17 | | 6 | 502 | 0 | | 0 | 833 | 108 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 0 | 0 | | 79 | 0 | 17 | | 6 | 502 | 0 | | 0 | 833 | 108 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 0 | 0 | 0 | | 79 | 0 | 17 | | 6 | 502 | 0 | | 0 | 833 | 108 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 1.00 | 1.00 | | 0.61 | 1.00 | 0.85 | | 0.95 | 0.95 | 1.00 | | 1.00 | 0.91 | 0.85 | |
| Lanes: | 0.00 | 0.00 | 0.00 | | 2.00 | 0.00 | 1.00 | | 1.00 | 2.00 | 0.00 | | 0.00 | 3.00 | 1.00 | |
| Final Sat.: | 0 | 0 | 0 | | 2330 | 0 | 1615 | | 1805 | 3610 | 0 | | 0 | 5187 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | | 0.03 | 0.00 | 0.01 | | 0.00 | 0.14 | 0.00 | | 0.00 | 0.16 | 0.07 | |
| Crit Moves: | | | | | **** | | | | **** | | | | | | **** | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | | 0.16 | 0.00 | 0.17 | | 0.01 | 0.75 | 0.00 | | 0.00 | 0.74 | 0.74 | |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | | 0.22 | 0.00 | 0.06 | | 0.22 | 0.18 | 0.00 | | 0.00 | 0.22 | 0.09 | |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | | 37.2 | 0.0 | 34.9 | | 52.9 | 3.5 | 0.0 | | 0.0 | 4.1 | 3.7 | |
| 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: | 0.0 | 0.0 | 0.0 | | 37.2 | 0.0 | 34.9 | | 52.9 | 3.5 | 0.0 | | 0.0 | 4.1 | 3.7 | |
| LOS by Move: | A | A | A | | D | A | C | | D | A | A | | A | A | A | |
| HCM2kAvgQ: | 0 | 0 | 0 | | 1 | 0 | 0 | | 0 | 2 | 0 | | 0 | 3 | 1 | |

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

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Folsom South of US-50 Annexation
Existing Plus Project AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #57 Hazel Blvd/ Gold Country

Cycle (sec): 100 Critical Vol./Cap. (X): 0.735
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 86 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Split Phase | | | Split Phase | | |
| Rights: | Ovl | | | Ovl | | | Ovl | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 2 | 0 3 | 0 1 | 1 | 0 3 | 0 1 | 2 | 0 0 | 1 1 | 1 | 0 0 | 1 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 206 | 892 | 6 | 3 | 2568 | 415 | 124 | 4 | 276 | 1 | 2 | 2 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 206 | 892 | 6 | 3 | 2568 | 415 | 124 | 4 | 276 | 1 | 2 | 2 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 206 | 892 | 6 | 3 | 2568 | 415 | 124 | 4 | 276 | 1 | 2 | 2 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 206 | 892 | 6 | 3 | 2568 | 415 | 124 | 4 | 276 | 1 | 2 | 2 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 206 | 892 | 6 | 3 | 2568 | 415 | 124 | 4 | 276 | 1 | 2 | 2 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 |
| Adjustment: | 1.00 | 0.72 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 | 2.00 | 0.03 | 1.97 | 1.00 | 0.50 | 0.50 |
| Final Sat.: | 3000 | 3240 | 1500 | 1500 | 4500 | 1500 | 3000 | 43 | 2957 | 1500 | 750 | 750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.07 | 0.28 | 0.00 | 0.00 | 0.57 | 0.28 | 0.04 | 0.09 | 0.09 | 0.00 | 0.00 | 0.00 |
| Crit Volume: | 103 | | | | 856 | | | 140 | | | 4 | |
| Crit Moves: | **** | | | | **** | | | **** | | | **** | |





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Folsom South of US-50 Annexation
Existing Plus Project AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #58 Hazel Ave/ Folsom Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.652
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 65 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Split Phase | | | Split Phase | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 | 0 0 | 1 0 | 1 | 1 0 | 1 1 | 2 | 0 1 | 1 0 | 1 | 0 1 | 0 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 8 | 26 | 2 | 336 | 147 | 310 | 87 | 132 | 25 | 11 | 658 | 355 |
| Growth Adj: | 1.00 | 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 | 26 | 2 | 336 | 147 | 310 | 87 | 132 | 25 | 11 | 658 | 355 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 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 | 26 | 2 | 336 | 147 | 310 | 87 | 132 | 25 | 11 | 658 | 355 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 8 | 26 | 2 | 336 | 147 | 310 | 87 | 132 | 25 | 11 | 658 | 355 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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 | 26 | 2 | 336 | 147 | 310 | 87 | 132 | 25 | 11 | 658 | 355 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 |
| Adjustment: | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Lanes: | 1.00 | 0.93 | 0.07 | 1.70 | 0.74 | 1.56 | 2.00 | 1.68 | 0.32 | 1.00 | 1.00 | 1.00 |
| Final Sat.: | 1425 | 1323 | 102 | 2426 | 1056 | 2219 | 2850 | 2396 | 454 | 1425 | 1425 | 1425 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.02 | 0.02 | 0.14 | 0.14 | 0.14 | 0.03 | 0.06 | 0.06 | 0.01 | 0.46 | 0.25 |
| Crit Volume: | | | 28 | | | 199 | 43 | | | | 658 | |
| Crit Moves: | | | **** | | | **** | **** | | | | **** | |

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Folsom South of US-50 Annexation
Existing Plus Project AM

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

Intersection #59 Grant Line Rd/ White Rock Rd

Average Delay (sec/veh): 5.0 Worst Case Level Of Service: F[ 68.3]

| 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 | 1 | 0 | 0 0 | 0 | 0 | 0 | 1 0 | 0 | 0 | 1! | 0 0 | 0 | 0 | 0 | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 219 | 568 | | 0 | 0 | 200 | 551 | | 52 | | 0 | 32 | 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: | 219 | 568 | | 0 | 0 | 200 | 551 | | 52 | | 0 | 32 | 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: | 0.95 | 0.95 | | 0.95 | 0.95 | 0.95 | 0.95 | | 0.95 | | 0.95 | 0.95 | 0.95 | | 0.95 | 0.95 |
| PHF Volume: | 231 | 598 | | 0 | 0 | 211 | 580 | | 55 | | 0 | 34 | 0 | | 0 | 0 |
| Reduct Vol: | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | | 0 | 0 | 0 | | 0 | 0 |
| FinalVolume: | 231 | 598 | | 0 | 0 | 211 | 580 | | 55 | | 0 | 34 | 0 | | 0 | 0 |
| Critical Gap Module: | | | | | | | | | | | | | | | | |
| Critical Gp: | 4.1 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | 6.4 | | 6.5 | 6.2 | xxxxx | xxxx | xxxxx | |
| FollowUpTim: | 2.2 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | 3.5 | | 4.0 | 3.3 | xxxxx | xxxx | xxxxx | |
| Capacity Module: | | | | | | | | | | | | | | | | |
| Cnflict Vol: | 791 | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | 1559 | | 1559 | 501 | xxxx | xxxx | xxxxx | |
| Potent Cap.: | 839 | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | 125 | | 113 | 574 | xxxx | xxxx | xxxxx | |
| Move Cap.: | 839 | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | 94 | | 78 | 574 | xxxx | xxxx | xxxxx | |
| Volume/Cap: | 0.27 | xxxx | xxxx | xxxx | xxxx | xxxx | | | 0.58 | | 0.00 | 0.06 | xxxx | xxxx | xxxx | |
| Level Of Service Module: | | | | | | | | | | | | | | | | |
| 2Way95thQ: | 1.1 | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | | |
| Control Del: | 10.9 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | | |
| LOS by Move: | B | * | * | * | * | * | * | * | * | * | * | * | | | | |
| Movement: | LT - | LTR - | RT | LT - | LTR - | RT | LT - | LTR - | RT | LT - | LTR - | RT | | | | |
| Shared Cap.: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | 138 | xxxxx | xxxx | xxxx | xxxxx | | | | |
| SharedQueue: | 1.1 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | 3.4 | xxxxx | xxxxx | xxxx | xxxxx | | | | |
| Shrd ConDel: | 10.9 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | 68.3 | xxxxx | xxxxx | xxxx | xxxxx | | | | |
| Shared LOS: | B | * | * | * | * | * | * | F | * | * | * | * | | | | |
| ApproachDel: | xxxxxx | | | xxxxxx | | | | 68.3 | | | xxxxxx | | | | | |
| ApproachLOS: | * | | | * | | | | F | | | * | | | | | |

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





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Folsom South of US-50 Annexation
Existing Plus Project AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #60 Grantline Rd/ Sunrise Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.840
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 143 Level Of Service: D

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Split Phase | | | | Split Phase | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 |
| 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 |
| Lanes: | 0 | 0 | 1! | 0 0 | 0 | 0 | 1! | 0 0 | 1 | 0 | 1 | 0 1 | 1 | 0 | 1 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 17 | 15 | | 7 | 2 | 1 | | 246 | 633 | 502 | | 9 | 5 | 339 | | 18 |
| Growth Adj: | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 |
| Initial Bse: | 17 | 15 | | 7 | 2 | 1 | | 246 | 633 | 502 | | 9 | 5 | 339 | | 18 |
| User Adj: | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 |
| PHF Adj: | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 |
| PHF Volume: | 17 | 15 | | 7 | 2 | 1 | | 246 | 633 | 502 | | 9 | 5 | 339 | | 18 |
| Reduct Vol: | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 |
| Reduced Vol: | 17 | 15 | | 7 | 2 | 1 | | 246 | 633 | 502 | | 9 | 5 | 339 | | 18 |
| PCE Adj: | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 |
| MLF Adj: | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 |
| FinalVolume: | 17 | 15 | | 7 | 2 | 1 | | 246 | 633 | 502 | | 9 | 5 | 339 | | 18 |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 |
| 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: | 0.44 | 0.38 | | 0.18 | 0.01 | 0.01 | | 0.98 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 |
| Final Sat.: | 654 | 577 | | 269 | 12 | 6 | | 1482 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.03 | | 0.03 | 0.17 | 0.17 | | 0.17 | 0.42 | 0.33 | | 0.01 | 0.00 | 0.23 | | 0.01 |
| Crit Volume: | | | | 39 | | | | 249 | 633 | | | | | 339 | | |
| Crit Moves: | | | | **** | | | | **** | **** | | | | | **** | | |

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Folsom South of US-50 Annexation
Existing Plus Project AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #65 Sunrise Blvd/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.655
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 66 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Ovl | | | Ovl | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 2 | 0 3 | 0 1 | 2 | 0 3 | 0 1 | 2 | 0 2 | 0 1 | 2 | 0 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 646 | 1001 | 64 | 207 | 675 | 506 | 256 | 203 | 268 | 81 | 462 | 154 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 646 | 1001 | 64 | 207 | 675 | 506 | 256 | 203 | 268 | 81 | 462 | 154 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 646 | 1001 | 64 | 207 | 675 | 506 | 256 | 203 | 268 | 81 | 462 | 154 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 646 | 1001 | 64 | 207 | 675 | 506 | 256 | 203 | 268 | 81 | 462 | 154 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 646 | 1001 | 64 | 207 | 675 | 506 | 256 | 203 | 268 | 81 | 462 | 154 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 |
| 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: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 2.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3000 | 4500 | 1500 | 3000 | 4500 | 1500 | 3000 | 3000 | 1500 | 3000 | 4500 | 1500 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.22 | 0.22 | 0.04 | 0.07 | 0.15 | 0.34 | 0.09 | 0.07 | 0.18 | 0.03 | 0.10 | 0.10 |
| Crit Volume: | 323 | | | | | 506 | 0 | | | | 154 | |
| Crit Moves: | **** | | | | | **** | **** | | | | **** | |





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Folsom South of US-50 Annexation
Existing Plus Project AM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #66 Fitzgerald Road / White Rock Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.783
Loss Time (sec): 0 Average Delay (sec/veh): 17.4
Optimal Cycle: 0 Level Of Service: C

| 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: | 0 0 | 1! 0 | 0 | 0 0 | 1! 0 | 0 | 1 0 | 0 1 | 0 | 0 0 | 1! 0 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 82 | 62 | 11 | 11 | 16 | 47 | 43 | 161 | 149 | 20 | 476 | 46 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 82 | 62 | 11 | 11 | 16 | 47 | 43 | 161 | 149 | 20 | 476 | 46 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 82 | 62 | 11 | 11 | 16 | 47 | 43 | 161 | 149 | 20 | 476 | 46 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 82 | 62 | 11 | 11 | 16 | 47 | 43 | 161 | 149 | 20 | 476 | 46 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 82 | 62 | 11 | 11 | 16 | 47 | 43 | 161 | 149 | 20 | 476 | 46 |
| 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: | 0.53 | 0.40 | 0.07 | 0.15 | 0.22 | 0.63 | 1.00 | 0.52 | 0.48 | 0.04 | 0.88 | 0.08 |
| Final Sat.: | 277 | 210 | 37 | 78 | 113 | 332 | 558 | 333 | 308 | 26 | 608 | 59 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.30 | 0.30 | 0.30 | 0.14 | 0.14 | 0.14 | 0.08 | 0.48 | 0.48 | 0.78 | 0.78 | 0.78 |
| Crit Moves: | | **** | | | **** | | | **** | | | **** | |
| Delay/Veh: | 11.5 | 11.5 | 11.5 | 9.9 | 9.9 | 9.9 | 9.5 | 12.8 | 12.8 | 23.3 | 23.3 | 23.3 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 11.5 | 11.5 | 11.5 | 9.9 | 9.9 | 9.9 | 9.5 | 12.8 | 12.8 | 23.3 | 23.3 | 23.3 |
| LOS by Move: | B | B | B | A | A | A | A | B | B | C | C | C |
| ApproachDel: | 11.5 | | | 9.9 | | | 12.4 | | | 23.3 | | |
| Delay Adj: | 1.00 | | | 1.00 | | | 1.00 | | | 1.00 | | |
| ApprAdjDel: | 11.5 | | | 9.9 | | | 12.4 | | | 23.3 | | |
| LOS by Appr: | B | | | A | | | B | | | C | | |
| AllWayAvgQ: | 0.3 | 0.3 | 0.3 | 0.1 | 0.1 | 0.1 | 0.1 | 0.8 | 0.8 | 2.9 | 2.9 | 2.9 |

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

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------------------------------------------------------------------------------
                        Folsom South of US-50 Annexation
                            Existing Plus Project AM
------------------------------------------------------------------------------
                      Level Of Service Computation Report
              Circular 212 Planning Method (Base Volume Alternative)
******************************************************************************
Intersection #67 Sunrise Blvd/ Douglas Rd
******************************************************************************
Cycle (sec):          100                Critical Vol./Cap. (X):         0.787
Loss Time (sec):        0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        107                Level Of Service:                  C
******************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include           Ovl             Include           Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
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
Lanes:        1  0  1  1  0    1  0  2  0  1    0  0  1! 0  0    0  1  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     146 1200    51    96  430    96   242   37    28    26   84   248
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  146 1200    51    96  430    96   242   37    28    26   84   248
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   146 1200    51    96  430    96   242   37    28    26   84   248
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  146 1200    51    96  430    96   242   37    28    26   84   248
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
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:  146 1200    51    96  430    96   242   37    28    26   84   248
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
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 1.92  0.08  1.00 2.00  1.00  0.79 0.12  0.09  0.24 0.76  1.00
Final Sat.:  1500 2878   122  1500 3000  1500  1182  181   137   355 1145  1500
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.10 0.42  0.42  0.06 0.14  0.06  0.20 0.20  0.20  0.07 0.07  0.17
Crit Volume:       626            0                307                       248
Crit Moves:       ****        ****                ****                      ****
******************************************************************************
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------------------------------------------------------------------------------
                        Folsom South of US-50 Annexation
                            Existing Plus Project AM
------------------------------------------------------------------------------
                      Level Of Service Computation Report
            2000 HCM Unsignalized Method (Base Volume Alternative)
******************************************************************************
Intersection #68 Grant Line Rd/ Douglas Rd
******************************************************************************
Average Delay (sec/veh):      4.1       Worst Case Level Of Service: D[ 28.4]
******************************************************************************
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  1  0  0  0    0  0  0  1  0    0  0  1! 0  0    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     191  547     0     0  196    57    70    0    32     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:  191  547     0     0  196    57    70    0    32     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:   191  547     0     0  196    57    70    0    32     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:  191  547     0     0  196    57    70    0    32     0    0     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.4  6.5   6.2 xxxxx xxxx xxxxx
FollowUpTim:  2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5  4.0   3.3 xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  253 xxxx xxxxx  xxxx xxxx xxxxx  1154 1154   225  xxxx xxxx xxxxx
Potent Cap.: 1324 xxxx xxxxx  xxxx xxxx xxxxx   220  199   820  xxxx xxxx xxxxx
Move Cap.:   1324 xxxx xxxxx  xxxx xxxx xxxxx   193  167   820  xxxx xxxx xxxxx
Volume/Cap:  0.14 xxxx  xxxx  xxxx xxxx  xxxx  0.36 0.00  0.04  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.5 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:  8.2 xxxx xxxxx xxxxx 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
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  254 xxxxx  xxxx xxxx xxxxx
SharedQueue:  0.5 xxxx xxxxx xxxxx xxxx xxxxx xxxxx  1.8 xxxxx xxxxx xxxx xxxxx
Shrd ConDel:  8.2 xxxx xxxxx xxxxx xxxx xxxxx xxxxx 28.4 xxxxx xxxxx xxxx xxxxx
Shared LOS:     A    *     *     *    *     *     *    D     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx             28.4           xxxxxx
ApproachLOS:         *                *                D                *
******************************************************************************
Note: Queue reported is the number of cars per lane.
******************************************************************************
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Folsom South of US-50 Annexation
Existing Plus Project AM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #69 Grant Line Road / Kiefer Boulevard

Cycle (sec): 100 Critical Vol./Cap. (X): 0.815
Loss Time (sec): 0 Average Delay (sec/veh): 18.7
Optimal Cycle: 0 Level Of Service: C

| 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 | 0 | 0 | 0 | 0 |
| Lanes: | 0 | 0 | 1! | 0 0 | 0 | 0 | 1! | 0 0 | 0 | 0 | 1! | 0 0 | 0 | 0 | 1! | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 9 | 571 | 18 | | 20 | 259 | 1 | | 1 | 1 | 1 | | 15 | 0 | 202 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 9 | 571 | 18 | | 20 | 259 | 1 | | 1 | 1 | 1 | | 15 | 0 | 202 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Volume: | 9 | 571 | 18 | | 20 | 259 | 1 | | 1 | 1 | 1 | | 15 | 0 | 202 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 9 | 571 | 18 | | 20 | 259 | 1 | | 1 | 1 | 1 | | 15 | 0 | 202 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 9 | 571 | 18 | | 20 | 259 | 1 | | 1 | 1 | 1 | | 15 | 0 | 202 | |
| 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: | 0.02 | 0.95 | 0.03 | | 0.07 | 0.92 | 0.01 | | 0.34 | 0.33 | 0.33 | | 0.07 | 0.00 | 0.93 | |
| Final Sat.: | 11 | 700 | 22 | | 47 | 611 | 2 | | 168 | 168 | 168 | | 43 | 0 | 577 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.82 | 0.82 | 0.82 | | 0.42 | 0.42 | 0.42 | | 0.01 | 0.01 | 0.01 | | 0.35 | xxxx | 0.35 | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | | **** | |
| Delay/Veh: | 24.8 | 24.8 | 24.8 | | 11.8 | 11.8 | 11.8 | | 9.3 | 9.3 | 9.3 | | 10.9 | 0.0 | 10.9 | |
| Delay Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 24.8 | 24.8 | 24.8 | | 11.8 | 11.8 | 11.8 | | 9.3 | 9.3 | 9.3 | | 10.9 | 0.0 | 10.9 | |
| LOS by Move: | C | C | C | | B | B | B | | A | A | A | | B | * | B | |
| ApproachDel: | 24.8 | | | | 11.8 | | | | 9.3 | | | | 10.9 | | | |
| Delay Adj: | 1.00 | | | | 1.00 | | | | 1.00 | | | | 1.00 | | | |
| ApprAdjDel: | 24.8 | | | | 11.8 | | | | 9.3 | | | | 10.9 | | | |
| LOS by Appr: | C | | | | B | | | | A | | | | B | | | |
| AllWayAvgQ: | 3.5 | 3.5 | 3.5 | | 0.7 | 0.7 | 0.7 | | 0.0 | 0.0 | 0.0 | | 0.4 | 0.4 | 0.4 | |

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





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Folsom South of US-50 Annexation
Existing Plus Project AM

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

Intersection #83 White Rock Rd/ Carson Crossing Rd

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: D[ 28.3]

| 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 | 0 | 0 | 0 | 1 0 | 1 | 0 | 1 | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 14 | 0 | 8 | | 0 | 0 | 0 | | 0 | 713 | 14 | | 2 | 514 | 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: | 14 | 0 | 8 | | 0 | 0 | 0 | | 0 | 713 | 14 | | 2 | 514 | 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: | 0.84 | 0.84 | 0.84 | | 0.84 | 0.84 | 0.84 | | 0.84 | 0.84 | 0.84 | | 0.84 | 0.84 | 0.84 | |
| PHF Volume: | 17 | 0 | 10 | | 0 | 0 | 0 | | 0 | 849 | 17 | | 2 | 612 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| FinalVolume: | 17 | 0 | 10 | | 0 | 0 | 0 | | 0 | 849 | 17 | | 2 | 612 | 0 | |
| Critical Gap Module: | | | | | | | | | | | | | | | | |
| Critical Gp: | 6.4 | 6.5 | 6.2 | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 4.1 | xxxx | xxxxx | | | | |
| FollowUpTim: | 3.5 | 4.0 | 3.3 | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 2.2 | xxxx | xxxxx | | | | |
| Capacity Module: | | | | | | | | | | | | | | | | |
| Cnflict Vol: | 1474 | 1474 | 857 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 865 | xxxx | xxxxx | | | | |
| Potent Cap.: | 141 | 128 | 360 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 786 | xxxx | xxxxx | | | | |
| Move Cap.: | 141 | 127 | 360 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 786 | xxxx | xxxxx | | | | |
| Volume/Cap: | 0.12 | 0.00 | 0.03 | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | 0.00 | xxxx | xxxx | | | | |
| Level Of Service Module: | | | | | | | | | | | | | | | | |
| 2Way95thQ: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 0.0 | xxxx | xxxxx | | | | |
| Control Del: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 9.6 | xxxx | xxxxx | | | | |
| LOS by Move: | * | * | * | * | * | * | * | * | * | A | * | * | | | | |
| Movement: | LT - LTR - RT | | | | LT - LTR - RT | | | | LT - LTR - RT | | | | LT - LTR - RT | | | |
| Shared Cap.: | xxxx | 181 | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | | |
| SharedQueue: | xxxxx | 0.5 | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | | |
| Shrd ConDel: | xxxxx | 28.3 | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | | |
| Shared LOS: | * | D | * | * | * | * | * | * | * | * | * | * | | | | |
| ApproachDel: | 28.3 | | | xxxxxx | | | xxxxxx | | | xxxxxx | | | | | | |
| ApproachLOS: | D | | | * | | | * | | | * | | | | | | |

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

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Folsom South of US-50 Annexation
Existing Plus Project AM

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

Intersection #84 White Rock Rd/ Stonebriar Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.512
Loss Time (sec): 12 Average Delay (sec/veh): 18.5
Optimal Cycle: 42 Level of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - | R | L | - T | - | R | L | - T | - | R | L | - T | - | R |
| Control: | Protected | | | | Protected | | | | Split Phase | | | | Split Phase | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1! | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 77 | 547 | 1 | | 68 | 435 | 13 | | 52 | 1 | 61 | | 13 | 1 | 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: | 77 | 547 | 1 | | 68 | 435 | 13 | | 52 | 1 | 61 | | 13 | 1 | 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: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 87 | 615 | 1 | | 76 | 489 | 15 | | 58 | 1 | 69 | | 15 | 1 | 42 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 87 | 615 | 1 | | 76 | 489 | 15 | | 58 | 1 | 69 | | 15 | 1 | 42 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 87 | 615 | 1 | | 76 | 489 | 15 | | 58 | 1 | 69 | | 15 | 1 | 42 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.93 | 0.98 | 0.98 | | 0.93 | 0.98 | 0.83 | | 0.95 | 0.85 | 0.85 | | 0.89 | 0.89 | 0.89 | |
| Lanes: | 1.00 | 0.99 | 0.01 | | 1.00 | 1.00 | 1.00 | | 1.00 | 0.02 | 0.98 | | 0.25 | 0.02 | 0.73 | |
| Final Sat.: | 1769 | 1859 | 3 | | 1769 | 1862 | 1583 | | 1805 | 26 | 1593 | | 431 | 33 | 1227 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.05 | 0.33 | 0.33 | | 0.04 | 0.26 | 0.01 | | 0.03 | 0.04 | 0.04 | | 0.03 | 0.03 | 0.03 | |
| Crit Moves: | | **** | | | **** | | | | | | **** | | | **** | | |
| Green/Cycle: | 0.11 | 0.65 | 0.65 | | 0.08 | 0.62 | 0.62 | | 0.08 | 0.08 | 0.08 | | 0.07 | 0.07 | 0.07 | |
| Volume/Cap: | 0.43 | 0.51 | 0.51 | | 0.51 | 0.43 | 0.02 | | 0.39 | 0.51 | 0.51 | | 0.51 | 0.51 | 0.51 | |
| Delay/Veh: | 42.7 | 9.8 | 9.8 | | 46.8 | 10.3 | 7.5 | | 45.0 | 47.1 | 47.1 | | 49.1 | 49.1 | 49.1 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 42.7 | 9.8 | 9.8 | | 46.8 | 10.3 | 7.5 | | 45.0 | 47.1 | 47.1 | | 49.1 | 49.1 | 49.1 | |
| LOS by Move: | D | A | A | | D | B | A | | D | D | D | | D | D | D | |
| HCM2kAvgQ: | 3 | 10 | 10 | | 3 | 8 | 0 | | 2 | 2 | 2 | | 2 | 2 | 2 | |

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





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Folsom South of US-50 Annexation
Existing Plus Project AM

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

Intersection #85 White Rock Rd/ Windfield Way

Average Delay (sec/veh): 4.3 Worst Case Level Of Service: E[ 38.6]

| 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 | 0 | 1 | 1 0 | 1 | 0 | 2 | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 58 | 0 | 60 | | 0 | 0 | 0 | | 0 | 390 | 353 | | 166 | 453 | 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: | 58 | 0 | 60 | | 0 | 0 | 0 | | 0 | 390 | 353 | | 166 | 453 | 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: | 0.91 | 0.91 | 0.91 | | 0.91 | 0.91 | 0.91 | | 0.91 | 0.91 | 0.91 | | 0.91 | 0.91 | 0.91 | |
| PHF Volume: | 64 | 0 | 66 | | 0 | 0 | 0 | | 0 | 429 | 388 | | 182 | 498 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| FinalVolume: | 64 | 0 | 66 | | 0 | 0 | 0 | | 0 | 429 | 388 | | 182 | 498 | 0 | |
| Critical Gap Module: | | | | | | | | | | | | | | | | |
| Critical Gp: | 6.8 | 6.5 | 6.9 | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | 4.1 | xxxx | xxxxx | | | |
| FollowUpTim: | 3.5 | 4.0 | 3.3 | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | 2.2 | xxxx | xxxxx | | | |
| Capacity Module: | | | | | | | | | | | | | | | | |
| Cnflict Vol: | 1236 | 1485 | 408 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | | 816 | xxxx | xxxxx | | | |
| Potent Cap.: | 171 | 126 | 598 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | | 820 | xxxx | xxxxx | | | |
| Move Cap.: | 142 | 98 | 598 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | | 820 | xxxx | xxxxx | | | |
| Volume/Cap: | 0.45 | 0.00 | 0.11 | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | | 0.22 | xxxx | xxxx | | | |
| Level Of Service Module: | | | | | | | | | | | | | | | | |
| 2Way95thQ: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | | 0.8 | xxxx | xxxxx | | | |
| Control Del: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | 10.6 | xxxx | xxxxx | | | |
| LOS by Move: | * | * | * | * | * | * | * | * | * | | B | * | * | | | |
| Movement: | LT - | LTR - | RT | LT - | LTR - | RT | LT - | LTR - | RT | LT - | LTR - | RT | | | | |
| Shared Cap.: | xxxx | 232 | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | | |
| SharedQueue: | xxxxx | 3.1 | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | | |
| Shrd ConDel: | xxxxx | 38.6 | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | | |
| Shared LOS: | * | E | * | * | * | * | * | * | * | * | * | * | | | | |
| ApproachDel: | 38.6 | | | xxxxxx | | | xxxxxx | | | xxxxxx | | | | | | |
| ApproachLOS: | E | | | * | | | * | | | * | | | | | | |

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

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Folsom South of US-50 Annexation
Existing Plus Project AM

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

Intersection #86 White Rock Rd/ Latrobe Rd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.556
Loss Time (sec): 12 Average Delay (sec/veh): 28.6
Optimal Cycle: 46 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Include | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 4 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 1 | 1 0 | 2 | 0 | 2 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 59 | 359 | 68 | | 65 | 1047 | 478 | | 276 | 84 | 16 | | 162 | 256 | 208 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 59 | 359 | 68 | | 65 | 1047 | 478 | | 276 | 84 | 16 | | 162 | 256 | 208 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 66 | 403 | 76 | | 73 | 1176 | 537 | | 310 | 94 | 18 | | 182 | 288 | 234 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 66 | 403 | 76 | | 73 | 1176 | 537 | | 310 | 94 | 18 | | 182 | 288 | 234 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 66 | 403 | 76 | | 73 | 1176 | 537 | | 310 | 94 | 18 | | 182 | 288 | 234 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.93 | 0.89 | 0.83 | | 0.90 | 0.89 | 0.83 | | 0.90 | 0.91 | 0.91 | | 0.92 | 0.95 | 0.85 | |
| Lanes: | 1.00 | 4.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 1.68 | 0.32 | | 2.00 | 2.00 | 1.00 | |
| Final Sat.: | 1769 | 6778 | 1583 | | 3432 | 5083 | 1583 | | 3432 | 2900 | 552 | | 3502 | 3610 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.06 | 0.05 | | 0.02 | 0.23 | 0.34 | | 0.09 | 0.03 | 0.03 | | 0.05 | 0.08 | 0.14 | |
| Crit Moves: | **** | | | | | | **** | | **** | | | | | | **** | |
| Green/Cycle: | 0.07 | 0.38 | 0.62 | | 0.14 | 0.45 | 0.61 | | 0.16 | 0.15 | 0.15 | | 0.24 | 0.22 | 0.36 | |
| Volume/Cap: | 0.56 | 0.16 | 0.08 | | 0.16 | 0.52 | 0.56 | | 0.56 | 0.22 | 0.22 | | 0.22 | 0.36 | 0.40 | |
| Delay/Veh: | 59.9 | 24.6 | 9.3 | | 45.9 | 24.0 | 14.5 | | 47.5 | 45.2 | 45.2 | | 37.0 | 39.7 | 29.4 | |
| 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: | 59.9 | 24.6 | 9.3 | | 45.9 | 24.0 | 14.5 | | 47.5 | 45.2 | 45.2 | | 37.0 | 39.7 | 29.4 | |
| LOS by Move: | E | C | A | | D | C | B | | D | D | D | | D | D | C | |
| HCM2kAvgQ: | 3 | 3 | 1 | | 1 | 11 | 11 | | 5 | 2 | 2 | | 3 | 5 | 6 | |

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





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Folsom South of US-50 Annexation
Existing Plus Project AM

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

Intersection #87 White Rock Rd/ Valley View Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.452
Loss Time (sec): 12 Average Delay (sec/veh): 17.2
Optimal Cycle: 38 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Split Phase | | | | Split Phase | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 0 | 1 0 | 1 | 0 | 0 | 1 0 | 1 | 0 | 0 | 1 0 | 1 | 0 | 0 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 131 | 10 | 43 | | 11 | 11 | 11 | | 8 | 163 | 58 | | 23 | 449 | 34 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 131 | 10 | 43 | | 11 | 11 | 11 | | 8 | 163 | 58 | | 23 | 449 | 34 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.87 | 0.87 | 0.87 | | 0.87 | 0.87 | 0.87 | | 0.87 | 0.87 | 0.87 | | 0.87 | 0.87 | 0.87 | |
| PHF Volume: | 151 | 11 | 49 | | 13 | 13 | 13 | | 9 | 187 | 67 | | 26 | 516 | 39 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 151 | 11 | 49 | | 13 | 13 | 13 | | 9 | 187 | 67 | | 26 | 516 | 39 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 151 | 11 | 49 | | 13 | 13 | 13 | | 9 | 187 | 67 | | 26 | 516 | 39 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.88 | 0.88 | | 0.95 | 0.93 | 0.93 | | 0.95 | 0.96 | 0.96 | | 0.95 | 0.99 | 0.99 | |
| Lanes: | 1.00 | 0.19 | 0.81 | | 1.00 | 0.50 | 0.50 | | 1.00 | 0.74 | 0.26 | | 1.00 | 0.93 | 0.07 | |
| Final Sat.: | 1805 | 315 | 1353 | | 1805 | 879 | 879 | | 1805 | 1347 | 479 | | 1805 | 1749 | 132 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.08 | 0.04 | 0.04 | | 0.01 | 0.01 | 0.01 | | 0.01 | 0.14 | 0.14 | | 0.01 | 0.30 | 0.30 | |
| Crit Moves: | **** | | | | | | **** | | **** | | | | | | **** | |
| Green/Cycle: | 0.18 | 0.18 | 0.18 | | 0.03 | 0.03 | 0.03 | | 0.01 | 0.60 | 0.60 | | 0.06 | 0.65 | 0.65 | |
| Volume/Cap: | 0.45 | 0.20 | 0.20 | | 0.22 | 0.45 | 0.45 | | 0.45 | 0.23 | 0.23 | | 0.23 | 0.45 | 0.45 | |
| Delay/Veh: | 37.3 | 34.8 | 34.8 | | 49.1 | 53.3 | 53.3 | | 64.3 | 9.4 | 9.4 | | 45.6 | 8.8 | 8.8 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 37.3 | 34.8 | 34.8 | | 49.1 | 53.3 | 53.3 | | 64.3 | 9.4 | 9.4 | | 45.6 | 8.8 | 8.8 | |
| LOS by Move: | D | C | C | | D | D | D | | E | A | A | | D | A | A | |
| HCM2kAvgQ: | 5 | 2 | 2 | | 1 | 1 | 1 | | 0 | 4 | 4 | | 1 | 8 | 8 | |

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

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Folsom South of US-50 Annexation
Existing Plus Project AM

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

Intersection #88 El Dorado Hills Blvd/Serrano Prky

Cycle (sec): 100 Critical Vol./Cap. (X): 0.828
Loss Time (sec): 12 Average Delay (sec/veh): 31.5
Optimal Cycle: 84 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Split Phase | | | | Split Phase | | | |
| Rights: | Ignore | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 2 | 0 1 | 1 | 0 | 1 | 1 0 | 1 | 0 | 0 | 1 0 | 1 | 0 | 1! | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 40 | 537 | 250 | | 84 | 1256 | 17 | | 17 | 16 | 81 | | 654 | 15 | 44 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 40 | 537 | 250 | | 84 | 1256 | 17 | | 17 | 16 | 81 | | 654 | 15 | 44 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 45 | 603 | 0 | | 94 | 1411 | 19 | | 19 | 18 | 91 | | 735 | 17 | 49 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 45 | 603 | 0 | | 94 | 1411 | 19 | | 19 | 18 | 91 | | 735 | 17 | 49 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 45 | 603 | 0 | | 94 | 1411 | 19 | | 19 | 18 | 91 | | 735 | 17 | 49 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.95 | 1.00 | | 0.95 | 0.95 | 0.95 | | 0.95 | 0.88 | 0.88 | | 0.95 | 0.95 | 0.95 | |
| Lanes: | 1.00 | 2.00 | 1.00 | | 1.00 | 1.97 | 0.03 | | 1.00 | 0.16 | 0.84 | | 1.85 | 0.04 | 0.11 | |
| Final Sat.: | 1805 | 3610 | 1900 | | 1805 | 3555 | 48 | | 1805 | 274 | 1388 | | 3325 | 70 | 205 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.17 | 0.00 | | 0.05 | 0.40 | 0.40 | | 0.01 | 0.07 | 0.07 | | 0.22 | 0.24 | 0.24 | |
| Crit Moves: | **** | | | | | **** | | | | | **** | | | **** | | |
| Green/Cycle: | 0.03 | 0.39 | 0.00 | | 0.12 | 0.48 | 0.48 | | 0.08 | 0.08 | 0.08 | | 0.29 | 0.29 | 0.29 | |
| Volume/Cap: | 0.83 | 0.43 | 0.00 | | 0.43 | 0.83 | 0.83 | | 0.13 | 0.83 | 0.83 | | 0.76 | 0.83 | 0.83 | |
| Delay/Veh: | 111.7 | 22.7 | 0.0 | | 42.1 | 25.9 | 25.9 | | 43.3 | 78.7 | 78.7 | | 35.5 | 39.1 | 39.1 | |
| 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: | 111.7 | 22.7 | 0.0 | | 42.1 | 25.9 | 25.9 | | 43.3 | 78.7 | 78.7 | | 35.5 | 39.1 | 39.1 | |
| LOS by Move: | F | C | A | | D | C | C | | D | E | E | | D | D | D | |
| HCM2kAvgQ: | 2 | 7 | 0 | | 3 | 22 | 22 | | 1 | 6 | 6 | | 13 | 15 | 15 | |

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





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Folsom South of US-50 Annexation
Existing Plus Project AM

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

Intersection #89 El Dorado Hills Blvd/Saratoga Way

Cycle (sec): 100 Critical Vol./Cap. (X): 0.666
Loss Time (sec): 12 Average Delay (sec/veh): 22.8
Optimal Cycle: 55 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Split Phase | | | | Split Phase | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 2 | 1 0 | 1 | 0 | 1 | 1 0 | 1 | 1 | 0 | 0 1 | 1 | 0 | 0 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 70 | 686 | 52 | | 199 | 1366 | 7 | | 15 | 18 | 152 | | 48 | 11 | 60 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 70 | 686 | 52 | | 199 | 1366 | 7 | | 15 | 18 | 152 | | 48 | 11 | 60 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.95 | 0.95 | 0.95 | | 0.95 | 0.95 | 0.95 | | 0.95 | 0.95 | 0.95 | | 0.95 | 0.95 | 0.95 | |
| PHF Volume: | 74 | 722 | 55 | | 209 | 1438 | 7 | | 16 | 19 | 160 | | 51 | 12 | 63 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 74 | 722 | 55 | | 209 | 1438 | 7 | | 16 | 19 | 160 | | 51 | 12 | 63 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 74 | 722 | 55 | | 209 | 1438 | 7 | | 16 | 19 | 160 | | 51 | 12 | 63 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.90 | 0.90 | | 0.95 | 0.95 | 0.95 | | 0.98 | 0.98 | 0.85 | | 0.95 | 0.87 | 0.87 | |
| Lanes: | 1.00 | 2.79 | 0.21 | | 1.00 | 1.99 | 0.01 | | 1.00 | 1.00 | 1.00 | | 1.00 | 0.15 | 0.85 | |
| Final Sat.: | 1805 | 4773 | 362 | | 1805 | 3588 | 18 | | 1858 | 1858 | 1615 | | 1805 | 257 | 1402 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.15 | 0.15 | | 0.12 | 0.40 | 0.40 | | 0.01 | 0.01 | 0.10 | | 0.03 | 0.05 | 0.05 | |
| Crit Moves: | **** | | | | | **** | | | | | **** | | | | **** | |
| Green/Cycle: | 0.06 | 0.38 | 0.38 | | 0.29 | 0.60 | 0.60 | | 0.15 | 0.15 | 0.15 | | 0.07 | 0.07 | 0.07 | |
| Volume/Cap: | 0.67 | 0.40 | 0.40 | | 0.40 | 0.67 | 0.67 | | 0.06 | 0.07 | 0.67 | | 0.41 | 0.67 | 0.67 | |
| Delay/Veh: | 60.3 | 23.1 | 23.1 | | 29.2 | 14.0 | 14.0 | | 36.6 | 36.7 | 47.1 | | 47.0 | 59.7 | 59.7 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 60.3 | 23.1 | 23.1 | | 29.2 | 14.0 | 14.0 | | 36.6 | 36.7 | 47.1 | | 47.0 | 59.7 | 59.7 | |
| LOS by Move: | E | C | C | | C | B | B | | D | D | D | | D | E | E | |
| HCM2kAvgQ: | 2 | 6 | 6 | | 5 | 15 | 15 | | 0 | 1 | 6 | | 2 | 4 | 4 | |

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

AM Existing Plus Project Thu May 7, 2009 15:50:54 Page 75-1

Folsom South of US-50 Annexation
Existing Plus Project AM

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

Intersection #90 El Dorado Hills Blvd/Park Drive

Cycle (sec): 100 Critical Vol./Cap. (X): 0.485
Loss Time (sec): 9 Average Delay (sec/veh): 11.4
Optimal Cycle: 33 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - | R | L | - T | - | R | L | - T | - | R | L | - T | - | R |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 2 | 1 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 828 | 152 | | 62 | 1665 | 0 | | 0 | 0 | | 0 | 226 | | 0 | 38 |
| Growth Adj: | 1.00 | 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 | 828 | 152 | | 62 | 1665 | 0 | | 0 | 0 | | 0 | 226 | | 0 | 38 |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 |
| PHF Adj: | 0.95 | 0.95 | 0.95 | | 0.95 | 0.95 | 0.95 | | 0.95 | 0.95 | | 0.95 | 0.95 | | 0.95 | 0.95 |
| PHF Volume: | 0 | 872 | 160 | | 65 | 1753 | 0 | | 0 | 0 | | 0 | 238 | | 0 | 40 |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 |
| Reduced Vol: | 0 | 872 | 160 | | 65 | 1753 | 0 | | 0 | 0 | | 0 | 238 | | 0 | 40 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 |
| FinalVolume: | 0 | 872 | 160 | | 65 | 1753 | 0 | | 0 | 0 | | 0 | 238 | | 0 | 40 |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | | 1900 | 1900 | | 1900 | 1900 |
| Adjustment: | 1.00 | 0.89 | 0.89 | | 0.95 | 0.91 | 1.00 | | 1.00 | 1.00 | | 1.00 | 0.60 | | 1.00 | 0.85 |
| Lanes: | 0.00 | 2.53 | 0.47 | | 1.00 | 3.00 | 0.00 | | 0.00 | 0.00 | | 0.00 | 2.00 | | 0.00 | 1.00 |
| Final Sat.: | 0 | 4282 | 786 | | 1805 | 5187 | 0 | | 0 | 0 | | 0 | 2293 | | 0 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.20 | 0.20 | | 0.04 | 0.34 | 0.00 | | 0.00 | 0.00 | | 0.00 | 0.10 | | 0.00 | 0.02 |
| Crit Moves: | **** | | | | | **** | | | | | | | **** | | | |
| Green/Cycle: | 0.00 | 0.59 | 0.59 | | 0.11 | 0.70 | 0.00 | | 0.00 | 0.00 | | 0.00 | 0.21 | | 0.00 | 0.21 |
| Volume/Cap: | 0.00 | 0.34 | 0.34 | | 0.34 | 0.49 | 0.00 | | 0.00 | 0.00 | | 0.00 | 0.49 | | 0.00 | 0.12 |
| Delay/Veh: | 0.0 | 10.6 | 10.6 | | 42.6 | 7.1 | 0.0 | | 0.0 | 0.0 | | 0.0 | 35.2 | | 0.0 | 31.8 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 10.6 | 10.6 | | 42.6 | 7.1 | 0.0 | | 0.0 | 0.0 | | 0.0 | 35.2 | | 0.0 | 31.8 |
| LOS by Move: | A | B | B | | D | A | A | | A | A | | A | D | | A | C |
| HCM2kAvgQ: | 0 | 6 | 6 | | 2 | 9 | 0 | | 0 | 0 | | 0 | 4 | | 0 | 1 |

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





AM Existing Plus Project Thu May 7, 2009 15:50:54 Page 76-1

Folsom South of US-50 Annexation
Existing Plus Project AM

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

Intersection #91 Latrobe Rd/ Town Center Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.422
Loss Time (sec): 12 Average Delay (sec/veh): 15.9
Optimal Cycle: 36 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - | R | L | - T | - | R | L | - T | - | R | L | - T | - | R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 3 | 0 | 1 | 2 | 0 | 3 | 0 | 1 | 2 | 0 | 1 | 1 | 0 | 1 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | | | |
| Base Vol: | 59 | 744 | 71 | | 504 | 1395 | 393 | | 23 | 4 | | 8 | 85 | | 64 | 282 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 |
| Initial Bse: | 59 | 744 | 71 | | 504 | 1395 | 393 | | 23 | 4 | | 8 | 85 | | 64 | 282 |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 |
| PHF Adj: | 0.93 | 0.93 | 0.93 | | 0.93 | 0.93 | 0.93 | | 0.93 | 0.93 | | 0.93 | 0.93 | | 0.93 | 0.93 |
| PHF Volume: | 63 | 800 | 76 | | 542 | 1500 | 423 | | 25 | 4 | | 9 | 91 | | 69 | 303 |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 |
| Reduced Vol: | 63 | 800 | 76 | | 542 | 1500 | 423 | | 25 | 4 | | 9 | 91 | | 69 | 303 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 |
| 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: | 63 | 800 | 76 | | 542 | 1500 | 423 | | 25 | 4 | | 9 | 91 | | 69 | 303 |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | | 1900 | 1900 | | 1900 | 1900 |
| Adjustment: | 0.90 | 0.89 | 0.83 | | 0.90 | 0.89 | 0.83 | | 0.92 | 0.86 | | 0.86 | 0.95 | | 1.00 | 0.85 |
| Lanes: | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 |
| Final Sat.: | 3432 | 5083 | 1583 | | 3432 | 5083 | 1583 | | 3502 | 1625 | | 1625 | 1805 | | 1900 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.16 | 0.05 | | 0.16 | 0.30 | 0.27 | | 0.01 | 0.00 | | 0.01 | 0.05 | | 0.04 | 0.19 |
| Crit Moves: | | **** | | | **** | | | | | | | **** | **** | | | |
| Green/Cycle: | 0.04 | 0.37 | 0.37 | | 0.37 | 0.70 | 0.70 | | 0.02 | 0.01 | | 0.01 | 0.12 | | 0.11 | 0.49 |
| Volume/Cap: | 0.42 | 0.42 | 0.13 | | 0.42 | 0.42 | 0.38 | | 0.33 | 0.21 | | 0.42 | 0.42 | | 0.33 | 0.39 |
| Delay/Veh: | 48.4 | 23.5 | 20.7 | | 23.5 | 6.3 | 6.2 | | 50.7 | 50.6 | | 58.1 | 42.1 | | 41.9 | 16.6 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 |
| AdjDel/Veh: | 48.4 | 23.5 | 20.7 | | 23.5 | 6.3 | 6.2 | | 50.7 | 50.6 | | 58.1 | 42.1 | | 41.9 | 16.6 |
| LOS by Move: | D | C | C | | C | A | A | | D | D | | E | D | | D | B |
| HCM2kAvgQ: | 1 | 6 | 1 | | 6 | 7 | 5 | | 1 | 0 | | 1 | 3 | | 2 | 6 |

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

Folsom South of US-50 Annexation
Existing Plus Project AM

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

Intersection #92 Hazel Blvd/ Tributary- WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.838
Loss Time (sec): 9 Average Delay (sec/veh): 29.9
Optimal Cycle: 78 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Ignore | | | | Ovl | | | | Ovl | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 3 | 0 1 | 0 | 0 | 3 | 0 1 | 0 | 0 | 0 | 0 1 | 1 | 0 | 0 | 1 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 357 | 498 | 339 | | 0 | 1415 | 157 | | 0 | 0 | 295 | | 82 | 86 | 600 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 357 | 498 | 339 | | 0 | 1415 | 157 | | 0 | 0 | 295 | | 82 | 86 | 600 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 401 | 560 | 0 | | 0 | 1590 | 176 | | 0 | 0 | 331 | | 92 | 97 | 674 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 401 | 560 | 0 | | 0 | 1590 | 176 | | 0 | 0 | 331 | | 92 | 97 | 674 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 401 | 560 | 0 | | 0 | 1590 | 176 | | 0 | 0 | 331 | | 92 | 97 | 674 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.91 | 1.00 | | 1.00 | 0.91 | 0.85 | | 1.00 | 1.00 | 0.87 | | 0.78 | 0.87 | 0.87 | |
| Lanes: | 1.00 | 3.00 | 1.00 | | 0.00 | 3.00 | 1.00 | | 0.00 | 0.00 | 1.00 | | 1.00 | 0.25 | 1.75 | |
| Final Sat.: | 1805 | 5187 | 1900 | | 0 | 5187 | 1615 | | 0 | 0 | 1644 | | 1490 | 414 | 2888 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.22 | 0.11 | 0.00 | | 0.00 | 0.31 | 0.11 | | 0.00 | 0.00 | 0.20 | | 0.06 | 0.23 | 0.23 | |
| Crit Moves: | **** | | | | | **** | | | | | | | | **** | | |
| Green/Cycle: | 0.27 | 0.63 | 0.00 | | 0.00 | 0.37 | 0.37 | | 0.00 | 0.00 | 0.54 | | 0.28 | 0.28 | 0.28 | |
| Volume/Cap: | 0.84 | 0.17 | 0.00 | | 0.00 | 0.84 | 0.30 | | 0.00 | 0.00 | 0.37 | | 0.22 | 0.84 | 0.84 | |
| Delay/Veh: | 47.0 | 7.6 | 0.0 | | 0.0 | 32.4 | 22.8 | | 0.0 | 0.0 | 13.3 | | 28.0 | 40.8 | 40.8 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 47.0 | 7.6 | 0.0 | | 0.0 | 32.4 | 22.8 | | 0.0 | 0.0 | 13.3 | | 28.0 | 40.8 | 40.8 | |
| LOS by Move: | D | A | A | | A | C | C | | A | A | B | | C | D | D | |
| HCM2kAvgQ: | 13 | 3 | 0 | | 0 | 16 | 4 | | 0 | 0 | 6 | | 2 | 14 | 14 | |

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





Folsom South of US-50 Annexation
Existing Plus Project AM

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

Intersection #93 Hazel Ave/ EB US-50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.611
Loss Time (sec): 9 Average Delay (sec/veh): 20.2
Optimal Cycle: 42 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Ignore | | | | Ignore | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 2 | 0 1 | 0 | 0 | 2 | 0 1 | 1 | 0 | 1! | 0 1 | 0 | 0 | 0 | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 404 | 78 | | 0 | 673 | 1028 | | 784 | 0 | 129 | | 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 | 404 | 78 | | 0 | 673 | 1028 | | 784 | 0 | 129 | | 0 | 0 | 0 | |
| User Adj: | 1.00 | 0.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 0 | 0 | 0 | | 0 | 756 | 0 | | 881 | 0 | 145 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 0 | 0 | | 0 | 756 | 0 | | 881 | 0 | 145 | | 0 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 0 | 0 | | 0 | 756 | 0 | | 881 | 0 | 145 | | 0 | 0 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.95 | 1.00 | | 1.00 | 0.95 | 1.00 | | 0.72 | 1.00 | 0.72 | | 1.00 | 1.00 | 1.00 | |
| Lanes: | 0.00 | 2.00 | 1.00 | | 0.00 | 2.00 | 1.00 | | 1.86 | 0.00 | 1.14 | | 0.00 | 0.00 | 0.00 | |
| Final Sat.: | 0 | 3610 | 1900 | | 0 | 3610 | 1900 | | 2545 | 0 | 1562 | | 0 | 0 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | | 0.00 | 0.21 | 0.00 | | 0.35 | 0.00 | 0.09 | | 0.00 | 0.00 | 0.00 | |
| Crit Moves: | | | | | | **** | | | **** | | | | | | | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | | 0.00 | 0.34 | 0.00 | | 0.57 | 0.00 | 0.57 | | 0.00 | 0.00 | 0.00 | |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | | 0.00 | 0.61 | 0.00 | | 0.61 | 0.00 | 0.16 | | 0.00 | 0.00 | 0.00 | |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | | 0.0 | 28.2 | 0.0 | | 15.0 | 0.0 | 10.3 | | 0.0 | 0.0 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | | 0.0 | 28.2 | 0.0 | | 15.0 | 0.0 | 10.3 | | 0.0 | 0.0 | 0.0 | |
| LOS by Move: | A | A | A | | A | C | A | | B | A | B | | A | A | A | |
| HCM2kAvgQ: | 0 | 0 | 0 | | 0 | 10 | 0 | | 10 | 0 | 2 | | 0 | 0 | 0 | |

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

AM Existing Plus Project Thu May 7, 2009 15:50:54 Page 79-1

Folsom South of US-50 Annexation
Existing Plus Project AM

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

Intersection #94 Folsom Blvd/ WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.464
Loss Time (sec): 9 Average Delay (sec/veh): 7.9
Optimal Cycle: 32 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Ignore | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 1 | 1 | 0 | 1! | 0 | 1 | 0 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 4 | 1230 | 0 | | 0 | 1572 | 1514 | | 84 | 0 | 170 | | 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: | 4 | 1230 | 0 | | 0 | 1572 | 1514 | | 84 | 0 | 170 | | 0 | 0 | 0 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 4 | 1382 | 0 | | 0 | 1766 | 0 | | 94 | 0 | 191 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 4 | 1382 | 0 | | 0 | 1766 | 0 | | 94 | 0 | 191 | | 0 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 4 | 1382 | 0 | | 0 | 1766 | 0 | | 94 | 0 | 191 | | 0 | 0 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.91 | 1.00 | | 1.00 | 0.91 | 1.00 | | 0.76 | 1.00 | 0.76 | | 1.00 | 1.00 | 1.00 | |
| Lanes: | 1.00 | 3.00 | 0.00 | | 0.00 | 3.00 | 1.00 | | 1.33 | 0.00 | 1.67 | | 0.00 | 0.00 | 0.00 | |
| Final Sat.: | 1805 | 5187 | 0 | | 0 | 5187 | 1900 | | 1932 | 0 | 2423 | | 0 | 0 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.27 | 0.00 | | 0.00 | 0.34 | 0.00 | | 0.05 | 0.00 | 0.08 | | 0.00 | 0.00 | 0.00 | |
| Crit Moves: | **** | | | | | **** | | | | | **** | | | | | |
| Green/Cycle: | 0.01 | 0.74 | 0.00 | | 0.00 | 0.73 | 0.00 | | 0.17 | 0.00 | 0.17 | | 0.00 | 0.00 | 0.00 | |
| Volume/Cap: | 0.46 | 0.36 | 0.00 | | 0.00 | 0.46 | 0.00 | | 0.29 | 0.00 | 0.46 | | 0.00 | 0.00 | 0.00 | |
| Delay/Veh: | 80.8 | 4.7 | 0.0 | | 0.0 | 5.4 | 0.0 | | 36.4 | 0.0 | 37.9 | | 0.0 | 0.0 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 80.8 | 4.7 | 0.0 | | 0.0 | 5.4 | 0.0 | | 36.4 | 0.0 | 37.9 | | 0.0 | 0.0 | 0.0 | |
| LOS by Move: | F | A | A | | A | A | A | | D | A | D | | A | A | A | |
| HCM2kAvgQ: | 0 | 5 | 0 | | 0 | 7 | 0 | | 2 | 0 | 4 | | 0 | 0 | 0 | |

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





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Folsom South of US-50 Annexation
Existing Plus Project AM

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

Intersection #95 Folsom Blvd/ EB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.992
Loss Time (sec): 9 Average Delay (sec/veh): 45.6
Optimal Cycle: 180 Level Of Service: D

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Ignore | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 1 | 3 | 0 | 0 | 0 | 1 | 0 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 93 | 360 | 0 | | 0 | 1517 | 226 | | 926 | 0 | 48 | | 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: | 93 | 360 | 0 | | 0 | 1517 | 226 | | 926 | 0 | 48 | | 0 | 0 | 0 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 104 | 404 | 0 | | 0 | 1704 | 254 | | 1040 | 0 | 0 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 104 | 404 | 0 | | 0 | 1704 | 254 | | 1040 | 0 | 0 | | 0 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 104 | 404 | 0 | | 0 | 1704 | 254 | | 1040 | 0 | 0 | | 0 | 0 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.95 | 1.00 | | 1.00 | 0.95 | 0.85 | | 0.49 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Lanes: | 1.00 | 2.00 | 0.00 | | 0.00 | 2.00 | 1.00 | | 3.00 | 0.00 | 1.00 | | 0.00 | 0.00 | 0.00 | |
| Final Sat.: | 1805 | 3610 | 0 | | 0 | 3610 | 1615 | | 2792 | 0 | 1900 | | 0 | 0 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.06 | 0.11 | 0.00 | | 0.00 | 0.47 | 0.16 | | 0.37 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | |
| Crit Moves: | **** | | | | | **** | | | **** | | | | | | | |
| Green/Cycle: | 0.06 | 0.53 | 0.00 | | 0.00 | 0.48 | 0.48 | | 0.38 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | |
| Volume/Cap: | 0.99 | 0.21 | 0.00 | | 0.00 | 0.99 | 0.33 | | 0.99 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | |
| Delay/Veh: | 132.0 | 12.3 | 0.0 | | 0.0 | 45.8 | 16.5 | | 56.8 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 132.0 | 12.3 | 0.0 | | 0.0 | 45.8 | 16.5 | | 56.8 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | |
| LOS by Move: | F | B | A | | A | D | B | | E | A | A | | A | A | A | |
| HCM2kAvgQ: | 6 | 3 | 0 | | 0 | 33 | 5 | | 14 | 0 | 0 | | 0 | 0 | 0 | |

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

Folsom South of US-50 Annexation
Existing Plus Project AM

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

Intersection #96 Prairie City/ WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.920
Loss Time (sec): 6 Average Delay (sec/veh): 30.0
Optimal Cycle: 106 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Permitted | | | Permitted | | | Permitted | | | Permitted | | |
| Rights: | Ignore | | | Ignore | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 1639 | 338 | 0 | 528 | 36 | 0 | 0 | 0 | 93 | 0 | 1069 |
| Growth Adj: | 1.00 | 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 | 1639 | 338 | 0 | 528 | 36 | 0 | 0 | 0 | 93 | 0 | 1069 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.96 | 0.96 | 0.00 | 0.96 | 0.96 | 0.00 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| PHF Volume: | 0 | 1707 | 0 | 0 | 550 | 0 | 0 | 0 | 0 | 97 | 0 | 1114 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 1707 | 0 | 0 | 550 | 0 | 0 | 0 | 0 | 97 | 0 | 1114 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 1707 | 0 | 0 | 550 | 0 | 0 | 0 | 0 | 97 | 0 | 1114 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 0.63 | 1.00 | 0.75 |
| Lanes: | 0.00 | 2.00 | 1.00 | 0.00 | 2.00 | 1.00 | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 2.00 |
| Final Sat.: | 0 | 3610 | 1900 | 0 | 3610 | 1900 | 0 | 0 | 0 | 2385 | 0 | 2842 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.47 | 0.00 | 0.00 | 0.15 | 0.00 | 0.00 | 0.00 | 0.00 | 0.04 | 0.00 | 0.39 |
| Crit Moves: | | **** | | | | | | | | | | **** |
| Green/Cycle: | 0.00 | 0.51 | 0.00 | 0.00 | 0.51 | 0.00 | 0.00 | 0.00 | 0.00 | 0.43 | 0.00 | 0.43 |
| Volume/Cap: | 0.00 | 0.92 | 0.00 | 0.00 | 0.30 | 0.00 | 0.00 | 0.00 | 0.00 | 0.10 | 0.00 | 0.92 |
| Delay/Veh: | 0.0 | 30.3 | 0.0 | 0.0 | 14.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17.2 | 0.0 | 38.4 |
| 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: | 0.0 | 30.3 | 0.0 | 0.0 | 14.0 | 0.0 | 0.0 | 0.0 | 0.0 | 17.2 | 0.0 | 38.4 |
| LOS by Move: | A | C | A | A | B | A | A | A | A | B | A | D |
| HCM2kAvgQ: | 0 | 28 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 1 | 0 | 23 |

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





Folsom South of US-50 Annexation
Existing Plus Project AM

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

Intersection #97 Prairie City/ EB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.523
Loss Time (sec): 6 Average Delay (sec/veh): 15.7
Optimal Cycle: 28 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Permitted | | | Permitted | | | Permitted | | | Permitted | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 3 | 0 | 1 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 1417 | 61 | 0 | 621 | 0 | 589 | 2 | 247 | 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 | 1417 | 61 | 0 | 621 | 0 | 589 | 2 | 247 | 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: | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |
| PHF Volume: | 0 | 1557 | 67 | 0 | 682 | 0 | 647 | 2 | 271 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 1557 | 67 | 0 | 682 | 0 | 647 | 2 | 271 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 1557 | 67 | 0 | 682 | 0 | 647 | 2 | 271 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 0.91 | 0.85 | 1.00 | 0.91 | 1.00 | 0.90 | 0.90 | 0.75 | 1.00 | 1.00 | 1.00 |
| Lanes: | 0.00 | 3.00 | 1.00 | 0.00 | 3.00 | 1.00 | 1.99 | 0.01 | 2.00 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 0 | 5187 | 1615 | 0 | 5187 | 1900 | 3389 | 12 | 2842 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.30 | 0.04 | 0.00 | 0.13 | 0.00 | 0.19 | 0.19 | 0.10 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | | **** | | | | | | **** | | | | |
| Green/Cycle: | 0.00 | 0.57 | 0.57 | 0.00 | 0.57 | 0.00 | 0.37 | 0.37 | 0.37 | 0.00 | 0.00 | 0.00 |
| Volume/Cap: | 0.00 | 0.52 | 0.07 | 0.00 | 0.23 | 0.00 | 0.52 | 0.52 | 0.26 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 13.1 | 9.5 | 0.0 | 10.5 | 0.0 | 25.3 | 25.3 | 22.4 | 0.0 | 0.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 13.1 | 9.5 | 0.0 | 10.5 | 0.0 | 25.3 | 25.3 | 22.4 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | A | B | A | A | B | A | C | C | C | A | A | A |
| HCM2kAvgQ: | 0 | 10 | 1 | 0 | 4 | 0 | 8 | 8 | 3 | 0 | 0 | 0 |

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

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Folsom South of US-50 Annexation
Existing Plus Project AM

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

Intersection #98 East Bidwell St/ WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.622
Loss Time (sec): 6 Average Delay (sec/veh): 20.5
Optimal Cycle: 35 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Ignore | | | | Ignore | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 3 | 0 1 | 0 | 0 | 3 | 0 1 | 0 | 0 | 0 | 0 0 | 2 | 0 | 0 | 0 2 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 865 | 421 | | 0 | 1211 | 225 | | 0 | 0 | 0 | | 770 | 0 | 739 | |
| Growth Adj: | 1.00 | 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 | 865 | 421 | | 0 | 1211 | 225 | | 0 | 0 | 0 | | 770 | 0 | 739 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.99 | 0.99 | 0.00 | | 0.99 | 0.99 | 0.00 | | 0.99 | 0.99 | 0.99 | | 0.99 | 0.99 | 0.99 | |
| PHF Volume: | 0 | 874 | 0 | | 0 | 1223 | 0 | | 0 | 0 | 0 | | 778 | 0 | 746 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 874 | 0 | | 0 | 1223 | 0 | | 0 | 0 | 0 | | 778 | 0 | 746 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 874 | 0 | | 0 | 1223 | 0 | | 0 | 0 | 0 | | 778 | 0 | 746 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.91 | 1.00 | | 1.00 | 0.91 | 1.00 | | 1.00 | 1.00 | 1.00 | | 0.59 | 1.00 | 0.75 | |
| Lanes: | 0.00 | 3.00 | 1.00 | | 0.00 | 3.00 | 1.00 | | 0.00 | 0.00 | 0.00 | | 2.00 | 0.00 | 2.00 | |
| Final Sat.: | 0 | 5187 | 1900 | | 0 | 5187 | 1900 | | 0 | 0 | 0 | | 2230 | 0 | 2842 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.17 | 0.00 | | 0.00 | 0.24 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.35 | 0.00 | 0.26 | |
| Crit Moves: | | | | | | **** | | | | | | | **** | | | |
| Green/Cycle: | 0.00 | 0.38 | 0.00 | | 0.00 | 0.38 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.56 | 0.00 | 0.56 | |
| Volume/Cap: | 0.00 | 0.44 | 0.00 | | 0.00 | 0.62 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.62 | 0.00 | 0.47 | |
| Delay/Veh: | 0.0 | 23.3 | 0.0 | | 0.0 | 25.8 | 0.0 | | 0.0 | 0.0 | 0.0 | | 15.8 | 0.0 | 13.3 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 23.3 | 0.0 | | 0.0 | 25.8 | 0.0 | | 0.0 | 0.0 | 0.0 | | 15.8 | 0.0 | 13.3 | |
| LOS by Move: | A | C | A | | A | C | A | | A | A | A | | B | A | B | |
| HCM2kAvgQ: | 0 | 7 | 0 | | 0 | 11 | 0 | | 0 | 0 | 0 | | 9 | 0 | 8 | |

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





AM Existing Plus Project Thu May 7, 2009 15:50:54 Page 84-1

Folsom South of US-50 Annexation
Existing Plus Project AM

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

Intersection #99 East Bidwell St/ EB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.541
Loss Time (sec): 6 Average Delay (sec/veh): 14.5
Optimal Cycle: 29 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Ignore | | | | Ignore | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 3 | 0 1 | 0 | 0 | 3 | 0 1 | 2 | 0 | 0 | 0 2 | 0 | 0 | 0 | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 988 | 313 | | 0 | 1655 | 326 | | 299 | 0 | 480 | | 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 | 988 | 313 | | 0 | 1655 | 326 | | 299 | 0 | 480 | | 0 | 0 | 0 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.96 | 0.96 | 0.00 | | 0.96 | 0.96 | 0.00 | | 0.96 | 0.96 | 0.96 | | 0.96 | 0.96 | 0.96 | |
| PHF Volume: | 0 | 1029 | 0 | | 0 | 1724 | 0 | | 311 | 0 | 500 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 1029 | 0 | | 0 | 1724 | 0 | | 311 | 0 | 500 | | 0 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 1029 | 0 | | 0 | 1724 | 0 | | 311 | 0 | 500 | | 0 | 0 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.91 | 1.00 | | 1.00 | 0.91 | 1.00 | | 0.59 | 1.00 | 0.75 | | 1.00 | 1.00 | 1.00 | |
| Lanes: | 0.00 | 3.00 | 1.00 | | 0.00 | 3.00 | 1.00 | | 2.00 | 0.00 | 2.00 | | 0.00 | 0.00 | 0.00 | |
| Final Sat.: | 0 | 5187 | 1900 | | 0 | 5187 | 1900 | | 2256 | 0 | 2842 | | 0 | 0 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.20 | 0.00 | | 0.00 | 0.33 | 0.00 | | 0.14 | 0.00 | 0.18 | | 0.00 | 0.00 | 0.00 | |
| Crit Moves: | | | | | | **** | | | | | **** | | | | | |
| Green/Cycle: | 0.00 | 0.61 | 0.00 | | 0.00 | 0.61 | 0.00 | | 0.33 | 0.00 | 0.33 | | 0.00 | 0.00 | 0.00 | |
| Volume/Cap: | 0.00 | 0.32 | 0.00 | | 0.00 | 0.54 | 0.00 | | 0.42 | 0.00 | 0.54 | | 0.00 | 0.00 | 0.00 | |
| Delay/Veh: | 0.0 | 9.3 | 0.0 | | 0.0 | 11.3 | 0.0 | | 26.8 | 0.0 | 28.3 | | 0.0 | 0.0 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 9.3 | 0.0 | | 0.0 | 11.3 | 0.0 | | 26.8 | 0.0 | 28.3 | | 0.0 | 0.0 | 0.0 | |
| LOS by Move: | A | A | A | | A | B | A | | C | A | C | | A | A | A | |
| HCM2kAvgQ: | 0 | 5 | 0 | | 0 | 11 | 0 | | 4 | 0 | 8 | | 0 | 0 | 0 | |

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

Folsom South of US-50 Annexation
Existing Plus Project AM

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

Intersection #100 El Dorado Hills Blvd/ WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 1.049
Loss Time (sec): 9 Average Delay (sec/veh): 48.9
Optimal Cycle: 180 Level Of Service: D

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Permitted | | | Permitted | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 2 | 0 2 | 0 0 | 0 | 0 2 | 0 1 | 0 | 0 0 | 0 0 | 1 | 1 0 | 0 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 507 | 762 | 0 | 0 | 765 | 1123 | 0 | 0 | 0 | 531 | 0 | 217 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 507 | 762 | 0 | 0 | 765 | 1123 | 0 | 0 | 0 | 531 | 0 | 217 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| PHF Volume: | 545 | 819 | 0 | 0 | 823 | 1208 | 0 | 0 | 0 | 571 | 0 | 233 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 263 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 545 | 819 | 0 | 0 | 823 | 945 | 0 | 0 | 0 | 571 | 0 | 233 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 545 | 819 | 0 | 0 | 823 | 945 | 0 | 0 | 0 | 571 | 0 | 233 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.90 | 0.93 | 1.00 | 1.00 | 0.95 | 0.85 | 1.00 | 1.00 | 1.00 | 0.71 | 1.00 | 0.83 |
| Lanes: | 2.00 | 2.00 | 0.00 | 0.00 | 2.00 | 1.00 | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 1.00 |
| Final Sat.: | 3432 | 3538 | 0 | 0 | 3610 | 1615 | 0 | 0 | 0 | 2711 | 0 | 1583 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.16 | 0.23 | 0.00 | 0.00 | 0.23 | 0.58 | 0.00 | 0.00 | 0.00 | 0.21 | 0.00 | 0.15 |
| Crit Moves: | **** | | | | | **** | | | | **** | | |
| Green/Cycle: | 0.15 | 0.71 | 0.00 | 0.00 | 0.56 | 0.56 | 0.00 | 0.00 | 0.00 | 0.20 | 0.00 | 0.20 |
| Volume/Cap: | 1.05 | 0.33 | 0.00 | 0.00 | 0.41 | 1.05 | 0.00 | 0.00 | 0.00 | 1.05 | 0.00 | 0.73 |
| Delay/Veh: | 95.3 | 5.6 | 0.0 | 0.0 | 12.8 | 65.7 | 0.0 | 0.0 | 0.0 | 91.9 | 0.0 | 46.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 95.3 | 5.6 | 0.0 | 0.0 | 12.8 | 65.7 | 0.0 | 0.0 | 0.0 | 91.9 | 0.0 | 46.0 |
| LOS by Move: | F | A | A | A | B | E | A | A | A | F | A | D |
| HCM2kAvgQ: | 12 | 5 | 0 | 0 | 7 | 38 | 0 | 0 | 0 | 15 | 0 | 8 |

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





Folsom South of US-50 Annexation
Existing Plus Project AM

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

Intersection #101 El Dorado Hills Blvd/ EB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.872
Loss Time (sec): 9 Average Delay (sec/veh): 27.7
Optimal Cycle: 90 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Permitted | | | Permitted | | |
| Rights: | Include | | | Include | | | Ovl | | | Ignore | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 2 | 0 3 | 0 1 | 1 | 0 2 | 0 0 | 0 | 0 0 | 0 2 | 0 | 0 0 | 0 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 1177 | 769 | 259 | 192 | 1116 | 0 | 0 | 0 | 1177 | 0 | 0 | 439 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 1177 | 769 | 259 | 192 | 1116 | 0 | 0 | 0 | 1177 | 0 | 0 | 439 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.00 |
| PHF Volume: | 1266 | 827 | 278 | 206 | 1200 | 0 | 0 | 0 | 1266 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 1266 | 827 | 278 | 206 | 1200 | 0 | 0 | 0 | 1266 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| FinalVolume: | 1266 | 827 | 278 | 206 | 1200 | 0 | 0 | 0 | 1266 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.90 | 0.89 | 0.83 | 0.93 | 0.93 | 1.00 | 1.00 | 1.00 | 0.73 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 3.00 | 1.00 | 1.00 | 2.00 | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 0.00 | 1.00 |
| Final Sat.: | 3432 | 5083 | 1583 | 1769 | 3538 | 0 | 0 | 0 | 2786 | 0 | 0 | 1900 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.37 | 0.16 | 0.18 | 0.12 | 0.34 | 0.00 | 0.00 | 0.00 | 0.45 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | **** | | | | **** | | | | **** | | | |
| Green/Cycle: | 0.42 | 0.49 | 0.49 | 0.32 | 0.39 | 0.00 | 0.00 | 0.00 | 0.52 | 0.00 | 0.00 | 0.00 |
| Volume/Cap: | 0.87 | 0.33 | 0.36 | 0.36 | 0.87 | 0.00 | 0.00 | 0.00 | 0.87 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 32.5 | 15.7 | 16.2 | 26.3 | 34.6 | 0.0 | 0.0 | 0.0 | 27.1 | 0.0 | 0.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 32.5 | 15.7 | 16.2 | 26.3 | 34.6 | 0.0 | 0.0 | 0.0 | 27.1 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | C | B | B | C | C | A | A | A | C | A | A | A |
| HCM2kAvgQ: | 20 | 5 | 5 | 5 | 19 | 0 | 0 | 0 | 22 | 0 | 0 | 0 |

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

AM Existing Plus Project Thu May 7, 2009 15:50:54 Page 87-1

Folsom South of US-50 Annexation
Existing Plus Project AM

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

Intersection #102 Sunrise Rd/ Jackson Hwy-SR16

Cycle (sec): 100 Critical Vol./Cap. (X): 1.031
Loss Time (sec): 12 Average Delay (sec/veh): 62.7
Optimal Cycle: 180 Level Of Service: E

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 0 | 1 0 | 1 | 0 | 1 | 0 1 | 1 | 0 | 1 | 0 1 | 1 | 0 | 1 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 4 | 641 | 76 | | 134 | 209 | 53 | | 68 | 206 | 7 | | 51 | 575 | 167 | |
| Growth Adj: | 1.00 | 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 | 641 | 76 | | 134 | 209 | 53 | | 68 | 206 | 7 | | 51 | 575 | 167 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.88 | 0.88 | 0.88 | | 0.88 | 0.88 | 0.88 | | 0.88 | 0.88 | 0.88 | | 0.88 | 0.88 | 0.88 | |
| PHF Volume: | 5 | 728 | 86 | | 152 | 238 | 60 | | 77 | 234 | 8 | | 58 | 653 | 190 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 5 | 728 | 86 | | 152 | 238 | 60 | | 77 | 234 | 8 | | 58 | 653 | 190 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 5 | 728 | 86 | | 152 | 238 | 60 | | 77 | 234 | 8 | | 58 | 653 | 190 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.98 | 0.98 | | 0.95 | 1.00 | 0.85 | | 0.95 | 1.00 | 0.85 | | 0.95 | 1.00 | 0.85 | |
| Lanes: | 1.00 | 0.89 | 0.11 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Final Sat.: | 1805 | 1671 | 198 | | 1805 | 1900 | 1615 | | 1805 | 1900 | 1615 | | 1805 | 1900 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.44 | 0.44 | | 0.08 | 0.13 | 0.04 | | 0.04 | 0.12 | 0.00 | | 0.03 | 0.34 | 0.12 | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.01 | 0.42 | 0.42 | | 0.08 | 0.49 | 0.54 | | 0.04 | 0.30 | 0.31 | | 0.08 | 0.33 | 0.42 | |
| Volume/Cap: | 0.25 | 1.03 | 1.03 | | 1.03 | 0.25 | 0.07 | | 1.03 | 0.41 | 0.02 | | 0.41 | 1.03 | 0.28 | |
| Delay/Veh: | 56.4 | 68.9 | 68.9 | | 128.3 | 14.7 | 11.2 | | 160.5 | 28.6 | 24.1 | | 45.9 | 77.1 | 19.6 | |
| 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: | 56.4 | 68.9 | 68.9 | | 128.3 | 14.7 | 11.2 | | 160.5 | 28.6 | 24.1 | | 45.9 | 77.1 | 19.6 | |
| LOS by Move: | E | E | E | | F | B | B | | F | C | C | | D | E | B | |
| HCM2kAvgQ: | 0 | 30 | 30 | | 7 | 4 | 1 | | 5 | 6 | 0 | | 2 | 22 | 4 | |

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





AM Existing Plus Project Thu May 7, 2009 15:50:54 Page 88-1

Folsom South of US-50 Annexation
Existing Plus Project AM

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

Intersection #103 Grant Line Rd/ Jackson Rd- SR16

Cycle (sec): 100 Critical Vol./Cap. (X): 1.207
Loss Time (sec): 12 Average Delay (sec/veh): 123.6
Optimal Cycle: 180 Level Of Service: F

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Split Phase | | | | Split Phase | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 1! 0 | 0 | 0 | 0 | 1! 0 | 0 | 1 | 0 | 0 | 1 0 | 1 | 0 | 0 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 5 | 455 | 18 | | 13 | 239 | 54 | | 95 | 320 | 0 | | 131 | 727 | 99 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 5 | 455 | 18 | | 13 | 239 | 54 | | 95 | 320 | 0 | | 131 | 727 | 99 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.86 | 0.86 | 0.86 | | 0.86 | 0.86 | 0.86 | | 0.86 | 0.86 | 0.86 | | 0.86 | 0.86 | 0.86 | |
| PHF Volume: | 6 | 529 | 21 | | 15 | 278 | 63 | | 110 | 372 | 0 | | 152 | 845 | 115 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 6 | 529 | 21 | | 15 | 278 | 63 | | 110 | 372 | 0 | | 152 | 845 | 115 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 6 | 529 | 21 | | 15 | 278 | 63 | | 110 | 372 | 0 | | 152 | 845 | 115 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 1.00 | 1.00 | | 0.97 | 0.97 | 0.97 | | 0.95 | 1.00 | 1.00 | | 0.95 | 0.98 | 0.98 | |
| Lanes: | 0.01 | 0.95 | 0.04 | | 0.04 | 0.78 | 0.18 | | 1.00 | 1.00 | 0.00 | | 1.00 | 0.88 | 0.12 | |
| Final Sat.: | 20 | 1800 | 71 | | 79 | 1445 | 327 | | 1805 | 1900 | 0 | | 1805 | 1642 | 224 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.29 | 0.29 | 0.29 | | 0.19 | 0.19 | 0.19 | | 0.06 | 0.20 | 0.00 | | 0.08 | 0.51 | 0.51 | |
| Crit Moves: | **** | | | | | | **** | | **** | | | | | **** | | |
| Green/Cycle: | 0.24 | 0.24 | 0.24 | | 0.16 | 0.16 | 0.16 | | 0.05 | 0.33 | 0.00 | | 0.14 | 0.43 | 0.43 | |
| Volume/Cap: | 1.21 | 1.21 | 1.21 | | 1.21 | 1.21 | 1.21 | | 1.21 | 0.59 | 0.00 | | 0.59 | 1.21 | 1.21 | |
| Delay/Veh: | 149.9 | 150 | 149.9 | | 162.7 | 163 | 162.7 | | 207.4 | 29.1 | 0.0 | | 43.5 | 134 | 133.6 | |
| 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: | 149.9 | 150 | 149.9 | | 162.7 | 163 | 162.7 | | 207.4 | 29.1 | 0.0 | | 43.5 | 134 | 133.6 | |
| LOS by Move: | F | F | F | | F | F | F | | F | C | A | | D | F | F | |
| HCM2kAvgQ: | 32 | 32 | 32 | | 19 | 19 | 19 | | 6 | 9 | 0 | | 4 | 51 | 51 | |

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

AM Existing Plus Project Thu May 7, 2009 15:50:54 Page 89-1

Folsom South of US-50 Annexation
Existing Plus Project AM

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

Intersection #104 Oak Ave Pkwy/ WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.359
Loss Time (sec): 6 Average Delay (sec/veh): 10.2
Optimal Cycle: 22 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Ignore | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 | 2 | 0 1 | 0 | 0 | 2 | 0 1 | 0 | 0 | 0 | 0 0 | 2 | 0 | 0 | 0 2 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 713 | 303 | 0 | 612 | 347 | 0 | 0 | 0 | 195 | 0 | 86 | | | | |
| Growth Adj: | 1.00 | 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 | 713 | 303 | 0 | 612 | 347 | 0 | 0 | 0 | 195 | 0 | 86 | | | | |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.89 | 0.89 | 0.00 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | | | | |
| PHF Volume: | 0 | 801 | 0 | 0 | 688 | 390 | 0 | 0 | 0 | 219 | 0 | 97 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 0 | 801 | 0 | 0 | 688 | 390 | 0 | 0 | 0 | 219 | 0 | 97 | | | | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| FinalVolume: | 0 | 801 | 0 | 0 | 688 | 390 | 0 | 0 | 0 | 219 | 0 | 97 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 0.85 | 1.00 | 1.00 | 1.00 | 0.60 | 1.00 | 0.75 | | | | |
| Lanes: | 0.00 | 2.00 | 1.00 | 0.00 | 2.00 | 1.00 | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 2.00 | | | | |
| Final Sat.: | 0 | 3610 | 1900 | 0 | 3610 | 1615 | 0 | 0 | 0 | 2271 | 0 | 2842 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.22 | 0.00 | 0.00 | 0.19 | 0.24 | 0.00 | 0.00 | 0.00 | 0.10 | 0.00 | 0.03 | | | | |
| Crit Moves: | | | | | | **** | | | | **** | | | | | | |
| Green/Cycle: | 0.00 | 0.67 | 0.00 | 0.00 | 0.67 | 0.67 | 0.00 | 0.00 | 0.00 | 0.27 | 0.00 | 0.27 | | | | |
| Volume/Cap: | 0.00 | 0.33 | 0.00 | 0.00 | 0.28 | 0.36 | 0.00 | 0.00 | 0.00 | 0.36 | 0.00 | 0.13 | | | | |
| Delay/Veh: | 0.0 | 7.0 | 0.0 | 0.0 | 6.7 | 7.3 | 0.0 | 0.0 | 0.0 | 30.0 | 0.0 | 27.8 | | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| AdjDel/Veh: | 0.0 | 7.0 | 0.0 | 0.0 | 6.7 | 7.3 | 0.0 | 0.0 | 0.0 | 30.0 | 0.0 | 27.8 | | | | |
| LOS by Move: | A | A | A | A | A | A | A | A | A | C | A | C | | | | |
| HCM2kAvgQ: | 0 | 5 | 0 | 0 | 4 | 5 | 0 | 0 | 0 | 3 | 0 | 1 | | | | |

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





AM Existing Plus Project Thu May 7, 2009 15:50:55 Page 90-1

Folsom South of US-50 Annexation
Existing Plus Project AM

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

Intersection #105 Oak Ave Pkwy/ EB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.440
Loss Time (sec): 6 Average Delay (sec/veh): 18.5
Optimal Cycle: 25 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 | 2 | 0 1 | 0 | 0 | 2 | 0 1 | 2 | 0 | 0 | 0 2 | 0 | 0 | 0 | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 517 | 60 | 0 | 465 | 76 | 500 | 0 | 336 | 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 | 517 | 60 | 0 | 465 | 76 | 500 | 0 | 336 | 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: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | | | | |
| PHF Volume: | 0 | 581 | 67 | 0 | 522 | 85 | 562 | 0 | 378 | 0 | 0 | 0 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 0 | 581 | 67 | 0 | 522 | 85 | 562 | 0 | 378 | 0 | 0 | 0 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| FinalVolume: | 0 | 581 | 67 | 0 | 522 | 85 | 562 | 0 | 378 | 0 | 0 | 0 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 1.00 | 0.95 | 0.85 | 1.00 | 0.95 | 0.85 | 0.59 | 1.00 | 0.75 | 1.00 | 1.00 | 1.00 | | | | |
| Lanes: | 0.00 | 2.00 | 1.00 | 0.00 | 2.00 | 1.00 | 2.00 | 0.00 | 2.00 | 0.00 | 0.00 | 0.00 | | | | |
| Final Sat.: | 0 | 3610 | 1615 | 0 | 3610 | 1615 | 2226 | 0 | 2842 | 0 | 0 | 0 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.16 | 0.04 | 0.00 | 0.14 | 0.05 | 0.25 | 0.00 | 0.13 | 0.00 | 0.00 | 0.00 | | | | |
| Crit Moves: | | **** | | | | | **** | | | | | | | | | |
| Green/Cycle: | 0.00 | 0.37 | 0.37 | 0.00 | 0.37 | 0.37 | 0.57 | 0.00 | 0.57 | 0.00 | 0.00 | 0.00 | | | | |
| Volume/Cap: | 0.00 | 0.44 | 0.11 | 0.00 | 0.40 | 0.14 | 0.44 | 0.00 | 0.23 | 0.00 | 0.00 | 0.00 | | | | |
| Delay/Veh: | 0.0 | 24.2 | 21.1 | 0.0 | 23.7 | 21.3 | 12.4 | 0.0 | 10.5 | 0.0 | 0.0 | 0.0 | | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| AdjDel/Veh: | 0.0 | 24.2 | 21.1 | 0.0 | 23.7 | 21.3 | 12.4 | 0.0 | 10.5 | 0.0 | 0.0 | 0.0 | | | | |
| LOS by Move: | A | C | C | A | C | C | B | A | B | A | A | A | | | | |
| HCM2kAvgQ: | 0 | 7 | 1 | 0 | 6 | 2 | 5 | 0 | 3 | 0 | 0 | 0 | | | | |

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

Folsom South of US-50 Annexation
Existing Plus Project AM

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

Intersection #106 Empire Ranch Rd/ WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.569
Loss Time (sec): 6 Average Delay (sec/veh): 14.7
Optimal Cycle: 31 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 | 3 | 0 1 | 0 | 0 | 3 | 0 1 | 0 | 0 | 0 | 0 0 | 2 | 0 | 0 | 0 2 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 212 | 273 | | 0 | 412 | 504 | | 0 | 0 | 0 | | 369 | 0 | 167 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 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 | 212 | 273 | | 0 | 412 | 504 | | 0 | 0 | 0 | | 369 | 0 | 167 | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 0 | 238 | 307 | | 0 | 463 | 566 | | 0 | 0 | 0 | | 415 | 0 | 188 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 238 | 307 | | 0 | 463 | 566 | | 0 | 0 | 0 | | 415 | 0 | 188 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 238 | 307 | | 0 | 463 | 566 | | 0 | 0 | 0 | | 415 | 0 | 188 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 0.91 | 0.85 | 1.00 | 0.91 | 0.85 | 1.00 | 1.00 | 1.00 | 0.59 | 1.00 | 0.75 | | | | |
| Lanes: | 0.00 | 3.00 | 1.00 | 0.00 | 3.00 | 1.00 | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 2.00 | | | | |
| Final Sat.: | 0 | 5187 | 1615 | | 0 | 5187 | 1615 | | 0 | 0 | 0 | | 2256 | 0 | 2842 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.05 | 0.19 | 0.00 | 0.09 | 0.35 | 0.00 | 0.00 | 0.00 | 0.18 | 0.00 | 0.07 | | | | |
| Crit Moves: | | | | | | **** | | | | **** | | | | | | |
| Green/Cycle: | 0.00 | 0.62 | 0.62 | 0.00 | 0.62 | 0.62 | 0.00 | 0.00 | 0.00 | 0.32 | 0.00 | 0.32 | | | | |
| Volume/Cap: | 0.00 | 0.07 | 0.31 | 0.00 | 0.14 | 0.57 | 0.00 | 0.00 | 0.00 | 0.57 | 0.00 | 0.20 | | | | |
| Delay/Veh: | 0.0 | 7.7 | 9.2 | 0.0 | 8.1 | 12.1 | 0.0 | 0.0 | 0.0 | 29.1 | 0.0 | 24.6 | | | | |
| 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: | 0.0 | 7.7 | 9.2 | 0.0 | 8.1 | 12.1 | 0.0 | 0.0 | 0.0 | 29.1 | 0.0 | 24.6 | | | | |
| LOS by Move: | A | A | A | A | A | B | A | A | A | C | A | C | | | | |
| HCM2kAvgQ: | 0 | 1 | 4 | 0 | 2 | 10 | 0 | 0 | 0 | 6 | 0 | 2 | | | | |

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





Folsom South of US-50 Annexation
Existing Plus Project AM

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

Intersection #107 Empire Ranch Rd/ EB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.249
Loss Time (sec): 6 Average Delay (sec/veh): 15.9
Optimal Cycle: 19 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Ignore | | | | Ignore | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 | 3 | 0 1 | 0 | 0 | 3 | 0 1 | 2 | 0 | 0 | 0 2 | 0 | 0 | 0 | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 392 | 182 | | 0 | 561 | 220 | | 92 | 0 | 319 | | 0 | 0 | 0 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 392 | 182 | | 0 | 561 | 220 | | 92 | 0 | 319 | | 0 | 0 | 0 | |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.00 | 0.94 | 0.94 | 0.00 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | | | | |
| PHF Volume: | 0 | 417 | 0 | | 0 | 597 | 0 | | 98 | 0 | 339 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 417 | 0 | | 0 | 597 | 0 | | 98 | 0 | 339 | | 0 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| FinalVolume: | 0 | 417 | 0 | | 0 | 597 | 0 | | 98 | 0 | 339 | | 0 | 0 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 0.91 | 1.00 | 1.00 | 0.91 | 1.00 | 0.63 | 1.00 | 0.75 | 1.00 | 1.00 | 1.00 | | | | |
| Lanes: | 0.00 | 3.00 | 1.00 | 0.00 | 3.00 | 1.00 | 2.00 | 0.00 | 2.00 | 0.00 | 0.00 | 0.00 | | | | |
| Final Sat.: | 0 | 5187 | 1900 | | 0 | 5187 | 1900 | 2385 | 0 | 2842 | | 0 | 0 | 0 | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.08 | 0.00 | 0.00 | 0.12 | 0.00 | 0.04 | 0.00 | 0.12 | 0.00 | 0.00 | 0.00 | | | | |
| Crit Moves: | | | | | | **** | | | | **** | | | | | | |
| Green/Cycle: | 0.00 | 0.46 | 0.00 | 0.00 | 0.46 | 0.00 | 0.48 | 0.00 | 0.48 | 0.00 | 0.00 | 0.00 | | | | |
| Volume/Cap: | 0.00 | 0.17 | 0.00 | 0.00 | 0.25 | 0.00 | 0.09 | 0.00 | 0.25 | 0.00 | 0.00 | 0.00 | | | | |
| Delay/Veh: | 0.0 | 15.8 | 0.0 | 0.0 | 16.5 | 0.0 | 14.2 | 0.0 | 15.5 | 0.0 | 0.0 | 0.0 | | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| AdjDel/Veh: | 0.0 | 15.8 | 0.0 | 0.0 | 16.5 | 0.0 | 14.2 | 0.0 | 15.5 | 0.0 | 0.0 | 0.0 | | | | |
| LOS by Move: | A | B | A | A | B | A | B | A | B | A | A | A | | | | |
| HCM2kAvgQ: | 0 | 3 | 0 | 0 | 4 | 0 | 1 | 0 | 4 | 0 | 0 | 0 | | | | |

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

LEVEL OF SERVICE WORKSHEETS

# EXISTING CONDITIONS
# PROPOSED PROJECT (PP) ALTERNATIVE
# PM PEAK HOUR

Folsom South of US-50 Annexation
Existing Plus Project PM

Impact Analysis Report
Level Of Service

| Intersection | Base LOS | Base Del/ Veh | Base V/ C | Future LOS | Future Del/ Veh | Future V/ C | Change in |
|---|---|---|---|---|---|---|---|
| # 1 Folsom Blvd/ Blue Ravine Rd | F | 81.2 | 1.106 | F | 81.2 | 1.106 | + 0.000 D/V |
| # 2 Sibly Street/ Blue Ravine Road | C | 28.6 | 0.679 | C | 28.6 | 0.679 | + 0.000 D/V |
| # 3 Oak Avenue Parkway/ Blue Ravin | C | 28.6 | 0.654 | C | 28.6 | 0.654 | + 0.000 D/V |
| # 4 Empire Ranch Road/ Natoma Stre | C | 19.3 | 0.833 | C | 19.3 | 0.833 | + 0.000 V/C |
| # 5 Oak Avenue Parkway/ Riley Stre | C | 25.1 | 0.618 | C | 25.1 | 0.618 | + 0.000 D/V |
| # 6 Oak Avenue Parkway/ East Bidwe | C | 30.7 | 0.605 | C | 30.7 | 0.605 | + 0.000 D/V |
| # 7 East Bidwell St/Nesmith Ct | B | 12.6 | 0.651 | B | 12.6 | 0.651 | + 0.000 D/V |
| # 8 East Bidwell St/Scholar Way | B | 12.8 | 0.584 | B | 12.8 | 0.584 | + 0.000 D/V |
| # 9 East Bidwell St/Power Center D | C | 20.5 | 0.611 | C | 20.5 | 0.611 | + 0.000 D/V |
| # 10 Broadstone Pkwy/ East Bidwell | C | 26.9 | 0.612 | C | 26.9 | 0.612 | + 0.000 D/V |
| # 11 Empire Ranch Road/ Broadstone | B | 13.2 | 0.469 | B | 13.2 | 0.469 | + 0.000 V/C |
| # 12 Oak Avenue Prky / Haverhill Dr | A | 9.6 | 0.492 | A | 9.6 | 0.492 | + 0.000 D/V |
| # 13 Oak Avenue Prky / Haldion Wy | B | 13.5 | 0.551 | B | 13.5 | 0.551 | + 0.000 D/V |
| # 14 Folsom Blvd/ Iron Point Road | C | 22.6 | 0.887 | C | 22.6 | 0.887 | + 0.000 D/V |
| # 15 Prairie City Rd/ Iron Point Rd | C | 30.0 | 0.656 | C | 30.0 | 0.656 | + 0.000 D/V |
| # 16 Grover Rd/ Iron Point Rd | A | 9.7 | 0.349 | A | 9.7 | 0.349 | + 0.000 D/V |
| # 17 McAdoo Dr/ Iron Point Rd | B | 17.2 | 0.423 | B | 17.2 | 0.423 | + 0.000 D/V |
| # 18 Oak Ave Pkwy/ Iron Point Rd | C | 33.6 | 0.687 | C | 33.6 | 0.687 | + 0.000 D/V |
| # 19 Rowberry Dr/ Iron Point Rd | C | 25.3 | 0.667 | C | 25.3 | 0.667 | + 0.000 D/V |
| # 20 Broadstone Pkwy/ Iron Point Rd | B | 19.3 | 0.571 | B | 19.3 | 0.571 | + 0.000 D/V |
| # 21 East Bidwell St/ Iron Point Rd | D | 38.6 | 0.911 | D | 38.6 | 0.911 | + 0.000 D/V |
| # 22 Cavitt Dr/ Iron Point Rd | C | 20.1 | 0.426 | C | 20.1 | 0.426 | + 0.000 D/V |
| # 23 Serpa Way / Iron Point Rd | C | 27.0 | 0.210 | C | 27.0 | 0.210 | + 0.000 D/V |
| # 24 Empire Ranch Road/ Iron Point | B | 18.3 | 0.304 | B | 18.3 | 0.304 | + 0.000 D/V |

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to DKS ASSOC., SACRAMENTO





Folsom South of US-50 Annexation
Existing Plus Project PM

| Intersection | Base LOS | Base Del/ Veh | Base V/ C | Future LOS | Future Del/ Veh | Future V/ C | Change in |
|---|---|---|---|---|---|---|---|
| # 25 Prairie City Rd/ High School | B | 16.5 | 0.451 | B | 16.5 | 0.451 | + 0.000 D/V |
| # 26 East Bidwell / Placerville Roa | A | 10.0 | 0.741 | A | 10.0 | 0.741 | + 0.000 D/V |
| # 27 Prairie City Rd/ White Rock Rd | B | 19.2 | 0.310 | B | 19.2 | 0.310 | + 0.000 D/V |
| # 28 Scott Rd (South)/ White Rock R | D | 28.7 | 0.341 | D | 28.7 | 0.341 | + 0.000 D/V |
| # 29 Scott Rd (North)/ White Rock R | C | 22.6 | 0.480 | C | 22.6 | 0.480 | + 0.000 D/V |
| # 30 Placerville Rd/ White Rock Rd | B | 13.3 | 0.242 | B | 13.3 | 0.242 | + 0.000 D/V |
| # 31 Empire Ranch Rd/ North Rd | C | 20.3 | 0.371 | C | 20.3 | 0.371 | + 0.000 D/V |
| # 32 Prairie City Rd/ Easton Valley | B | 18.6 | 0.508 | B | 18.6 | 0.508 | + 0.000 D/V |
| # 33 Oak Ave Pkwy/ Easton Valley Pk | C | 25.7 | 0.481 | C | 25.7 | 0.481 | + 0.000 D/V |
| # 34 RowberryDr/ Easton Valley Pkwy | B | 17.0 | 0.419 | B | 17.0 | 0.419 | + 0.000 D/V |
| # 35 1st St/ Easton Valley Pkwy | B | 19.8 | 0.374 | B | 19.8 | 0.374 | + 0.000 D/V |
| # 36 2nd St/ Easton Valley Pkwy | C | 25.2 | 0.512 | C | 25.2 | 0.512 | + 0.000 D/V |
| # 37 3rd St/ Easton Valley Pkwy | C | 28.3 | 0.646 | C | 28.3 | 0.646 | + 0.000 D/V |
| # 38 Scott Rd (North)/ Easton Valle | D | 37.6 | 0.881 | D | 37.6 | 0.881 | + 0.000 D/V |
| # 39 4th St/ Easton Valley Pkwy | C | 29.6 | 0.628 | C | 29.6 | 0.628 | + 0.000 D/V |
| # 40 Placerville Rd/ Easton Valley | A | 0.8 | 0.147 | A | 0.8 | 0.147 | + 0.000 D/V |
| # 41 Hillside Dr/ Easton Valley Pkw | C | 23.7 | 0.268 | C | 23.7 | 0.268 | + 0.000 D/V |
| # 42 Empire Ranch Rd/ Easton Valley | C | 25.6 | 0.441 | C | 25.6 | 0.441 | + 0.000 D/V |
| # 43 Prairie City Rd/Middle Rd | B | 12.2 | 0.043 | B | 12.2 | 0.043 | + 0.000 D/V |
| # 44 Oak Ave Pkwy/Middle Rd | D | 30.7 | 0.224 | D | 30.7 | 0.224 | + 0.000 D/V |
| # 45 Scott Rd (North)/ Street "B" | C | 29.5 | 0.515 | C | 29.5 | 0.515 | + 0.000 D/V |
| # 46 East Rd/Street "B" | C | 17.2 | 0.668 | C | 17.2 | 0.668 | + 0.000 V/C |
| # 47 Prairie City Rd/Street "A" | C | 19.2 | 0.197 | C | 19.2 | 0.197 | + 0.000 D/V |
| # 48 Oak Ave Pkwy/Street "A" | B | 14.4 | 0.512 | B | 14.4 | 0.512 | + 0.000 V/C |
| # 49 West Rd/Street "A" | A | 10.0 | 0.319 | A | 10.0 | 0.319 | + 0.000 V/C |

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Folsom South of US-50 Annexation
Existing Plus Project PM

| Intersection | Base LOS | Base Del/ Veh | Base V/ C | Future LOS | Future Del/ Veh | Future V/ C | Change in |
|---|---|---|---|---|---|---|---|
| # 50 Scott Rd (North)/ Street "A" | C | 28.5 | 0.634 | C | 28.5 | 0.634 | + 0.000 D/V |
| # 51 East Rd/Street "A" | A | 9.9 | 0.392 | A | 9.9 | 0.392 | + 0.000 V/C |
| # 52 Placerville Rd/ Street "A" | B | 11.2 | 0.367 | B | 11.2 | 0.367 | + 0.000 V/C |
| # 53 Empire Ranch Rd/Street "A" | B | 12.5 | 0.109 | B | 12.5 | 0.109 | + 0.000 D/V |
| # 54 Scott Rd (North)/South Rd | C | 26.7 | 0.406 | C | 26.7 | 0.406 | + 0.000 D/V |
| # 55 Oak Ave Pkwy/ White Rock Rd | B | 18.0 | 0.262 | B | 18.0 | 0.262 | + 0.000 D/V |
| # 56 Empire Ranch Rd/ White Rock Rd | A | 8.4 | 0.284 | A | 8.4 | 0.284 | + 0.000 D/V |
| # 57 Hazel Blvd/ Gold Country | F | xxxxx | 1.048 | F | xxxxx | 1.048 | + 0.000 V/C |
| # 58 Hazel Ave/ Folsom Blvd | E | xxxxx | 0.975 | E | xxxxx | 0.975 | + 0.000 V/C |
| # 59 Grant Line Rd/ White Rock Rd | F | 679.0 | 1.900 | F | 679.0 | 1.900 | + 0.000 D/V |
| # 60 Grantline Rd/ Sunrise Rd | D | xxxxx | 0.806 | D | xxxxx | 0.806 | + 0.000 V/C |
| # 65 Sunrise Blvd/ White Rock Rd | C | xxxxx | 0.708 | C | xxxxx | 0.708 | + 0.000 V/C |
| # 66 Fitzgerald Road / White Rock R | C | 18.6 | 0.798 | C | 18.6 | 0.798 | + 0.000 V/C |
| # 67 Sunrise Blvd/ Douglas Rd | B | xxxxx | 0.686 | B | xxxxx | 0.686 | + 0.000 V/C |
| # 68 Grant Line Rd/ Douglas Rd | D | 30.3 | 0.357 | D | 30.3 | 0.357 | + 0.000 D/V |
| # 69 Grant Line Road / Kiefer Boule | C | 21.8 | 0.858 | C | 21.8 | 0.858 | + 0.000 V/C |
| # 83 White Rock Rd/ Carson Crossing | E | 42.3 | 0.148 | E | 42.3 | 0.148 | + 0.000 D/V |
| # 84 White Rock Rd/ Stonebriar Rd | C | 20.3 | 0.699 | C | 20.3 | 0.699 | + 0.000 D/V |
| # 85 White Rock Rd/ Windfield Way | F | 290.5 | 1.417 | F | 290.5 | 1.417 | + 0.000 D/V |
| # 86 White Rock Rd/ Latrobe Rd | C | 31.9 | 0.397 | C | 31.9 | 0.397 | + 0.000 D/V |
| # 87 White Rock Rd/ Valley View Pkw | C | 22.5 | 0.607 | C | 22.5 | 0.607 | + 0.000 D/V |
| # 88 El Dorado Hills Blvd/Serrano P | C | 25.5 | 0.672 | C | 25.5 | 0.672 | + 0.000 D/V |
| # 89 El Dorado Hills Blvd/Saratoga | D | 52.6 | 0.996 | D | 52.6 | 0.996 | + 0.000 D/V |
| # 90 El Dorado Hills Blvd/Park Driv | B | 12.9 | 0.617 | B | 12.9 | 0.617 | + 0.000 D/V |
| # 91 Latrobe Rd/ Town Center Blvd | E | 63.1 | 1.050 | E | 63.1 | 1.050 | + 0.000 D/V |





Folsom South of US-50 Annexation
Existing Plus Project PM

| Intersection | Base LOS | Base Del/ Veh | Base V/ C | Future LOS | Future Del/ Veh | Future V/ C | Change in |
|---|---|---|---|---|---|---|---|
| # 92 Hazel Blvd/ Tributary- WB US 5 | C | 26.9 | 0.827 | C | 26.9 | 0.827 | + 0.000 D/V |
| # 93 Hazel Ave/ EB US-50 Ramps | C | 20.7 | 0.795 | C | 20.7 | 0.795 | + 0.000 D/V |
| # 94 Folsom Blvd/ WB US 50 Ramps | B | 10.3 | 0.587 | B | 10.3 | 0.587 | + 0.000 D/V |
| # 95 Folsom Blvd/ EB US 50 Ramps | F | 94.4 | 1.182 | F | 94.4 | 1.182 | + 0.000 D/V |
| # 96 Prairie City/ WB US 50 Ramps | B | 15.3 | 0.394 | B | 15.3 | 0.394 | + 0.000 D/V |
| # 97 Prairie City/ EB US 50 Ramps | B | 14.8 | 0.507 | B | 14.8 | 0.507 | + 0.000 D/V |
| # 98 East Bidwell St/ WB US 50 Ramp | C | 21.1 | 0.720 | C | 21.1 | 0.720 | + 0.000 D/V |
| # 99 East Bidwell St/ EB US 50 Ramp | B | 18.1 | 0.575 | B | 18.1 | 0.575 | + 0.000 D/V |
| #100 El Dorado Hills Blvd/ WB US 50 | C | 28.6 | 0.920 | C | 28.6 | 0.920 | + 0.000 D/V |
| #101 El Dorado Hills Blvd/ EB US 50 | B | 16.1 | 0.646 | B | 16.1 | 0.646 | + 0.000 D/V |
| #102 Sunrise Rd/ Jackson Hwy-SR16 | D | 39.9 | 0.908 | D | 39.9 | 0.908 | + 0.000 D/V |
| #103 Grant Line Rd/ Jackson Rd- SR1 | F | 103.3 | 1.141 | F | 103.3 | 1.141 | + 0.000 D/V |
| #104 Oak Ave Pkwy/ WB US 50 Ramps | A | 7.1 | 0.370 | A | 7.1 | 0.370 | + 0.000 D/V |
| #105 Oak Ave Pkwy/ EB US 50 Ramps | B | 19.6 | 0.598 | B | 19.6 | 0.598 | + 0.000 D/V |
| #106 Empire Ranch Rd/ WB US 50 Ramp | B | 12.8 | 0.452 | B | 12.8 | 0.452 | + 0.000 D/V |
| #107 Empire Ranch Rd/ EB US 50 Ramp | B | 18.7 | 0.376 | B | 18.7 | 0.376 | + 0.000 D/V |

Folsom South of US-50 Annexation
Existing Plus Project PM

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

Intersection #1 Folsom Blvd/ Blue Ravine Rd

Cycle (sec): 120 Critical Vol./Cap. (X): 1.106
Loss Time (sec): 15 Average Delay (sec/veh): 81.2
Optimal Cycle: 180 Level Of Service: F

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 2 | 0 1 | 1 | 0 | 2 | 0 1 | 1 | 0 | 1 | 0 1 | 2 | 0 | 1 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 34 | 993 | 482 | | 457 | 1084 | 19 | | 571 | 468 | 126 | | 283 | 87 | 451 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 34 | 993 | 482 | | 457 | 1084 | 19 | | 571 | 468 | 126 | | 283 | 87 | 451 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.92 | 0.92 | 0.92 | | 0.92 | 0.92 | 0.92 | | 0.92 | 0.92 | 0.92 | | 0.92 | 0.92 | 0.92 | |
| PHF Volume: | 37 | 1079 | 524 | | 497 | 1178 | 21 | | 621 | 509 | 137 | | 308 | 95 | 490 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 37 | 1079 | 524 | | 497 | 1178 | 21 | | 621 | 509 | 137 | | 308 | 95 | 490 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 37 | 1079 | 524 | | 497 | 1178 | 21 | | 621 | 509 | 137 | | 308 | 95 | 490 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.95 | 0.85 | | 0.95 | 0.95 | 0.85 | | 0.95 | 1.00 | 0.85 | | 0.92 | 1.00 | 0.85 | |
| Lanes: | 1.00 | 2.00 | 1.00 | | 1.00 | 2.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 2.00 | 1.00 | 1.00 | |
| Final Sat.: | 1805 | 3610 | 1615 | | 1805 | 3610 | 1615 | | 1805 | 1900 | 1615 | | 3502 | 1900 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.30 | 0.32 | | 0.28 | 0.33 | 0.01 | | 0.34 | 0.27 | 0.08 | | 0.09 | 0.05 | 0.30 | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.03 | 0.27 | 0.36 | | 0.25 | 0.49 | 0.80 | | 0.31 | 0.27 | 0.30 | | 0.09 | 0.04 | 0.29 | |
| Volume/Cap: | 0.67 | 1.11 | 0.91 | | 1.11 | 0.67 | 0.02 | | 1.11 | 1.00 | 0.28 | | 1.00 | 1.11 | 1.03 | |
| Delay/Veh: | 84.7 | 106 | 54.4 | | 119.6 | 24.3 | 2.5 | | 111.8 | 83.6 | 32.6 | | 105.8 | 186 | 92.5 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 84.7 | 106 | 54.4 | | 119.6 | 24.3 | 2.5 | | 111.8 | 83.6 | 32.6 | | 105.8 | 186 | 92.5 | |
| LOS by Move: | F | F | D | | F | C | A | | F | F | C | | F | F | F | |
| HCM2kAvgQ: | 1 | 28 | 19 | | 28 | 18 | 0 | | 34 | 25 | 4 | | 7 | 5 | 23 | |

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





Folsom South of US-50 Annexation
Existing Plus Project PM

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

Intersection #2 Sibly Street/ Blue Ravine Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.679
Loss Time (sec): 12 Average Delay (sec/veh): 28.6
Optimal Cycle: 57 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 2 | 0 1 | 1 | 0 | 2 | 0 1 | 1 | 0 | 2 | 0 1 | 2 | 0 | 1 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 293 | 707 | 319 | | 50 | 400 | 70 | | 123 | 804 | 532 | | 189 | 397 | 44 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 293 | 707 | 319 | | 50 | 400 | 70 | | 123 | 804 | 532 | | 189 | 397 | 44 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.92 | 0.92 | 0.92 | | 0.92 | 0.92 | 0.92 | | 0.92 | 0.92 | 0.92 | | 0.92 | 0.92 | 0.92 | |
| PHF Volume: | 318 | 768 | 347 | | 54 | 435 | 76 | | 134 | 874 | 578 | | 205 | 432 | 48 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 318 | 768 | 347 | | 54 | 435 | 76 | | 134 | 874 | 578 | | 205 | 432 | 48 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 318 | 768 | 347 | | 54 | 435 | 76 | | 134 | 874 | 578 | | 205 | 432 | 48 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.95 | 0.85 | | 0.95 | 0.95 | 0.85 | | 0.95 | 0.95 | 0.85 | | 0.92 | 0.94 | 0.94 | |
| Lanes: | 1.00 | 2.00 | 1.00 | | 1.00 | 2.00 | 1.00 | | 1.00 | 2.00 | 1.00 | | 2.00 | 1.80 | 0.20 | |
| Final Sat.: | 1805 | 3610 | 1615 | | 1805 | 3610 | 1615 | | 1805 | 3610 | 1615 | | 3502 | 3201 | 355 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.18 | 0.21 | 0.21 | | 0.03 | 0.12 | 0.05 | | 0.07 | 0.24 | 0.36 | | 0.06 | 0.13 | 0.13 | |
| Crit Moves: | **** | | | | | **** | | | | | **** | | **** | | | |
| Green/Cycle: | 0.26 | 0.38 | 0.47 | | 0.05 | 0.18 | 0.33 | | 0.16 | 0.36 | 0.62 | | 0.09 | 0.29 | 0.29 | |
| Volume/Cap: | 0.68 | 0.56 | 0.46 | | 0.56 | 0.68 | 0.14 | | 0.47 | 0.68 | 0.58 | | 0.68 | 0.47 | 0.47 | |
| Delay/Veh: | 37.3 | 24.7 | 18.4 | | 53.0 | 41.4 | 23.4 | | 39.6 | 28.8 | 12.3 | | 50.5 | 29.8 | 29.8 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 37.3 | 24.7 | 18.4 | | 53.0 | 41.4 | 23.4 | | 39.6 | 28.8 | 12.3 | | 50.5 | 29.8 | 29.8 | |
| LOS by Move: | D | C | B | | D | D | C | | D | C | B | | D | C | C | |
| HCM2kAvgQ: | 9 | 9 | 7 | | 3 | 8 | 2 | | 3 | 11 | 10 | | 3 | 6 | 6 | |

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

PM Existing Plus Project Thu May 7, 2009 15:51:44 Page 5-1

Folsom South of US-50 Annexation
Existing Plus Project PM

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

Intersection #3 Oak Avenue Parkway/ Blue Ravine Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.654
Loss Time (sec): 12 Average Delay (sec/veh): 28.6
Optimal Cycle: 54 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Include | | | Ignore | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 0 | 3 0 | 1 | 1 0 | 3 0 | 1 | 2 0 | 2 0 | 1 | 2 0 | 1 1 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 248 | 364 | 663 | 17 | 161 | 26 | 11 | 973 | 168 | 382 | 420 | 11 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 248 | 364 | 663 | 17 | 161 | 26 | 11 | 973 | 168 | 382 | 420 | 11 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.95 | 0.95 | 0.00 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.00 | 0.95 | 0.95 | 0.95 |
| PHF Volume: | 261 | 383 | 0 | 18 | 169 | 27 | 12 | 1024 | 0 | 402 | 442 | 12 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 261 | 383 | 0 | 18 | 169 | 27 | 12 | 1024 | 0 | 402 | 442 | 12 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 261 | 383 | 0 | 18 | 169 | 27 | 12 | 1024 | 0 | 402 | 442 | 12 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.91 | 1.00 | 0.95 | 0.91 | 0.85 | 0.92 | 0.95 | 1.00 | 0.92 | 0.95 | 0.95 |
| Lanes: | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 | 2.00 | 2.00 | 1.00 | 2.00 | 1.95 | 0.05 |
| Final Sat.: | 1805 | 5187 | 1900 | 1805 | 5187 | 1615 | 3502 | 3610 | 1900 | 3502 | 3504 | 92 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.14 | 0.07 | 0.00 | 0.01 | 0.03 | 0.02 | 0.00 | 0.28 | 0.00 | 0.11 | 0.13 | 0.13 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green/Cycle: | 0.22 | 0.24 | 0.00 | 0.03 | 0.05 | 0.05 | 0.02 | 0.43 | 0.00 | 0.18 | 0.59 | 0.59 |
| Volume/Cap: | 0.65 | 0.31 | 0.00 | 0.31 | 0.65 | 0.34 | 0.21 | 0.65 | 0.00 | 0.65 | 0.21 | 0.21 |
| Delay/Veh: | 39.4 | 31.4 | 0.0 | 50.3 | 52.6 | 48.4 | 50.6 | 23.4 | 0.0 | 40.9 | 9.5 | 9.5 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 39.4 | 31.4 | 0.0 | 50.3 | 52.6 | 48.4 | 50.6 | 23.4 | 0.0 | 40.9 | 9.5 | 9.5 |
| LOS by Move: | D | C | A | D | D | D | D | C | A | D | A | A |
| HCM2kAvgQ: | 7 | 3 | 0 | 1 | 3 | 1 | 0 | 13 | 0 | 7 | 3 | 3 |

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





PM Existing Plus Project Thu May 7, 2009 15:51:44 Page 6-1

Folsom South of US-50 Annexation
Existing Plus Project PM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #4 Empire Ranch Road/ Natoma Street

Cycle (sec): 100 Critical Vol./Cap. (X): 0.833
Loss Time (sec): 0 Average Delay (sec/veh): 19.3
Optimal Cycle: 0 Level Of Service: C

| 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: | 2 0 | 1 0 | 0 | 0 0 | 1 0 | 1 | 2 0 | 0 0 | 1 | 0 0 | 0 0 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 277 | 447 | 0 | 0 | 199 | 17 | 33 | 0 | 206 | 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: | 277 | 447 | 0 | 0 | 199 | 17 | 33 | 0 | 206 | 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: | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| PHF Volume: | 308 | 497 | 0 | 0 | 221 | 19 | 37 | 0 | 229 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 308 | 497 | 0 | 0 | 221 | 19 | 37 | 0 | 229 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 308 | 497 | 0 | 0 | 221 | 19 | 37 | 0 | 229 | 0 | 0 | 0 |
| 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: | 2.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 | 2.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 1088 | 596 | 0 | 0 | 546 | 602 | 940 | 0 | 558 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.28 | 0.83 | xxxx | xxxx | 0.41 | 0.03 | 0.04 | xxxx | 0.41 | xxxx | xxxx | xxxx |
| Crit Moves: | | **** | | | **** | | | | **** | | | |
| Delay/Veh: | 11.7 | 31.0 | 0.0 | 0.0 | 13.0 | 8.5 | 10.3 | 0.0 | 12.7 | 0.0 | 0.0 | 0.0 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 11.7 | 31.0 | 0.0 | 0.0 | 13.0 | 8.5 | 10.3 | 0.0 | 12.7 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | B | D | * | * | B | A | B | * | B | * | * | * |
| ApproachDel: | 23.6 | | | | 12.7 | | | 12.4 | | xxxxxx | | |
| Delay Adj: | 1.00 | | | | 1.00 | | | 1.00 | | xxxxx | | |
| ApprAdjDel: | 23.6 | | | | 12.7 | | | 12.4 | | xxxxxx | | |
| LOS by Appr: | C | | | | B | | | B | | * | | |
| AllWayAvgQ: | 0.4 | 3.7 | 0.0 | 0.0 | 0.6 | 0.0 | 0.0 | 0.0 | 0.6 | 0.0 | 0.0 | 0.0 |

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

PM Existing Plus Project Thu May 7, 2009 15:51:44 Page 7-1

Folsom South of US-50 Annexation
Existing Plus Project PM

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

Intersection #5 Oak Avenue Parkway/ Riley Street

Cycle (sec): 100 Critical Vol./Cap. (X): 0.618
Loss Time (sec): 12 Average Delay (sec/veh): 25.1
Optimal Cycle: 50 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 0 | 2 | 1 0 | 1 0 | 1 | 1 0 | 1 0 | 1 | 0 1 | 1 0 | 0 | 1 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 239 | 916 | 38 | 26 | 564 | 169 | 312 | 12 | 205 | 31 | 3 | 8 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 239 | 916 | 38 | 26 | 564 | 169 | 312 | 12 | 205 | 31 | 3 | 8 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| PHF Volume: | 249 | 954 | 40 | 27 | 588 | 176 | 325 | 13 | 214 | 32 | 3 | 8 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 249 | 954 | 40 | 27 | 588 | 176 | 325 | 13 | 214 | 32 | 3 | 8 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 249 | 954 | 40 | 27 | 588 | 176 | 325 | 13 | 214 | 32 | 3 | 8 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.90 | 0.90 | 0.95 | 0.92 | 0.92 | 0.95 | 1.00 | 0.85 | 0.95 | 0.89 | 0.89 |
| Lanes: | 1.00 | 2.88 | 0.12 | 1.00 | 1.54 | 0.46 | 1.00 | 1.00 | 1.00 | 1.00 | 0.27 | 0.73 |
| Final Sat.: | 1805 | 4951 | 205 | 1805 | 2680 | 803 | 1805 | 1900 | 1615 | 1805 | 462 | 1231 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.14 | 0.19 | 0.19 | 0.02 | 0.22 | 0.22 | 0.18 | 0.01 | 0.13 | 0.02 | 0.01 | 0.01 |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | |
| Green/Cycle: | 0.22 | 0.54 | 0.54 | 0.04 | 0.35 | 0.35 | 0.29 | 0.27 | 0.27 | 0.04 | 0.01 | 0.01 |
| Volume/Cap: | 0.62 | 0.36 | 0.36 | 0.36 | 0.62 | 0.62 | 0.62 | 0.02 | 0.50 | 0.50 | 0.62 | 0.62 |
| Delay/Veh: | 37.9 | 13.4 | 13.4 | 49.5 | 27.6 | 27.6 | 32.9 | 27.1 | 31.9 | 53.2 | 99.1 | 99.1 |
| 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: | 37.9 | 13.4 | 13.4 | 49.5 | 27.6 | 27.6 | 32.9 | 27.1 | 31.9 | 53.2 | 99.1 | 99.1 |
| LOS by Move: | D | B | B | D | C | C | C | C | C | D | F | F |
| HCM2kAvgQ: | 7 | 6 | 6 | 1 | 10 | 10 | 9 | 0 | 6 | 2 | 1 | 1 |

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





PM Existing Plus Project Thu May 7, 2009 15:51:44 Page 8-1

Folsom South of US-50 Annexation
Existing Plus Project PM

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

Intersection #6 Oak Avenue Parkway/ East Bidwell Street

Cycle (sec): 100 Critical Vol./Cap. (X): 0.605
Loss Time (sec): 12 Average Delay (sec/veh): 30.7
Optimal Cycle: 49 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Ignore | | | Ignore | | | Ignore | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 2 0 | 3 | 0 1 | 2 0 | 3 | 0 1 | 2 0 | 3 | 0 1 | 2 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 167 | 792 | 242 | 362 | 338 | 119 | 123 | 1113 | 232 | 180 | 1010 | 572 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 167 | 792 | 242 | 362 | 338 | 119 | 123 | 1113 | 232 | 180 | 1010 | 572 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 0.98 | 0.98 | 0.00 | 0.98 | 0.98 | 0.00 | 0.98 | 0.98 | 0.00 | 0.98 | 0.98 | 0.00 |
| PHF Volume: | 170 | 808 | 0 | 369 | 345 | 0 | 126 | 1136 | 0 | 184 | 1031 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 170 | 808 | 0 | 369 | 345 | 0 | 126 | 1136 | 0 | 184 | 1031 | 0 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| FinalVolume: | 170 | 808 | 0 | 369 | 345 | 0 | 126 | 1136 | 0 | 184 | 1031 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.91 | 1.00 | 0.92 | 0.91 | 1.00 | 0.92 | 0.91 | 1.00 | 0.92 | 0.91 | 1.00 |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3502 | 5187 | 1900 | 3502 | 5187 | 1900 | 3502 | 5187 | 1900 | 3502 | 5187 | 1900 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.05 | 0.16 | 0.00 | 0.11 | 0.07 | 0.00 | 0.04 | 0.22 | 0.00 | 0.05 | 0.20 | 0.00 |
| Crit Moves: | | **** | | **** | | | | **** | | **** | | |
| Green/Cycle: | 0.18 | 0.26 | 0.00 | 0.17 | 0.25 | 0.00 | 0.07 | 0.36 | 0.00 | 0.09 | 0.38 | 0.00 |
| Volume/Cap: | 0.27 | 0.61 | 0.00 | 0.61 | 0.27 | 0.00 | 0.52 | 0.61 | 0.00 | 0.61 | 0.52 | 0.00 |
| Delay/Veh: | 35.4 | 33.5 | 0.0 | 39.9 | 30.3 | 0.0 | 47.1 | 26.7 | 0.0 | 47.5 | 24.3 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 35.4 | 33.5 | 0.0 | 39.9 | 30.3 | 0.0 | 47.1 | 26.7 | 0.0 | 47.5 | 24.3 | 0.0 |
| LOS by Move: | D | C | A | D | C | A | D | C | A | D | C | A |
| HCM2kAvgQ: | 2 | 8 | 0 | 5 | 3 | 0 | 3 | 11 | 0 | 3 | 9 | 0 |

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

Folsom South of US-50 Annexation
Existing Plus Project PM

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

Intersection #7 East Bidwell St/Nesmith Ct

Cycle (sec): 100 Critical Vol./Cap. (X): 0.651
Loss Time (sec): 12 Average Delay (sec/veh): 12.6
Optimal Cycle: 53 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Split Phase | | | | Split Phase | | | |
| Rights: | Ovl | | | | Include | | | | Include | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 2 | 0 1 | 2 | 0 | 2 | 1 0 | 0 | 0 | 1! | 0 0 | 1 | 1 | 0 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 13 | 1501 | 67 | | 172 | 1460 | 16 | | 57 | 2 | 53 | | 32 | 1 | 78 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 13 | 1501 | 67 | | 172 | 1460 | 16 | | 57 | 2 | 53 | | 32 | 1 | 78 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 14 | 1597 | 71 | | 183 | 1553 | 17 | | 61 | 2 | 56 | | 34 | 1 | 83 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 14 | 1597 | 71 | | 183 | 1553 | 17 | | 61 | 2 | 56 | | 34 | 1 | 83 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 14 | 1597 | 71 | | 183 | 1553 | 17 | | 61 | 2 | 56 | | 34 | 1 | 83 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.95 | 0.85 | | 0.92 | 0.91 | 0.91 | | 0.91 | 0.91 | 0.91 | | 0.95 | 0.95 | 0.85 | |
| Lanes: | 1.00 | 2.00 | 1.00 | | 2.00 | 2.97 | 0.03 | | 0.51 | 0.02 | 0.47 | | 1.94 | 0.06 | 1.00 | |
| Final Sat.: | 1805 | 3610 | 1615 | | 3502 | 5121 | 56 | | 882 | 31 | 821 | | 3515 | 110 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.44 | 0.04 | | 0.05 | 0.30 | 0.30 | | 0.07 | 0.07 | 0.07 | | 0.01 | 0.01 | 0.05 | |
| Crit Moves: | | **** | | | **** | | | | | | **** | | **** | | | |
| Green/Cycle: | 0.02 | 0.68 | 0.69 | | 0.08 | 0.74 | 0.74 | | 0.11 | 0.11 | 0.11 | | 0.01 | 0.01 | 0.10 | |
| Volume/Cap: | 0.41 | 0.65 | 0.06 | | 0.65 | 0.41 | 0.41 | | 0.65 | 0.65 | 0.65 | | 0.65 | 0.65 | 0.54 | |
| Delay/Veh: | 56.4 | 9.8 | 4.9 | | 50.0 | 4.9 | 4.9 | | 51.0 | 51.0 | 51.0 | | 73.8 | 73.8 | 47.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 56.4 | 9.8 | 4.9 | | 50.0 | 4.9 | 4.9 | | 51.0 | 51.0 | 51.0 | | 73.8 | 73.8 | 47.0 | |
| LOS by Move: | E | A | A | | D | A | A | | D | D | D | | E | E | D | |
| HCM2kAvgQ: | 1 | 15 | 1 | | 4 | 7 | 7 | | 4 | 4 | 4 | | 1 | 1 | 2 | |

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





Folsom South of US-50 Annexation
Existing Plus Project PM

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

Intersection #8 East Bidwell St/Scholar Way

Cycle (sec): 100 Critical Vol./Cap. (X): 0.584
Loss Time (sec): 12 Average Delay (sec/veh): 12.8
Optimal Cycle: 47 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ignore | | | | Ignore | | | | Ignore | | | | Ignore | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 2 | 0 1 | 2 | 0 | 3 | 0 1 | 1 | 0 | 2 | 0 1 | 1 | 0 | 2 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 37 | 1385 | 273 | | 80 | 1375 | 95 | | 116 | 53 | 5 | | 106 | 43 | 97 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 37 | 1385 | 273 | | 80 | 1375 | 95 | | 116 | 53 | 5 | | 106 | 43 | 97 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.00 | |
| PHF Volume: | 39 | 1473 | 0 | | 85 | 1463 | 0 | | 123 | 56 | 0 | | 113 | 46 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 39 | 1473 | 0 | | 85 | 1463 | 0 | | 123 | 56 | 0 | | 113 | 46 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| FinalVolume: | 39 | 1473 | 0 | | 85 | 1463 | 0 | | 123 | 56 | 0 | | 113 | 46 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.95 | 1.00 | | 0.92 | 0.91 | 1.00 | | 0.95 | 0.95 | 1.00 | | 0.95 | 0.95 | 1.00 | |
| Lanes: | 2.00 | 2.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 1.00 | 2.00 | 1.00 | | 1.00 | 2.00 | 1.00 | |
| Final Sat.: | 3502 | 3610 | 1900 | | 3502 | 5187 | 1900 | | 1805 | 3610 | 1900 | | 1805 | 3610 | 1900 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.41 | 0.00 | | 0.02 | 0.28 | 0.00 | | 0.07 | 0.02 | 0.00 | | 0.06 | 0.01 | 0.00 | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.03 | 0.70 | 0.00 | | 0.04 | 0.71 | 0.00 | | 0.12 | 0.03 | 0.00 | | 0.11 | 0.02 | 0.00 | |
| Volume/Cap: | 0.40 | 0.58 | 0.00 | | 0.58 | 0.40 | 0.00 | | 0.58 | 0.56 | 0.00 | | 0.56 | 0.58 | 0.00 | |
| Delay/Veh: | 50.3 | 8.0 | 0.0 | | 53.0 | 5.8 | 0.0 | | 46.0 | 55.1 | 0.0 | | 45.8 | 59.2 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 50.3 | 8.0 | 0.0 | | 53.0 | 5.8 | 0.0 | | 46.0 | 55.1 | 0.0 | | 45.8 | 59.2 | 0.0 | |
| LOS by Move: | D | A | A | | D | A | A | | D | E | A | | D | E | A | |
| HCM2kAvgQ: | 1 | 12 | 0 | | 2 | 7 | 0 | | 4 | 1 | 0 | | 3 | 1 | 0 | |

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

PM Existing Plus Project Thu May 7, 2009 15:51:44 Page 11-1

Folsom South of US-50 Annexation
Existing Plus Project PM

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

Intersection #9 East Bidwell St/Power Center Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.611
Loss Time (sec): 12 Average Delay (sec/veh): 20.5
Optimal Cycle: 49 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Split Phase | | | Split Phase | | |
| Rights: | Ovl | | | Ovl | | | Ovl | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 0 | 3 0 | 1 | 1 0 | 3 0 | 1 | 1 1 | 0 0 | 1 | 0 1 | 0 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 88 | 1496 | 177 | 178 | 1295 | 63 | 146 | 38 | 76 | 113 | 11 | 96 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 88 | 1496 | 177 | 178 | 1295 | 63 | 146 | 38 | 76 | 113 | 11 | 96 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 94 | 1591 | 188 | 189 | 1378 | 67 | 155 | 40 | 81 | 120 | 12 | 102 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 94 | 1591 | 188 | 189 | 1378 | 67 | 155 | 40 | 81 | 120 | 12 | 102 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 94 | 1591 | 188 | 189 | 1378 | 67 | 155 | 40 | 81 | 120 | 12 | 102 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.91 | 0.85 | 0.95 | 0.91 | 0.85 | 0.96 | 0.96 | 0.85 | 0.96 | 0.96 | 0.85 |
| Lanes: | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 | 1.59 | 0.41 | 1.00 | 0.91 | 0.09 | 1.00 |
| Final Sat.: | 1805 | 5187 | 1615 | 1805 | 5187 | 1615 | 2901 | 755 | 1615 | 1655 | 161 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.05 | 0.31 | 0.12 | 0.10 | 0.27 | 0.04 | 0.05 | 0.05 | 0.05 | 0.07 | 0.07 | 0.06 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green/Cycle: | 0.11 | 0.50 | 0.62 | 0.17 | 0.56 | 0.65 | 0.09 | 0.09 | 0.20 | 0.12 | 0.12 | 0.29 |
| Volume/Cap: | 0.47 | 0.61 | 0.19 | 0.61 | 0.47 | 0.06 | 0.61 | 0.61 | 0.25 | 0.61 | 0.61 | 0.22 |
| Delay/Veh: | 43.5 | 18.3 | 8.2 | 41.9 | 13.1 | 6.4 | 47.4 | 47.4 | 34.3 | 46.9 | 46.9 | 27.1 |
| 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: | 43.5 | 18.3 | 8.2 | 41.9 | 13.1 | 6.4 | 47.4 | 47.4 | 34.3 | 46.9 | 46.9 | 27.1 |
| LOS by Move: | D | B | A | D | B | A | D | D | C | D | D | C |
| HCM2kAvgQ: | 3 | 13 | 2 | 6 | 9 | 1 | 3 | 3 | 2 | 4 | 4 | 2 |

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





PM Existing Plus Project Thu May 7, 2009 15:51:44 Page 12-1

Folsom South of US-50 Annexation
Existing Plus Project PM

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

Intersection #10 Broadstone Pkwy/ East Bidwell St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.612
Loss Time (sec): 12 Average Delay (sec/veh): 26.9
Optimal Cycle: 49 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Ignore | | | Ignore | | | Ignore | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 2 0 | 3 0 | 1 | 2 0 | 3 0 | 1 | 2 0 | 3 0 | 1 | 2 0 | 3 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 59 | 519 | 39 | 235 | 432 | 184 | 297 | 1179 | 44 | 131 | 1403 | 377 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 59 | 519 | 39 | 235 | 432 | 184 | 297 | 1179 | 44 | 131 | 1403 | 377 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 0.97 | 0.97 | 0.00 | 0.97 | 0.97 | 0.00 | 0.97 | 0.97 | 0.00 | 0.97 | 0.97 | 0.00 |
| PHF Volume: | 61 | 535 | 0 | 242 | 445 | 0 | 306 | 1215 | 0 | 135 | 1446 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 61 | 535 | 0 | 242 | 445 | 0 | 306 | 1215 | 0 | 135 | 1446 | 0 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| FinalVolume: | 61 | 535 | 0 | 242 | 445 | 0 | 306 | 1215 | 0 | 135 | 1446 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.91 | 1.00 | 0.92 | 0.91 | 1.00 | 0.92 | 0.91 | 1.00 | 0.92 | 0.91 | 1.00 |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3502 | 5187 | 1900 | 3502 | 5187 | 1900 | 3502 | 5187 | 1900 | 3502 | 5187 | 1900 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.10 | 0.00 | 0.07 | 0.09 | 0.00 | 0.09 | 0.23 | 0.00 | 0.04 | 0.28 | 0.00 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green/Cycle: | 0.05 | 0.17 | 0.00 | 0.11 | 0.23 | 0.00 | 0.14 | 0.51 | 0.00 | 0.08 | 0.46 | 0.00 |
| Volume/Cap: | 0.37 | 0.61 | 0.00 | 0.61 | 0.37 | 0.00 | 0.61 | 0.46 | 0.00 | 0.46 | 0.61 | 0.00 |
| Delay/Veh: | 47.6 | 39.8 | 0.0 | 45.1 | 32.3 | 0.0 | 42.5 | 15.6 | 0.0 | 44.7 | 21.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 47.6 | 39.8 | 0.0 | 45.1 | 32.3 | 0.0 | 42.5 | 15.6 | 0.0 | 44.7 | 21.0 | 0.0 |
| LOS by Move: | D | D | A | D | C | A | D | B | A | D | C | A |
| HCM2kAvgQ: | 1 | 5 | 0 | 5 | 4 | 0 | 4 | 8 | 0 | 3 | 13 | 0 |

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

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Folsom South of US-50 Annexation
Existing Plus Project PM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #11 Empire Ranch Road/ Broadstone Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.469
Loss Time (sec): 0 Average Delay (sec/veh): 13.2
Optimal Cycle: 0 Level Of Service: B

| 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 | 2 | 1 | 0 | 1 | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 1! | 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 51 | 678 | 14 | | 11 | 356 | 67 | | 82 | 22 | 33 | | 8 | 28 | 3 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 51 | 678 | 14 | | 11 | 356 | 67 | | 82 | 22 | 33 | | 8 | 28 | 3 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 57 | 762 | 16 | | 12 | 400 | 75 | | 92 | 25 | 37 | | 9 | 31 | 3 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 57 | 762 | 16 | | 12 | 400 | 75 | | 92 | 25 | 37 | | 9 | 31 | 3 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 57 | 762 | 16 | | 12 | 400 | 75 | | 92 | 25 | 37 | | 9 | 31 | 3 | |
| 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 | 2.94 | 0.06 | | 1.00 | 2.52 | 0.48 | | 2.00 | 1.00 | 1.00 | | 0.20 | 0.72 | 0.08 | |
| Final Sat.: | 508 | 1623 | 34 | | 464 | 1274 | 249 | | 855 | 453 | 498 | | 94 | 330 | 35 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.11 | 0.47 | 0.47 | | 0.03 | 0.31 | 0.30 | | 0.11 | 0.05 | 0.07 | | 0.10 | 0.10 | 0.10 | |
| Crit Moves: | | **** | | | | **** | | | **** | | | | | **** | | |
| Delay/Veh: | 10.5 | 14.5 | 14.4 | | 10.4 | 12.6 | 12.1 | | 11.5 | 10.5 | 9.9 | | 11.1 | 11.1 | 11.1 | |
| Delay Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 10.5 | 14.5 | 14.4 | | 10.4 | 12.6 | 12.1 | | 11.5 | 10.5 | 9.9 | | 11.1 | 11.1 | 11.1 | |
| LOS by Move: | B | B | B | | B | B | B | | B | B | A | | B | B | B | |
| ApproachDel: | | 14.2 | | | | 12.4 | | | | 11.0 | | | | 11.1 | | |
| Delay Adj: | | 1.00 | | | | 1.00 | | | | 1.00 | | | | 1.00 | | |
| ApprAdjDel: | | 14.2 | | | | 12.4 | | | | 11.0 | | | | 11.1 | | |
| LOS by Appr: | | B | | | | B | | | | B | | | | B | | |
| AllWayAvgQ: | 0.1 | 0.8 | 0.8 | | 0.0 | 0.4 | 0.4 | | 0.1 | 0.1 | 0.1 | | 0.1 | 0.1 | 0.1 | |

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





PM Existing Plus Project Thu May 7, 2009 15:51:44 Page 14-1

Folsom South of US-50 Annexation
Existing Plus Project PM

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

Intersection #12 Oak Avenue Prky / Haverhill Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.492
Loss Time (sec): 9 Average Delay (sec/veh): 9.6
Optimal Cycle: 34 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - | R | L | - T | - | R | L | - T | - | R | L | - T | - | R |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 1! | 0 | 0 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 5 | 1086 | 74 | | 62 | 725 | 4 | | 2 | 5 | 3 | | 21 | 7 | 87 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 5 | 1086 | 74 | | 62 | 725 | 4 | | 2 | 5 | 3 | | 21 | 7 | 87 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.96 | 0.96 | 0.96 | | 0.96 | 0.96 | 0.96 | | 0.96 | 0.96 | 0.96 | | 0.96 | 0.96 | 0.96 | |
| PHF Volume: | 5 | 1131 | 77 | | 65 | 755 | 4 | | 2 | 5 | 3 | | 22 | 7 | 91 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 5 | 1131 | 77 | | 65 | 755 | 4 | | 2 | 5 | 3 | | 22 | 7 | 91 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 5 | 1131 | 77 | | 65 | 755 | 4 | | 2 | 5 | 3 | | 22 | 7 | 91 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.94 | 0.94 | | 0.95 | 0.95 | 0.95 | | 0.92 | 0.92 | 0.92 | | 0.85 | 0.85 | 0.85 | |
| Lanes: | 1.00 | 1.87 | 0.13 | | 1.00 | 1.99 | 0.01 | | 0.20 | 0.50 | 0.30 | | 0.18 | 0.06 | 0.76 | |
| Final Sat.: | 1805 | 3346 | 228 | | 1805 | 3587 | 20 | | 350 | 875 | 525 | | 296 | 99 | 1226 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.34 | 0.34 | | 0.04 | 0.21 | 0.21 | | 0.01 | 0.01 | 0.01 | | 0.07 | 0.07 | 0.07 | |
| Crit Moves: | | **** | | | **** | | | | | | | | | **** | | |
| Green/Cycle: | 0.01 | 0.69 | 0.69 | | 0.07 | 0.75 | 0.75 | | 0.15 | 0.15 | 0.15 | | 0.15 | 0.15 | 0.15 | |
| Volume/Cap: | 0.28 | 0.49 | 0.49 | | 0.49 | 0.28 | 0.28 | | 0.04 | 0.04 | 0.04 | | 0.49 | 0.49 | 0.49 | |
| Delay/Veh: | 57.3 | 7.6 | 7.6 | | 47.5 | 4.0 | 4.0 | | 36.4 | 36.4 | 36.4 | | 40.6 | 40.6 | 40.6 | |
| 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: | 57.3 | 7.6 | 7.6 | | 47.5 | 4.0 | 4.0 | | 36.4 | 36.4 | 36.4 | | 40.6 | 40.6 | 40.6 | |
| LOS by Move: | E | A | A | | D | A | A | | D | D | D | | D | D | D | |
| HCM2kAvgQ: | 0 | 9 | 9 | | 2 | 4 | 4 | | 0 | 0 | 0 | | 4 | 4 | 4 | |

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

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Folsom South of US-50 Annexation
Existing Plus Project PM

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

Intersection #13 Oak Avenue Prky / Haldion Wy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.551
Loss Time (sec): 9 Average Delay (sec/veh): 13.5
Optimal Cycle: 37 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Permitted | | | Permitted | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 | 0 1 | 1 0 | 1 | 0 1 | 1 0 | 0 | 0 1! | 0 0 | 0 | 0 1! | 0 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 54 | 1111 | 151 | 65 | 652 | 23 | 15 | 5 | 41 | 86 | 8 | 41 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 54 | 1111 | 151 | 65 | 652 | 23 | 15 | 5 | 41 | 86 | 8 | 41 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 |
| PHF Volume: | 56 | 1145 | 156 | 67 | 672 | 24 | 15 | 5 | 42 | 89 | 8 | 42 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 56 | 1145 | 156 | 67 | 672 | 24 | 15 | 5 | 42 | 89 | 8 | 42 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 56 | 1145 | 156 | 67 | 672 | 24 | 15 | 5 | 42 | 89 | 8 | 42 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.93 | 0.93 | 0.95 | 0.95 | 0.95 | 0.85 | 0.85 | 0.85 | 0.75 | 0.75 | 0.75 |
| Lanes: | 1.00 | 1.76 | 0.24 | 1.00 | 1.93 | 0.07 | 0.25 | 0.08 | 0.67 | 0.64 | 0.06 | 0.30 |
| Final Sat.: | 1805 | 3121 | 424 | 1805 | 3470 | 122 | 395 | 132 | 1081 | 912 | 85 | 435 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.37 | 0.37 | 0.04 | 0.19 | 0.19 | 0.04 | 0.04 | 0.04 | 0.10 | 0.10 | 0.10 |
| Crit Moves: | | **** | | **** | | | | | | | **** | |
| Green/Cycle: | 0.10 | 0.67 | 0.67 | 0.07 | 0.63 | 0.63 | 0.18 | 0.18 | 0.18 | 0.18 | 0.18 | 0.18 |
| Volume/Cap: | 0.31 | 0.55 | 0.55 | 0.55 | 0.31 | 0.31 | 0.22 | 0.22 | 0.22 | 0.55 | 0.55 | 0.55 |
| Delay/Veh: | 42.7 | 9.1 | 9.1 | 50.5 | 8.4 | 8.4 | 35.7 | 35.7 | 35.7 | 40.2 | 40.2 | 40.2 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 42.7 | 9.1 | 9.1 | 50.5 | 8.4 | 8.4 | 35.7 | 35.7 | 35.7 | 40.2 | 40.2 | 40.2 |
| LOS by Move: | D | A | A | D | A | A | D | D | D | D | D | D |
| HCM2kAvgQ: | 2 | 11 | 11 | 2 | 5 | 5 | 2 | 2 | 2 | 5 | 5 | 5 |

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





PM Existing Plus Project Thu May 7, 2009 15:51:44 Page 16-1

Folsom South of US-50 Annexation
Existing Plus Project PM

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

Intersection #14 Folsom Blvd/ Iron Point Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.887
Loss Time (sec): 12 Average Delay (sec/veh): 22.6
Optimal Cycle: 104 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 0 | 0 2 | 0 1 | 1 | 0 2 | 0 0 | 0 | 0 0 | 0 0 | 2 | 0 0 | 0 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 1463 | 1054 | 161 | 1318 | 0 | 0 | 0 | 0 | 632 | 0 | 202 |
| Growth Adj: | 1.00 | 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 | 1463 | 1054 | 161 | 1318 | 0 | 0 | 0 | 0 | 632 | 0 | 202 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| PHF Volume: | 0 | 1540 | 1109 | 169 | 1387 | 0 | 0 | 0 | 0 | 665 | 0 | 213 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 1540 | 1109 | 169 | 1387 | 0 | 0 | 0 | 0 | 665 | 0 | 213 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 1540 | 1109 | 169 | 1387 | 0 | 0 | 0 | 0 | 665 | 0 | 213 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 0.95 | 0.85 | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 0.92 | 1.00 | 0.85 |
| Lanes: | 0.00 | 2.00 | 1.00 | 1.00 | 2.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 1.00 |
| Final Sat.: | 0 | 3610 | 1615 | 1805 | 3610 | 0 | 0 | 0 | 0 | 3502 | 0 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.43 | 0.69 | 0.09 | 0.38 | 0.00 | 0.00 | 0.00 | 0.00 | 0.19 | 0.00 | 0.13 |
| Crit Moves: | | | **** | **** | | | | | | **** | | |
| Green/Cycle: | 0.00 | 0.56 | 0.77 | 0.11 | 0.67 | 0.00 | 0.00 | 0.00 | 0.00 | 0.21 | 0.00 | 0.21 |
| Volume/Cap: | 0.00 | 0.76 | 0.89 | 0.89 | 0.58 | 0.00 | 0.00 | 0.00 | 0.00 | 0.89 | 0.00 | 0.61 |
| Delay/Veh: | 0.0 | 18.6 | 16.2 | 79.8 | 9.4 | 0.0 | 0.0 | 0.0 | 0.0 | 50.6 | 0.0 | 38.9 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 18.6 | 16.2 | 79.8 | 9.4 | 0.0 | 0.0 | 0.0 | 0.0 | 50.6 | 0.0 | 38.9 |
| LOS by Move: | A | B | B | E | A | A | A | A | A | D | A | D |
| HCM2kAvgQ: | 0 | 19 | 26 | 6 | 12 | 0 | 0 | 0 | 0 | 12 | 0 | 6 |

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

PM Existing Plus Project Thu May 7, 2009 15:51:44 Page 17-1

Folsom South of US-50 Annexation
Existing Plus Project PM

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

Intersection #15 Prairie City Rd/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.656
Loss Time (sec): 12 Average Delay (sec/veh): 30.0
Optimal Cycle: 54 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Ignore | | | Ignore | | | Ignore | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 2 | 0 2 | 0 1 | 2 | 0 3 | 0 1 | 2 | 0 3 | 0 1 | 2 | 0 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 304 | 938 | 149 | 377 | 870 | 14 | 87 | 913 | 443 | 17 | 210 | 249 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 304 | 938 | 149 | 377 | 870 | 14 | 87 | 913 | 443 | 17 | 210 | 249 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 0.95 | 0.95 | 0.00 | 0.95 | 0.95 | 0.00 | 0.95 | 0.95 | 0.00 | 0.95 | 0.95 | 0.00 |
| PHF Volume: | 320 | 987 | 0 | 397 | 916 | 0 | 92 | 961 | 0 | 18 | 221 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 320 | 987 | 0 | 397 | 916 | 0 | 92 | 961 | 0 | 18 | 221 | 0 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| FinalVolume: | 320 | 987 | 0 | 397 | 916 | 0 | 92 | 961 | 0 | 18 | 221 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.95 | 1.00 | 0.92 | 0.91 | 1.00 | 0.92 | 0.91 | 1.00 | 0.92 | 0.91 | 1.00 |
| Lanes: | 2.00 | 2.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3502 | 3610 | 1900 | 3502 | 5187 | 1900 | 3502 | 5187 | 1900 | 3502 | 5187 | 1900 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.09 | 0.27 | 0.00 | 0.11 | 0.18 | 0.00 | 0.03 | 0.19 | 0.00 | 0.01 | 0.04 | 0.00 |
| Crit Moves: | | **** | | **** | | | | **** | | **** | | |
| Green/Cycle: | 0.20 | 0.42 | 0.00 | 0.17 | 0.39 | 0.00 | 0.11 | 0.28 | 0.00 | 0.01 | 0.18 | 0.00 |
| Volume/Cap: | 0.45 | 0.66 | 0.00 | 0.66 | 0.45 | 0.00 | 0.24 | 0.66 | 0.00 | 0.66 | 0.24 | 0.00 |
| Delay/Veh: | 35.6 | 24.5 | 0.0 | 41.2 | 22.9 | 0.0 | 41.0 | 32.7 | 0.0 | 95.1 | 35.3 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 35.6 | 24.5 | 0.0 | 41.2 | 22.9 | 0.0 | 41.0 | 32.7 | 0.0 | 95.1 | 35.3 | 0.0 |
| LOS by Move: | D | C | A | D | C | A | D | C | A | F | D | A |
| HCM2kAvgQ: | 4 | 13 | 0 | 6 | 7 | 0 | 1 | 10 | 0 | 0 | 2 | 0 |

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





PM Existing Plus Project Thu May 7, 2009 15:51:44 Page 18-1

Folsom South of US-50 Annexation
Existing Plus Project PM

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

Intersection #16 Grover Rd/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.349
Loss Time (sec): 12 Average Delay (sec/veh): 9.7
Optimal Cycle: 33 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Split Phase | | | Split Phase | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 | 0 1! | 0 0 | 1 | 0 0 | 1 0 | 1 | 0 3 | 0 1 | 1 | 0 2 | 1 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 6 | 0 | 0 | 62 | 3 | 20 | 111 | 1310 | 1 | 0 | 447 | 67 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 6 | 0 | 0 | 62 | 3 | 20 | 111 | 1310 | 1 | 0 | 447 | 67 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 6 | 0 | 0 | 66 | 3 | 21 | 118 | 1394 | 1 | 0 | 476 | 71 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 6 | 0 | 0 | 66 | 3 | 21 | 118 | 1394 | 1 | 0 | 476 | 71 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 6 | 0 | 0 | 66 | 3 | 21 | 118 | 1394 | 1 | 0 | 476 | 71 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 1.00 | 1.00 | 0.95 | 0.87 | 0.87 | 0.95 | 0.91 | 0.85 | 1.00 | 0.89 | 0.89 |
| Lanes: | 2.00 | 0.00 | 0.00 | 1.00 | 0.13 | 0.87 | 1.00 | 3.00 | 1.00 | 1.00 | 2.61 | 0.39 |
| Final Sat.: | 3618 | 0 | 0 | 1805 | 215 | 1436 | 1805 | 5187 | 1615 | 1900 | 4425 | 663 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.04 | 0.01 | 0.01 | 0.07 | 0.27 | 0.00 | 0.00 | 0.11 | 0.11 |
| Crit Moves: | **** | | | **** | | | | **** | | **** | | |
| Green/Cycle: | 0.01 | 0.00 | 0.00 | 0.10 | 0.10 | 0.10 | 0.29 | 0.77 | 0.77 | 0.00 | 0.48 | 0.48 |
| Volume/Cap: | 0.35 | 0.00 | 0.00 | 0.35 | 0.14 | 0.14 | 0.22 | 0.35 | 0.00 | 0.00 | 0.22 | 0.22 |
| Delay/Veh: | 60.8 | 0.0 | 0.0 | 42.7 | 41.1 | 41.1 | 27.1 | 3.7 | 2.6 | 0.0 | 15.3 | 15.3 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 60.8 | 0.0 | 0.0 | 42.7 | 41.1 | 41.1 | 27.1 | 3.7 | 2.6 | 0.0 | 15.3 | 15.3 |
| LOS by Move: | E | A | A | D | D | D | C | A | A | A | B | B |
| HCM2kAvgQ: | 0 | 0 | 0 | 2 | 1 | 1 | 3 | 5 | 0 | 0 | 3 | 3 |

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

PM Existing Plus Project Thu May 7, 2009 15:51:44 Page 19-1

Folsom South of US-50 Annexation
Existing Plus Project PM

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

Intersection #17 McAdoo Dr/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.423
Loss Time (sec): 12 Average Delay (sec/veh): 17.2
Optimal Cycle: 36 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Permitted | | | Permitted | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 3 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 132 | 0 | 53 | 275 | 1309 | 0 | 0 | 418 | 137 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 132 | 0 | 53 | 275 | 1309 | 0 | 0 | 418 | 137 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| PHF Volume: | 0 | 0 | 0 | 139 | 0 | 56 | 289 | 1378 | 0 | 0 | 440 | 144 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 139 | 0 | 56 | 289 | 1378 | 0 | 0 | 440 | 144 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 0 | 0 | 0 | 139 | 0 | 56 | 289 | 1378 | 0 | 0 | 440 | 144 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 0.77 | 1.00 | 0.85 | 0.95 | 0.91 | 1.00 | 1.00 | 0.88 | 0.88 |
| Lanes: | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 3.00 | 0.00 | 0.00 | 2.26 | 0.74 |
| Final Sat.: | 0 | 0 | 0 | 1461 | 0 | 1615 | 1805 | 5187 | 0 | 0 | 3762 | 1233 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.10 | 0.00 | 0.03 | 0.16 | 0.27 | 0.00 | 0.00 | 0.12 | 0.12 |
| Crit Moves: | | | | **** | | | **** | | | | **** | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | 0.22 | 0.00 | 0.22 | 0.38 | 0.66 | 0.00 | 0.00 | 0.28 | 0.28 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.42 | 0.00 | 0.15 | 0.42 | 0.41 | 0.00 | 0.00 | 0.42 | 0.42 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 34.1 | 0.0 | 31.3 | 23.4 | 8.2 | 0.0 | 0.0 | 29.9 | 29.9 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 34.1 | 0.0 | 31.3 | 23.4 | 8.2 | 0.0 | 0.0 | 29.9 | 29.9 |
| LOS by Move: | A | A | A | C | A | C | C | A | A | A | C | C |
| HCM2kAvgQ: | 0 | 0 | 0 | 4 | 0 | 1 | 6 | 7 | 0 | 0 | 5 | 5 |

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





PM Existing Plus Project Thu May 7, 2009 15:51:44 Page 20-1

Folsom South of US-50 Annexation
Existing Plus Project PM

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

Intersection #18 Oak Ave Pkwy/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.687
Loss Time (sec): 12 Average Delay (sec/veh): 33.6
Optimal Cycle: 58 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Ignore | | | Ovl | | | Ignore | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 2 | 0 | 2 | 0 | 1 | 2 | 0 | 2 | 0 | 1 | 2 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 135 | 639 | 306 | 270 | 526 | 55 | 449 | 824 | 181 | 342 | 314 | 351 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 135 | 639 | 306 | 270 | 526 | 55 | 449 | 824 | 181 | 342 | 314 | 351 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 0.96 | 0.96 | 0.00 | 0.96 | 0.96 | 0.00 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.00 |
| PHF Volume: | 141 | 666 | 0 | 281 | 548 | 0 | 468 | 858 | 189 | 356 | 327 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 141 | 666 | 0 | 281 | 548 | 0 | 468 | 858 | 189 | 356 | 327 | 0 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| FinalVolume: | 141 | 666 | 0 | 281 | 548 | 0 | 468 | 858 | 189 | 356 | 327 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.95 | 1.00 | 0.92 | 0.95 | 1.00 | 0.92 | 0.95 | 0.85 | 0.92 | 0.95 | 1.00 |
| Lanes: | 2.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 |
| Final Sat.: | 3502 | 3610 | 1900 | 3502 | 3610 | 1900 | 3502 | 3610 | 1615 | 3502 | 3610 | 1900 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.18 | 0.00 | 0.08 | 0.15 | 0.00 | 0.13 | 0.24 | 0.12 | 0.10 | 0.09 | 0.00 |
| Crit Moves: | | **** | | **** | | | | **** | | **** | | |
| Green/Cycle: | 0.08 | 0.27 | 0.00 | 0.12 | 0.30 | 0.00 | 0.29 | 0.35 | 0.43 | 0.15 | 0.20 | 0.00 |
| Volume/Cap: | 0.50 | 0.69 | 0.00 | 0.69 | 0.50 | 0.00 | 0.45 | 0.69 | 0.27 | 0.69 | 0.45 | 0.00 |
| Delay/Veh: | 45.4 | 34.9 | 0.0 | 47.2 | 28.8 | 0.0 | 29.0 | 29.6 | 18.8 | 44.2 | 35.7 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 45.4 | 34.9 | 0.0 | 47.2 | 28.8 | 0.0 | 29.0 | 29.6 | 18.8 | 44.2 | 35.7 | 0.0 |
| LOS by Move: | D | C | A | D | C | A | C | C | B | D | D | A |
| HCM2kAvgQ: | 2 | 10 | 0 | 4 | 7 | 0 | 6 | 12 | 4 | 6 | 5 | 0 |

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

PM Existing Plus Project Thu May 7, 2009 15:51:44 Page 21-1

Folsom South of US-50 Annexation
Existing Plus Project PM

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

Intersection #19 Rowberry Dr/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.667
Loss Time (sec): 12 Average Delay (sec/veh): 25.3
Optimal Cycle: 55 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Split Phase | | | | Split Phase | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Include | | | | Ovl | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 1 | 0 | 0 1 | 1 | 0 | 0 | 1 0 | 1 | 0 | 2 | 0 1 | 2 | 0 | 1 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 530 | 119 | 310 | | 2 | 80 | 14 | | 3 | 935 | 461 | | 286 | 520 | 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: | 530 | 119 | 310 | | 2 | 80 | 14 | | 3 | 935 | 461 | | 286 | 520 | 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: | 0.97 | 0.97 | 0.97 | | 0.97 | 0.97 | 0.97 | | 0.97 | 0.97 | 0.97 | | 0.97 | 0.97 | 0.97 | |
| PHF Volume: | 546 | 123 | 320 | | 2 | 82 | 14 | | 3 | 964 | 475 | | 295 | 536 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 546 | 123 | 320 | | 2 | 82 | 14 | | 3 | 964 | 475 | | 295 | 536 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 546 | 123 | 320 | | 2 | 82 | 14 | | 3 | 964 | 475 | | 295 | 536 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.96 | 0.96 | 0.85 | | 0.95 | 0.98 | 0.98 | | 0.95 | 0.95 | 0.85 | | 0.92 | 0.95 | 0.95 | |
| Lanes: | 1.63 | 0.37 | 1.00 | | 1.00 | 0.85 | 0.15 | | 1.00 | 2.00 | 1.00 | | 2.00 | 2.00 | 0.00 | |
| Final Sat.: | 2982 | 670 | 1615 | | 1805 | 1581 | 277 | | 1805 | 3610 | 1615 | | 3502 | 3610 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.18 | 0.18 | 0.20 | | 0.00 | 0.05 | 0.05 | | 0.00 | 0.27 | 0.29 | | 0.08 | 0.15 | 0.00 | |
| Crit Moves: | **** | | | | | **** | | | | **** | | | **** | | | |
| Green/Cycle: | 0.27 | 0.27 | 0.40 | | 0.08 | 0.08 | 0.08 | | 0.01 | 0.40 | 0.68 | | 0.13 | 0.52 | 0.00 | |
| Volume/Cap: | 0.67 | 0.67 | 0.49 | | 0.01 | 0.67 | 0.67 | | 0.29 | 0.67 | 0.44 | | 0.67 | 0.29 | 0.00 | |
| Delay/Veh: | 33.9 | 33.9 | 22.9 | | 42.6 | 56.0 | 56.0 | | 63.4 | 25.7 | 7.7 | | 45.5 | 13.6 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 33.9 | 33.9 | 22.9 | | 42.6 | 56.0 | 56.0 | | 63.4 | 25.7 | 7.7 | | 45.5 | 13.6 | 0.0 | |
| LOS by Move: | C | C | C | | D | E | E | | E | C | A | | D | B | A | |
| HCM2kAvgQ: | 9 | 9 | 7 | | 0 | 4 | 4 | | 0 | 12 | 6 | | 4 | 5 | 0 | |

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





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Folsom South of US-50 Annexation
Existing Plus Project PM

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

Intersection #20 Broadstone Pkwy/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.571
Loss Time (sec): 12 Average Delay (sec/veh): 19.3
Optimal Cycle: 46 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Split Phase | | | | Split Phase | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Ignore | | | | Include | | | | Ignore | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 1 | 0 | 0 1 | 2 | 0 | 1 | 0 1 | 1 | 0 | 2 | 0 1 | 2 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 52 | 33 | 52 | | 83 | 2 | 446 | | 667 | 572 | 8 | | 11 | 347 | 66 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 52 | 33 | 52 | | 83 | 2 | 446 | | 667 | 572 | 8 | | 11 | 347 | 66 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| PHF Adj: | 0.98 | 0.98 | 0.98 | | 0.98 | 0.98 | 0.00 | | 0.98 | 0.98 | 0.98 | | 0.98 | 0.98 | 0.00 | |
| PHF Volume: | 53 | 34 | 53 | | 85 | 2 | 0 | | 681 | 584 | 8 | | 11 | 354 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 53 | 34 | 53 | | 85 | 2 | 0 | | 681 | 584 | 8 | | 11 | 354 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| FinalVolume: | 53 | 34 | 53 | | 85 | 2 | 0 | | 681 | 584 | 8 | | 11 | 354 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.97 | 0.97 | 0.85 | | 0.92 | 1.00 | 1.00 | | 0.95 | 0.95 | 0.85 | | 0.92 | 0.91 | 1.00 | |
| Lanes: | 1.22 | 0.78 | 1.00 | | 2.00 | 1.00 | 1.00 | | 1.00 | 2.00 | 1.00 | | 2.00 | 3.00 | 1.00 | |
| Final Sat.: | 2255 | 1431 | 1615 | | 3502 | 1900 | 1900 | | 1805 | 3610 | 1615 | | 3502 | 5187 | 1900 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.02 | 0.03 | | 0.02 | 0.00 | 0.00 | | 0.38 | 0.16 | 0.01 | | 0.00 | 0.07 | 0.00 | |
| Crit Moves: | | | **** | | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.06 | 0.06 | 0.06 | | 0.04 | 0.04 | 0.00 | | 0.66 | 0.76 | 0.76 | | 0.02 | 0.12 | 0.00 | |
| Volume/Cap: | 0.41 | 0.41 | 0.57 | | 0.57 | 0.03 | 0.00 | | 0.57 | 0.21 | 0.01 | | 0.21 | 0.57 | 0.00 | |
| Delay/Veh: | 46.8 | 46.8 | 54.2 | | 52.2 | 46.0 | 0.0 | | 9.9 | 3.3 | 2.8 | | 50.6 | 42.9 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 46.8 | 46.8 | 54.2 | | 52.2 | 46.0 | 0.0 | | 9.9 | 3.3 | 2.8 | | 50.6 | 42.9 | 0.0 | |
| LOS by Move: | D | D | D | | D | D | A | | A | A | A | | D | D | A | |
| HCM2kAvgQ: | 2 | 2 | 3 | | 2 | 0 | 0 | | 11 | 3 | 0 | | 0 | 4 | 0 | |

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

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Folsom South of US-50 Annexation
Existing Plus Project PM

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

Intersection #21 East Bidwell St/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.911
Loss Time (sec): 12 Average Delay (sec/veh): 38.6
Optimal Cycle: 115 Level Of Service: D

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ignore | | | | Ignore | | | | Include | | | | Ignore | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 2 | 1 0 | 2 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 376 | 1923 | 289 | | 197 | 1322 | 122 | | 157 | 213 | 382 | | 261 | 92 | 87 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 376 | 1923 | 289 | | 197 | 1322 | 122 | | 157 | 213 | 382 | | 261 | 92 | 87 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| PHF Adj: | 0.93 | 0.93 | 0.00 | | 0.93 | 0.93 | 0.00 | | 0.93 | 0.93 | 0.93 | | 0.93 | 0.93 | 0.00 | |
| PHF Volume: | 404 | 2068 | 0 | | 212 | 1422 | 0 | | 169 | 229 | 411 | | 281 | 99 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 404 | 2068 | 0 | | 212 | 1422 | 0 | | 169 | 229 | 411 | | 281 | 99 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| FinalVolume: | 404 | 2068 | 0 | | 212 | 1422 | 0 | | 169 | 229 | 411 | | 281 | 99 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.91 | 1.00 | | 0.92 | 0.91 | 1.00 | | 0.92 | 0.82 | 0.82 | | 0.92 | 0.91 | 1.00 | |
| Lanes: | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 2.00 | 1.00 | | 2.00 | 3.00 | 1.00 | |
| Final Sat.: | 3502 | 5187 | 1900 | | 3502 | 5187 | 1900 | | 3502 | 3126 | 1563 | | 3502 | 5187 | 1900 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.12 | 0.40 | 0.00 | | 0.06 | 0.27 | 0.00 | | 0.05 | 0.07 | 0.26 | | 0.08 | 0.02 | 0.00 | |
| Crit Moves: | | **** | | | **** | | | | | | **** | | **** | | | |
| Green/Cycle: | 0.15 | 0.44 | 0.00 | | 0.07 | 0.35 | 0.00 | | 0.27 | 0.29 | 0.29 | | 0.09 | 0.11 | 0.00 | |
| Volume/Cap: | 0.77 | 0.91 | 0.00 | | 0.91 | 0.77 | 0.00 | | 0.18 | 0.25 | 0.91 | | 0.91 | 0.18 | 0.00 | |
| Delay/Veh: | 48.0 | 32.4 | 0.0 | | 82.4 | 30.8 | 0.0 | | 28.1 | 27.4 | 50.5 | | 74.8 | 40.8 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 48.0 | 32.4 | 0.0 | | 82.4 | 30.8 | 0.0 | | 28.1 | 27.4 | 50.5 | | 74.8 | 40.8 | 0.0 | |
| LOS by Move: | D | C | A | | F | C | A | | C | C | D | | E | D | A | |
| HCM2kAvgQ: | 6 | 23 | 0 | | 4 | 15 | 0 | | 2 | 3 | 15 | | 5 | 1 | 0 | |

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





PM Existing Plus Project Thu May 7, 2009 15:51:44 Page 24-1

Folsom South of US-50 Annexation
Existing Plus Project PM

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

Intersection #22 Cavitt Dr/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.426
Loss Time (sec): 12 Average Delay (sec/veh): 20.1
Optimal Cycle: 36 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 1 | 0 | 0 1 | 1 | 1 | 0 | 0 1 | 1 | 0 | 3 | 0 1 | 1 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 248 | 31 | 27 | | 14 | 29 | 21 | | 70 | 293 | 350 | | 9 | 174 | 12 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 248 | 31 | 27 | | 14 | 29 | 21 | | 70 | 293 | 350 | | 9 | 174 | 12 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.96 | 0.96 | 0.96 | | 0.96 | 0.96 | 0.96 | | 0.96 | 0.96 | 0.96 | | 0.96 | 0.96 | 0.96 | |
| PHF Volume: | 258 | 32 | 28 | | 15 | 30 | 22 | | 73 | 305 | 365 | | 9 | 181 | 13 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 258 | 32 | 28 | | 15 | 30 | 22 | | 73 | 305 | 365 | | 9 | 181 | 13 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 258 | 32 | 28 | | 15 | 30 | 22 | | 73 | 305 | 365 | | 9 | 181 | 13 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.53 | 0.53 | 0.85 | | 0.89 | 0.89 | 0.85 | | 0.95 | 0.91 | 0.85 | | 0.95 | 0.91 | 0.85 | |
| Lanes: | 1.78 | 0.22 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 3.00 | 1.00 | | 1.00 | 3.00 | 1.00 | |
| Final Sat.: | 1797 | 225 | 1615 | | 1689 | 1689 | 1615 | | 1805 | 5187 | 1615 | | 1805 | 5187 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.14 | 0.14 | 0.02 | | 0.01 | 0.02 | 0.01 | | 0.04 | 0.06 | 0.23 | | 0.01 | 0.03 | 0.01 | |
| Crit Moves: | | **** | | | | | | | | | **** | | **** | | | |
| Green/Cycle: | 0.34 | 0.34 | 0.34 | | 0.34 | 0.34 | 0.34 | | 0.29 | 0.53 | 0.53 | | 0.01 | 0.25 | 0.25 | |
| Volume/Cap: | 0.43 | 0.43 | 0.05 | | 0.03 | 0.05 | 0.04 | | 0.14 | 0.11 | 0.43 | | 0.43 | 0.14 | 0.03 | |
| Delay/Veh: | 26.0 | 26.0 | 22.4 | | 22.1 | 22.4 | 22.3 | | 26.3 | 11.7 | 14.6 | | 61.8 | 29.1 | 28.3 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 26.0 | 26.0 | 22.4 | | 22.1 | 22.4 | 22.3 | | 26.3 | 11.7 | 14.6 | | 61.8 | 29.1 | 28.3 | |
| LOS by Move: | C | C | C | | C | C | C | | C | B | B | | E | C | C | |
| HCM2kAvgQ: | 4 | 4 | 1 | | 0 | 1 | 0 | | 2 | 2 | 7 | | 0 | 2 | 0 | |

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

PM Existing Plus Project Thu May 7, 2009 15:51:44 Page 25-1

Folsom South of US-50 Annexation
Existing Plus Project PM

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

Intersection #23 Serpa Way / Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.210
Loss Time (sec): 12 Average Delay (sec/veh): 27.0
Optimal Cycle: 28 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Include | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 1 | 0 1 | 2 | 0 | 0 | 1 0 | 1 | 0 | 3 | 0 1 | 1 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 176 | 18 | 41 | | 21 | 11 | 39 | | 53 | 217 | 86 | | 23 | 90 | 29 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 176 | 18 | 41 | | 21 | 11 | 39 | | 53 | 217 | 86 | | 23 | 90 | 29 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 187 | 19 | 44 | | 22 | 12 | 41 | | 56 | 231 | 91 | | 24 | 96 | 31 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 187 | 19 | 44 | | 22 | 12 | 41 | | 56 | 231 | 91 | | 24 | 96 | 31 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 187 | 19 | 44 | | 22 | 12 | 41 | | 56 | 231 | 91 | | 24 | 96 | 31 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 1.00 | 0.85 | | 0.92 | 0.88 | 0.88 | | 0.95 | 0.91 | 0.85 | | 0.95 | 0.91 | 0.85 | |
| Lanes: | 1.00 | 1.00 | 1.00 | | 2.00 | 0.22 | 0.78 | | 1.00 | 3.00 | 1.00 | | 1.00 | 3.00 | 1.00 | |
| Final Sat.: | 1805 | 1900 | 1615 | | 3502 | 369 | 1309 | | 1805 | 5187 | 1615 | | 1805 | 5187 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.10 | 0.01 | 0.03 | | 0.01 | 0.03 | 0.03 | | 0.03 | 0.04 | 0.06 | | 0.01 | 0.02 | 0.02 | |
| Crit Moves: | **** | | | | | **** | | | **** | | | | | **** | | |
| Green/Cycle: | 0.49 | 0.44 | 0.49 | | 0.21 | 0.15 | 0.15 | | 0.15 | 0.18 | 0.67 | | 0.06 | 0.09 | 0.29 | |
| Volume/Cap: | 0.21 | 0.02 | 0.05 | | 0.03 | 0.21 | 0.21 | | 0.21 | 0.25 | 0.08 | | 0.25 | 0.21 | 0.06 | |
| Delay/Veh: | 14.5 | 16.0 | 13.3 | | 31.7 | 37.7 | 37.7 | | 37.8 | 35.2 | 5.7 | | 46.5 | 42.6 | 25.4 | |
| 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: | 14.5 | 16.0 | 13.3 | | 31.7 | 37.7 | 37.7 | | 37.8 | 35.2 | 5.7 | | 46.5 | 42.6 | 25.4 | |
| LOS by Move: | B | B | B | | C | D | D | | D | D | A | | D | D | C | |
| HCM2kAvgQ: | 3 | 0 | 1 | | 0 | 2 | 2 | | 1 | 2 | 1 | | 1 | 1 | 1 | |

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





PM Existing Plus Project Thu May 7, 2009 15:51:44 Page 26-1

Folsom South of US-50 Annexation
Existing Plus Project PM

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

Intersection #24 Empire Ranch Road/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.304
Loss Time (sec): 12 Average Delay (sec/veh): 18.3
Optimal Cycle: 31 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 3 | 0 1 | 1 | 0 | 3 | 0 1 | 1 | 0 | 1 | 1 0 | 1 | 0 | 1 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 55 | 832 | 0 | | 5 | 416 | 32 | | 53 | 53 | 163 | | 0 | 27 | 8 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 55 | 832 | 0 | | 5 | 416 | 32 | | 53 | 53 | 163 | | 0 | 27 | 8 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.99 | 0.99 | 0.99 | | 0.99 | 0.99 | 0.99 | | 0.99 | 0.99 | 0.99 | | 0.99 | 0.99 | 0.99 | |
| PHF Volume: | 56 | 840 | 0 | | 5 | 420 | 32 | | 54 | 54 | 165 | | 0 | 27 | 8 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 56 | 840 | 0 | | 5 | 420 | 32 | | 54 | 54 | 165 | | 0 | 27 | 8 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 56 | 840 | 0 | | 5 | 420 | 32 | | 54 | 54 | 165 | | 0 | 27 | 8 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.91 | 1.00 | | 0.95 | 0.91 | 0.85 | | 0.95 | 0.84 | 0.84 | | 1.00 | 0.92 | 0.92 | |
| Lanes: | 1.00 | 3.00 | 1.00 | | 1.00 | 3.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.54 | 0.46 | |
| Final Sat.: | 1805 | 5187 | 1900 | | 1805 | 5187 | 1615 | | 1805 | 1601 | 1601 | | 1900 | 2690 | 797 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.16 | 0.00 | | 0.00 | 0.08 | 0.02 | | 0.03 | 0.03 | 0.10 | | 0.00 | 0.01 | 0.01 | |
| Crit Moves: | | **** | | | **** | | | | | | **** | | **** | | | |
| Green/Cycle: | 0.15 | 0.53 | 0.00 | | 0.01 | 0.39 | 0.64 | | 0.25 | 0.34 | 0.34 | | 0.00 | 0.09 | 0.09 | |
| Volume/Cap: | 0.21 | 0.30 | 0.00 | | 0.30 | 0.21 | 0.03 | | 0.12 | 0.10 | 0.30 | | 0.00 | 0.12 | 0.12 | |
| Delay/Veh: | 37.7 | 13.1 | 0.0 | | 59.3 | 20.1 | 6.5 | | 28.9 | 22.7 | 24.7 | | 0.0 | 42.4 | 42.4 | |
| 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: | 37.7 | 13.1 | 0.0 | | 59.3 | 20.1 | 6.5 | | 28.9 | 22.7 | 24.7 | | 0.0 | 42.4 | 42.4 | |
| LOS by Move: | D | B | A | | E | C | A | | C | C | C | | A | D | D | |
| HCM2kAvgQ: | 1 | 5 | 0 | | 0 | 3 | 0 | | 1 | 1 | 4 | | 0 | 1 | 1 | |

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

PM Existing Plus Project Thu May 7, 2009 15:51:44 Page 27-1

Folsom South of US-50 Annexation
Existing Plus Project PM

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

Intersection #25 Prairie City Rd/ High School

Cycle (sec): 100 Critical Vol./Cap. (X): 0.451
Loss Time (sec): 12 Average Delay (sec/veh): 16.5
Optimal Cycle: 38 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 2 | 1 0 | 2 | 0 | 2 | 1 0 | 2 | 0 | 0 | 1 1 | 1 | 0 | 0 | 1 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 88 | 1102 | 29 | 43 | 1275 | 9 | 247 | 1 | 189 | 36 | 1 | 44 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 88 | 1102 | 29 | 43 | 1275 | 9 | 247 | 1 | 189 | 36 | 1 | 44 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | | | | |
| PHF Volume: | 98 | 1224 | 32 | 48 | 1417 | 10 | 274 | 1 | 210 | 40 | 1 | 49 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 98 | 1224 | 32 | 48 | 1417 | 10 | 274 | 1 | 210 | 40 | 1 | 49 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| 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: | 98 | 1224 | 32 | 48 | 1417 | 10 | 274 | 1 | 210 | 40 | 1 | 49 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 0.92 | 0.91 | 0.91 | 0.92 | 0.91 | 0.91 | 0.92 | 0.85 | 0.85 | 0.95 | 0.85 | 0.85 | | | | |
| Lanes: | 2.00 | 2.92 | 0.08 | 2.00 | 2.98 | 0.02 | 2.00 | 0.01 | 1.99 | 1.00 | 0.04 | 1.96 | | | | |
| Final Sat.: | 3502 | 5034 | 132 | 3502 | 5145 | 36 | 3502 | 17 | 3217 | 1805 | 72 | 3169 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.24 | 0.24 | 0.01 | 0.28 | 0.28 | 0.08 | 0.07 | 0.07 | 0.02 | 0.02 | 0.02 | | | | |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | | | | | |
| Green/Cycle: | 0.06 | 0.64 | 0.64 | 0.04 | 0.61 | 0.61 | 0.17 | 0.16 | 0.16 | 0.05 | 0.03 | 0.03 | | | | |
| Volume/Cap: | 0.45 | 0.38 | 0.38 | 0.38 | 0.45 | 0.45 | 0.45 | 0.42 | 0.42 | 0.42 | 0.45 | 0.45 | | | | |
| Delay/Veh: | 46.8 | 8.8 | 8.8 | 49.1 | 10.6 | 10.6 | 37.6 | 38.7 | 38.7 | 48.9 | 50.3 | 50.3 | | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| AdjDel/Veh: | 46.8 | 8.8 | 8.8 | 49.1 | 10.6 | 10.6 | 37.6 | 38.7 | 38.7 | 48.9 | 50.3 | 50.3 | | | | |
| LOS by Move: | D | A | A | D | B | B | D | D | D | D | D | D | | | | |
| HCM2kAvgQ: | 2 | 7 | 7 | 1 | 8 | 8 | 4 | 3 | 3 | 2 | 1 | 1 | | | | |

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





PM Existing Plus Project Thu May 7, 2009 15:51:44 Page 28-1

Folsom South of US-50 Annexation
Existing Plus Project PM

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

Intersection #26 East Bidwell / Placerville Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.741
Loss Time (sec): 6 Average Delay (sec/veh): 10.0
Optimal Cycle: 47 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 | 2 | 1 0 | 1 | 0 | 3 | 0 0 | 0 | 0 | 0 | 0 0 | 0 | 0 | 0 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 2607 | 0 | 0 | 1966 | 0 | 0 | 0 | 0 | 0 | 0 | 250 | | | | |
| Growth Adj: | 1.00 | 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 | 2607 | 0 | 0 | 1966 | 0 | 0 | 0 | 0 | 0 | 0 | 250 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | | | | |
| PHF Volume: | 0 | 2773 | 0 | 0 | 2091 | 0 | 0 | 0 | 0 | 0 | 0 | 266 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 0 | 2773 | 0 | 0 | 2091 | 0 | 0 | 0 | 0 | 0 | 0 | 266 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| 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: | 0 | 2773 | 0 | 0 | 2091 | 0 | 0 | 0 | 0 | 0 | 0 | 266 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 1.00 | 0.91 | 0.91 | 1.00 | 0.91 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.87 | | | | |
| Lanes: | 0.00 | 3.00 | 0.00 | 1.00 | 3.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.00 | | | | |
| Final Sat.: | 0 | 5187 | 0 | 1900 | 5187 | 0 | 0 | 0 | 0 | 0 | 0 | 1644 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.53 | 0.00 | 0.00 | 0.40 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.16 | | | | |
| Crit Moves: | | **** | | **** | | | | | | | | **** | | | | |
| Green/Cycle: | 0.00 | 0.72 | 0.00 | 0.00 | 0.72 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.22 | | | | |
| Volume/Cap: | 0.00 | 0.74 | 0.00 | 0.00 | 0.56 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.74 | | | | |
| Delay/Veh: | 0.0 | 9.1 | 0.0 | 0.0 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 44.5 | | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| AdjDel/Veh: | 0.0 | 9.1 | 0.0 | 0.0 | 6.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 44.5 | | | | |
| LOS by Move: | A | A | A | A | A | A | A | A | A | A | A | D | | | | |
| HCM2kAvgQ: | 0 | 19 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | | | | |

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

Folsom South of US-50 Annexation
Existing Plus Project PM

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

Intersection #27 Prairie City Rd/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.310
Loss Time (sec): 9 Average Delay (sec/veh): 19.2
Optimal Cycle: 26 Level of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Permitted | | | Permitted | | | Protected | | | Protected | | |
| Rights: | Include | | | Ovl | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 2 | 0 | 2 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 216 | 0 | 468 | 338 | 498 | 0 | 0 | 307 | 34 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 216 | 0 | 468 | 338 | 498 | 0 | 0 | 307 | 34 |
| User Adj: | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 0 | 201 | 0 | 435 | 314 | 463 | 0 | 0 | 286 | 32 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 201 | 0 | 435 | 314 | 463 | 0 | 0 | 286 | 32 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 0 | 0 | 201 | 0 | 435 | 314 | 463 | 0 | 0 | 286 | 32 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 0.77 | 1.00 | 0.75 | 0.92 | 0.95 | 1.00 | 1.00 | 0.91 | 0.85 |
| Lanes: | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 2.00 | 2.00 | 2.00 | 0.00 | 0.00 | 3.00 | 1.00 |
| Final Sat.: | 0 | 0 | 0 | 1461 | 0 | 2842 | 3502 | 3610 | 0 | 0 | 5187 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.14 | 0.00 | 0.15 | 0.09 | 0.13 | 0.00 | 0.00 | 0.06 | 0.02 |
| Crit Moves: | | | | **** | | | **** | | | | **** | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | 0.44 | 0.00 | 0.73 | 0.29 | 0.47 | 0.00 | 0.00 | 0.18 | 0.18 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.31 | 0.00 | 0.21 | 0.31 | 0.27 | 0.00 | 0.00 | 0.31 | 0.11 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 18.2 | 0.0 | 4.3 | 27.9 | 16.4 | 0.0 | 0.0 | 36.0 | 34.7 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 18.2 | 0.0 | 4.3 | 27.9 | 16.4 | 0.0 | 0.0 | 36.0 | 34.7 |
| LOS by Move: | A | A | A | B | A | A | C | B | A | A | D | C |
| HCM2kAvgQ: | 0 | 0 | 0 | 4 | 0 | 2 | 4 | 5 | 0 | 0 | 3 | 1 |

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





Folsom South of US-50 Annexation
Existing Plus Project PM

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

Intersection #28 Scott Rd (South)/ White Rock Rd

Average Delay (sec/veh): 4.3 Worst Case Level Of Service: D[ 28.7]

| 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 | 3 0 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 45 | 0 | 82 | 0 | 0 | 0 | 0 | 588 | 77 | 219 | 375 | 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: | 45 | 0 | 82 | 0 | 0 | 0 | 0 | 588 | 77 | 219 | 375 | 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: | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| PHF Volume: | 47 | 0 | 85 | 0 | 0 | 0 | 0 | 613 | 80 | 228 | 391 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 47 | 0 | 85 | 0 | 0 | 0 | 0 | 613 | 80 | 228 | 391 | 0 |
| Critical Gap Module: | | | | | | | | | | | | |
| Critical Gp: | 6.8 | 6.5 | 6.9 | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 4.1 | xxxx | xxxxx |
| FollowUpTim: | 3.5 | 4.0 | 3.3 | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 2.2 | xxxx | xxxxx |
| Capacity Module: | | | | | | | | | | | | |
| Cnflict Vol: | 1239 | 1499 | 346 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 693 | xxxx | xxxxx |
| Potent Cap.: | 170 | 123 | 656 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 912 | xxxx | xxxxx |
| Move Cap.: | 137 | 92 | 656 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 912 | xxxx | xxxxx |
| Volume/Cap: | 0.34 | 0.00 | 0.13 | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | 0.25 | xxxx | xxxx |
| Level Of Service Module: | | | | | | | | | | | | |
| 2Way95thQ: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 1.0 | xxxx | xxxxx |
| Control Del: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 10.3 | xxxx | xxxxx |
| LOS by Move: | * | * | * | * | * | * | * | * | * | B | * | * |
| Movement: | LT - | LTR - | RT | LT - | LTR - | RT | LT - | LTR - | RT | LT - | LTR - | RT |
| Shared Cap.: | xxxx | 281 | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| SharedQueue: | xxxxx | 2.4 | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| Shrd ConDel: | xxxxx | 28.7 | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| Shared LOS: | * | D | * | * | * | * | * | * | * | * | * | * |
| ApproachDel: | 28.7 | | | xxxxxx | | | xxxxxx | | | xxxxxx | | |
| ApproachLOS: | D | | | * | | | * | | | * | | |

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

Folsom South of US-50 Annexation
Existing Plus Project PM

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

Intersection #29 Scott Rd (North)/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.480
Loss Time (sec): 9 Average Delay (sec/veh): 22.6
Optimal Cycle: 33 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Permitted | | | Permitted | | | Protected | | | Protected | | |
| Rights: | Include | | | Ovl | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 0 0 | 1 | 0 0 | 0 1 | 0 1 | 1 | 2 0 | 2 | 0 0 | 0 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 2 | 0 | 208 | 1 | 204 | 403 | 315 | 0 | 0 | 348 | 241 |
| Growth Adj: | 1.00 | 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 | 2 | 0 | 208 | 1 | 204 | 403 | 315 | 0 | 0 | 348 | 241 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| PHF Volume: | 0 | 2 | 0 | 217 | 1 | 213 | 420 | 328 | 0 | 0 | 363 | 251 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 2 | 0 | 217 | 1 | 213 | 420 | 328 | 0 | 0 | 363 | 251 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 2 | 0 | 217 | 1 | 213 | 420 | 328 | 0 | 0 | 363 | 251 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 0.71 | 0.71 | 0.71 | 0.92 | 0.95 | 1.00 | 1.00 | 0.91 | 0.85 |
| Lanes: | 0.00 | 1.00 | 0.00 | 1.00 | 0.01 | 1.99 | 2.00 | 2.00 | 0.00 | 0.00 | 3.00 | 1.00 |
| Final Sat.: | 0 | 1900 | 0 | 1344 | 13 | 2675 | 3502 | 3610 | 0 | 0 | 5187 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.16 | 0.08 | 0.08 | 0.12 | 0.09 | 0.00 | 0.00 | 0.07 | 0.16 |
| Crit Moves: | | | | **** | | | **** | | | | | **** |
| Green/Cycle: | 0.00 | 0.34 | 0.00 | 0.34 | 0.34 | 0.59 | 0.25 | 0.57 | 0.00 | 0.00 | 0.32 | 0.32 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.48 | 0.24 | 0.14 | 0.48 | 0.16 | 0.00 | 0.00 | 0.22 | 0.48 |
| Delay/Veh: | 0.0 | 22.1 | 0.0 | 26.7 | 24.0 | 9.3 | 32.4 | 10.0 | 0.0 | 0.0 | 24.6 | 27.7 |
| 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: | 0.0 | 22.1 | 0.0 | 26.7 | 24.0 | 9.3 | 32.4 | 10.0 | 0.0 | 0.0 | 24.6 | 27.7 |
| LOS by Move: | A | C | A | C | C | A | C | B | A | A | C | C |
| HCM2kAvgQ: | 0 | 0 | 0 | 5 | 2 | 2 | 6 | 2 | 0 | 0 | 3 | 6 |

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





Folsom South of US-50 Annexation
Existing Plus Project PM

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

Intersection #30 Placerville Rd/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.242
Loss Time (sec): 12 Average Delay (sec/veh): 13.3
Optimal Cycle: 29 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Split Phase | | | Split Phase | | | Protected | | | Protected | | |
| Rights: | Include | | | Ovl | | | Ovl | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 0 0 | 0 | 0 1 | 1 1 | 0 | 0 1 | 1 0 | 2 | 0 1 | 1 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 2 | 207 | 0 | 12 | 22 | 374 | 1 | 0 | 605 | 134 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 2 | 207 | 0 | 12 | 22 | 374 | 1 | 0 | 605 | 134 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| PHF Volume: | 0 | 0 | 2 | 235 | 0 | 14 | 25 | 425 | 1 | 0 | 688 | 152 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 2 | 235 | 0 | 14 | 25 | 425 | 1 | 0 | 688 | 152 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 0 | 0 | 2 | 235 | 0 | 14 | 25 | 425 | 1 | 0 | 688 | 152 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 1.00 | 0.87 | 0.95 | 1.00 | 0.85 | 0.95 | 0.95 | 0.85 | 1.00 | 0.91 | 0.85 |
| Lanes: | 0.00 | 0.00 | 1.00 | 2.00 | 0.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 3.00 | 1.00 |
| Final Sat.: | 0 | 0 | 1644 | 3618 | 0 | 1615 | 1805 | 3610 | 1615 | 1900 | 5187 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.07 | 0.00 | 0.01 | 0.01 | 0.12 | 0.00 | 0.00 | 0.13 | 0.09 |
| Crit Moves: | | | **** | **** | | | **** | | | | **** | |
| Green/Cycle: | 0.00 | 0.00 | 0.01 | 0.27 | 0.00 | 0.33 | 0.06 | 0.61 | 0.61 | 0.00 | 0.55 | 0.82 |
| Volume/Cap: | 0.00 | 0.00 | 0.24 | 0.24 | 0.00 | 0.03 | 0.24 | 0.19 | 0.00 | 0.00 | 0.24 | 0.12 |
| Delay/Veh: | 0.0 | 0.0 | 62.4 | 28.7 | 0.0 | 22.9 | 46.3 | 8.9 | 7.6 | 0.0 | 11.8 | 1.9 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 62.4 | 28.7 | 0.0 | 22.9 | 46.3 | 8.9 | 7.6 | 0.0 | 11.8 | 1.9 |
| LOS by Move: | A | A | E | C | A | C | D | A | A | A | B | A |
| HCM2kAvgQ: | 0 | 0 | 0 | 3 | 0 | 0 | 1 | 3 | 0 | 0 | 4 | 1 |

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

Folsom South of US-50 Annexation
Existing Plus Project PM

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

Intersection #31 Empire Ranch Rd/ North Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.371
Loss Time (sec): 12 Average Delay (sec/veh): 20.3
Optimal Cycle: 34 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 1 | 0 1 | 2 | 0 | 1 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 681 | 75 | | 205 | 603 | 49 | | 64 | 3 | 0 | | 100 | 3 | 254 | |
| Growth Adj: | 1.00 | 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 | 681 | 75 | | 205 | 603 | 49 | | 64 | 3 | 0 | | 100 | 3 | 254 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 0 | 724 | 80 | | 218 | 641 | 52 | | 68 | 3 | 0 | | 106 | 3 | 270 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 724 | 80 | | 218 | 641 | 52 | | 68 | 3 | 0 | | 106 | 3 | 270 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 724 | 80 | | 218 | 641 | 52 | | 68 | 3 | 0 | | 106 | 3 | 270 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.97 | 0.91 | 0.85 | | 0.92 | 0.91 | 0.85 | | 0.92 | 1.00 | 1.00 | | 0.92 | 1.00 | 0.85 | |
| Lanes: | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 1.00 | 1.00 | | 2.00 | 1.00 | 1.00 | |
| Final Sat.: | 3686 | 5187 | 1615 | | 3502 | 5187 | 1615 | | 3502 | 1900 | 1900 | | 3502 | 1900 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.14 | 0.05 | | 0.06 | 0.12 | 0.03 | | 0.02 | 0.00 | 0.00 | | 0.03 | 0.00 | 0.17 | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | | **** | |
| Green/Cycle: | 0.00 | 0.38 | 0.69 | | 0.17 | 0.54 | 0.60 | | 0.05 | 0.02 | 0.00 | | 0.32 | 0.28 | 0.45 | |
| Volume/Cap: | 0.00 | 0.37 | 0.07 | | 0.37 | 0.23 | 0.05 | | 0.37 | 0.10 | 0.00 | | 0.10 | 0.01 | 0.37 | |
| Delay/Veh: | 0.0 | 22.7 | 4.9 | | 37.3 | 11.9 | 8.4 | | 47.1 | 49.6 | 0.0 | | 24.0 | 25.7 | 18.4 | |
| 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: | 0.0 | 22.7 | 4.9 | | 37.3 | 11.9 | 8.4 | | 47.1 | 49.6 | 0.0 | | 24.0 | 25.7 | 18.4 | |
| LOS by Move: | A | C | A | | D | B | A | | D | D | A | | C | C | B | |
| HCM2kAvgQ: | 0 | 6 | 1 | | 3 | 4 | 1 | | 1 | 0 | 0 | | 1 | 0 | 6 | |

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





Folsom South of US-50 Annexation
Existing Plus Project PM

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

Intersection #32 Prairie City Rd/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.508
Loss Time (sec): 9 Average Delay (sec/veh): 18.6
Optimal Cycle: 35 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 0 | 2 | 0 | 3 | 0 1 | 2 | 0 | 0 | 0 2 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 587 | 200 | | 735 | 753 | 0 | | 0 | 0 | 0 | | 232 | 0 | 534 | |
| Growth Adj: | 1.00 | 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 | 587 | 200 | | 735 | 753 | 0 | | 0 | 0 | 0 | | 232 | 0 | 534 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 0 | 624 | 213 | | 782 | 801 | 0 | | 0 | 0 | 0 | | 247 | 0 | 568 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 624 | 213 | | 782 | 801 | 0 | | 0 | 0 | 0 | | 247 | 0 | 568 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 0 | 624 | 213 | | 782 | 801 | 0 | | 0 | 0 | 0 | | 247 | 0 | 568 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.91 | 0.85 | | 0.92 | 0.91 | 1.00 | | 0.97 | 0.91 | 1.00 | | 0.60 | 1.00 | 0.75 | |
| Lanes: | 0.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 0.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 0.00 | 2.00 | |
| Final Sat.: | 0 | 5187 | 1615 | | 3502 | 5187 | 0 | | 3686 | 5187 | 1900 | | 2293 | 0 | 2842 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.12 | 0.13 | | 0.22 | 0.15 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.11 | 0.00 | 0.20 | |
| Crit Moves: | | | **** | | **** | | | | | | | | **** | | | |
| Green/Cycle: | 0.00 | 0.26 | 0.26 | | 0.44 | 0.70 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.21 | 0.00 | 0.65 | |
| Volume/Cap: | 0.00 | 0.46 | 0.51 | | 0.51 | 0.22 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.51 | 0.00 | 0.31 | |
| Delay/Veh: | 0.0 | 31.5 | 32.6 | | 20.5 | 5.4 | 0.0 | | 0.0 | 0.0 | 0.0 | | 35.7 | 0.0 | 7.7 | |
| 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: | 0.0 | 31.5 | 32.6 | | 20.5 | 5.4 | 0.0 | | 0.0 | 0.0 | 0.0 | | 35.7 | 0.0 | 7.7 | |
| LOS by Move: | A | C | C | | C | A | A | | A | A | A | | D | A | A | |
| HCM2kAvgQ: | 0 | 6 | 5 | | 9 | 3 | 0 | | 0 | 0 | 0 | | 3 | 0 | 4 | |

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

PM Existing Plus Project Thu May 7, 2009 15:51:44 Page 35-1

Folsom South of US-50 Annexation
Existing Plus Project PM

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

Intersection #33 Oak Ave Pkwy/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.481
Loss Time (sec): 12 Average Delay (sec/veh): 25.7
Optimal Cycle: 40 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - | R | L | - T | - | R | L | - T | - | R | L | - T | - | R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 2 | 0 | 1 | 2 | 0 | 2 | 0 | 1 | 2 | 0 | 2 | 0 | 1 | |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 87 | 228 | 85 | | 254 | 286 | 206 | | 283 | 647 | 203 | | 134 | 411 | 410 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 87 | 228 | 85 | | 254 | 286 | 206 | | 283 | 647 | 203 | | 134 | 411 | 410 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 93 | 243 | 90 | | 270 | 304 | 219 | | 301 | 688 | 216 | | 143 | 437 | 436 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 93 | 243 | 90 | | 270 | 304 | 219 | | 301 | 688 | 216 | | 143 | 437 | 436 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 93 | 243 | 90 | | 270 | 304 | 219 | | 301 | 688 | 216 | | 143 | 437 | 436 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.95 | 0.85 | | 0.92 | 0.95 | 0.85 | | 0.92 | 0.95 | 0.85 | | 0.92 | 0.95 | 0.85 | |
| Lanes: | 2.00 | 2.00 | 1.00 | | 2.00 | 2.00 | 1.00 | | 2.00 | 2.00 | 1.00 | | 2.00 | 2.00 | 1.00 | |
| Final Sat.: | 3502 | 3610 | 1615 | | 3502 | 3610 | 1615 | | 3502 | 3610 | 1615 | | 3502 | 3610 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.07 | 0.06 | | 0.08 | 0.08 | 0.14 | | 0.09 | 0.19 | 0.13 | | 0.04 | 0.12 | 0.27 | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | | **** | |
| Green/Cycle: | 0.07 | 0.14 | 0.24 | | 0.16 | 0.23 | 0.41 | | 0.18 | 0.48 | 0.55 | | 0.10 | 0.40 | 0.56 | |
| Volume/Cap: | 0.37 | 0.48 | 0.23 | | 0.48 | 0.37 | 0.33 | | 0.48 | 0.40 | 0.24 | | 0.40 | 0.30 | 0.48 | |
| Delay/Veh: | 45.2 | 40.4 | 30.8 | | 38.8 | 32.8 | 20.6 | | 37.5 | 17.0 | 11.9 | | 42.8 | 20.5 | 13.6 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 45.2 | 40.4 | 30.8 | | 38.8 | 32.8 | 20.6 | | 37.5 | 17.0 | 11.9 | | 42.8 | 20.5 | 13.6 | |
| LOS by Move: | D | D | C | | D | C | C | | D | B | B | | D | C | B | |
| HCM2kAvgQ: | 2 | 4 | 2 | | 4 | 4 | 4 | | 4 | 7 | 3 | | 2 | 5 | 8 | |

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





PM Existing Plus Project Thu May 7, 2009 15:51:44 Page 36-1

Folsom South of US-50 Annexation
Existing Plus Project PM

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

Intersection #34 RowberryDr/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.419
Loss Time (sec): 12 Average Delay (sec/veh): 17.0
Optimal Cycle: 36 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - | R | L | - T | - | R | L | - T | - | R | L | - T | - | R |
| Control: | Split Phase | | | | Split Phase | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 1! | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 2 | 0 | 2 | 0 | 1 | |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 3 | 3 | 5 | | 179 | 5 | 223 | | 233 | 746 | 6 | | 7 | 729 | 177 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 3 | 3 | 5 | | 179 | 5 | 223 | | 233 | 746 | 6 | | 7 | 729 | 177 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 3 | 3 | 5 | | 190 | 5 | 237 | | 248 | 794 | 6 | | 7 | 776 | 188 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 3 | 3 | 5 | | 190 | 5 | 237 | | 248 | 794 | 6 | | 7 | 776 | 188 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 3 | 3 | 5 | | 190 | 5 | 237 | | 248 | 794 | 6 | | 7 | 776 | 188 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.93 | 0.93 | 0.93 | | 0.95 | 0.95 | 0.85 | | 0.92 | 0.95 | 0.85 | | 0.95 | 0.95 | 0.85 | |
| Lanes: | 0.27 | 0.27 | 0.46 | | 1.95 | 0.05 | 1.00 | | 2.00 | 2.00 | 1.00 | | 1.00 | 2.00 | 1.00 | |
| Final Sat.: | 480 | 480 | 800 | | 3527 | 99 | 1615 | | 3502 | 3610 | 1615 | | 1805 | 3610 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.01 | 0.01 | | 0.05 | 0.05 | 0.15 | | 0.07 | 0.22 | 0.00 | | 0.00 | 0.21 | 0.12 | |
| Crit Moves: | | **** | | | | | **** | | **** | | | | | **** | | |
| Green/Cycle: | 0.02 | 0.02 | 0.02 | | 0.18 | 0.18 | 0.35 | | 0.17 | 0.67 | 0.69 | | 0.01 | 0.51 | 0.70 | |
| Volume/Cap: | 0.42 | 0.42 | 0.42 | | 0.30 | 0.30 | 0.42 | | 0.42 | 0.33 | 0.01 | | 0.33 | 0.42 | 0.17 | |
| Delay/Veh: | 58.6 | 58.6 | 58.6 | | 35.6 | 35.6 | 25.2 | | 37.6 | 7.1 | 5.0 | | 57.3 | 15.2 | 5.3 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 58.6 | 58.6 | 58.6 | | 35.6 | 35.6 | 25.2 | | 37.6 | 7.1 | 5.0 | | 57.3 | 15.2 | 5.3 | |
| LOS by Move: | E | E | E | | D | D | C | | D | A | A | | E | B | A | |
| HCM2kAvgQ: | 1 | 1 | 1 | | 2 | 2 | 5 | | 3 | 5 | 0 | | 0 | 8 | 2 | |

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

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Folsom South of US-50 Annexation
Existing Plus Project PM

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

Intersection #35 1st St/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.374
Loss Time (sec): 12 Average Delay (sec/veh): 19.8
Optimal Cycle: 34 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Ovl | | | Include | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 2 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 69 | 12 | 9 | 129 | 18 | 204 | 172 | 661 | 101 | 13 | 680 | 93 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 69 | 12 | 9 | 129 | 18 | 204 | 172 | 661 | 101 | 13 | 680 | 93 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 73 | 13 | 10 | 137 | 19 | 217 | 183 | 703 | 107 | 14 | 723 | 99 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 73 | 13 | 10 | 137 | 19 | 217 | 183 | 703 | 107 | 14 | 723 | 99 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 73 | 13 | 10 | 137 | 19 | 217 | 183 | 703 | 107 | 14 | 723 | 99 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.94 | 0.94 | 0.95 | 1.00 | 0.85 | 0.95 | 0.89 | 0.89 | 0.95 | 0.91 | 0.85 |
| Lanes: | 1.00 | 0.57 | 0.43 | 1.00 | 1.00 | 1.00 | 1.00 | 2.60 | 0.40 | 1.00 | 3.00 | 1.00 |
| Final Sat.: | 1805 | 1016 | 762 | 1805 | 1900 | 1615 | 1805 | 4409 | 674 | 1805 | 5187 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.01 | 0.01 | 0.08 | 0.01 | 0.13 | 0.10 | 0.16 | 0.16 | 0.01 | 0.14 | 0.06 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green/Cycle: | 0.13 | 0.03 | 0.03 | 0.20 | 0.11 | 0.38 | 0.27 | 0.61 | 0.61 | 0.03 | 0.37 | 0.58 |
| Volume/Cap: | 0.31 | 0.37 | 0.37 | 0.37 | 0.10 | 0.36 | 0.37 | 0.26 | 0.26 | 0.26 | 0.37 | 0.11 |
| Delay/Veh: | 40.1 | 51.2 | 51.2 | 35.0 | 40.6 | 22.8 | 30.1 | 8.9 | 8.9 | 50.0 | 23.0 | 9.6 |
| 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: | 40.1 | 51.2 | 51.2 | 35.0 | 40.6 | 22.8 | 30.1 | 8.9 | 8.9 | 50.0 | 23.0 | 9.6 |
| LOS by Move: | D | D | D | D | D | C | C | A | A | D | C | A |
| HCM2kAvgQ: | 2 | 1 | 1 | 4 | 1 | 5 | 4 | 4 | 4 | 0 | 6 | 1 |

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





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Folsom South of US-50 Annexation
Existing Plus Project PM

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

Intersection #36 2nd St/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.512
Loss Time (sec): 12 Average Delay (sec/veh): 25.2
Optimal Cycle: 41 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 | 0 | 0 | 1 | 0 | 2 | 0 | 1 | 1 | 0 | 2 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 66 | 75 | 94 | 426 | 127 | 0 | 0 | 713 | 84 | 88 | 720 | 301 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 66 | 75 | 94 | 426 | 127 | 0 | 0 | 713 | 84 | 88 | 720 | 301 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 70 | 80 | 100 | 453 | 135 | 0 | 0 | 759 | 89 | 94 | 766 | 320 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 70 | 80 | 100 | 453 | 135 | 0 | 0 | 759 | 89 | 94 | 766 | 320 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 70 | 80 | 100 | 453 | 135 | 0 | 0 | 759 | 89 | 94 | 766 | 320 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.92 | 0.92 | 0.92 | 1.00 | 1.00 | 1.00 | 0.90 | 0.90 | 0.95 | 0.91 | 0.85 |
| Lanes: | 1.00 | 0.44 | 0.56 | 2.00 | 1.00 | 1.00 | 1.00 | 2.68 | 0.32 | 1.00 | 3.00 | 1.00 |
| Final Sat.: | 1805 | 773 | 969 | 3502 | 1900 | 1900 | 1900 | 4566 | 538 | 1805 | 5187 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.10 | 0.10 | 0.13 | 0.07 | 0.00 | 0.00 | 0.17 | 0.17 | 0.05 | 0.15 | 0.20 |
| Crit Moves: | | **** | | **** | | | | **** | | **** | | |
| Green/Cycle: | 0.16 | 0.20 | 0.20 | 0.25 | 0.29 | 0.00 | 0.00 | 0.32 | 0.32 | 0.10 | 0.43 | 0.68 |
| Volume/Cap: | 0.24 | 0.51 | 0.51 | 0.51 | 0.24 | 0.00 | 0.00 | 0.51 | 0.51 | 0.51 | 0.35 | 0.29 |
| Delay/Veh: | 37.1 | 36.8 | 36.8 | 32.6 | 27.1 | 0.0 | 0.0 | 27.6 | 27.6 | 45.0 | 19.4 | 6.6 |
| 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: | 37.1 | 36.8 | 36.8 | 32.6 | 27.1 | 0.0 | 0.0 | 27.6 | 27.6 | 45.0 | 19.4 | 6.6 |
| LOS by Move: | D | D | D | C | C | A | A | C | C | D | B | A |
| HCM2kAvgQ: | 2 | 5 | 5 | 7 | 3 | 0 | 0 | 8 | 8 | 3 | 6 | 4 |

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

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Folsom South of US-50 Annexation
Existing Plus Project PM

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

Intersection #37 3rd St/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.646
Loss Time (sec): 12 Average Delay (sec/veh): 28.3
Optimal Cycle: 53 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Include | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 1 | 0 1 | 2 | 0 | 1 | 0 1 | 1 | 0 | 2 | 1 0 | 1 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 179 | 64 | 68 | | 348 | 33 | 369 | | 105 | 837 | 291 | | 69 | 560 | 138 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 179 | 64 | 68 | | 348 | 33 | 369 | | 105 | 837 | 291 | | 69 | 560 | 138 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 190 | 68 | 72 | | 370 | 35 | 393 | | 112 | 890 | 310 | | 73 | 596 | 147 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 190 | 68 | 72 | | 370 | 35 | 393 | | 112 | 890 | 310 | | 73 | 596 | 147 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 190 | 68 | 72 | | 370 | 35 | 393 | | 112 | 890 | 310 | | 73 | 596 | 147 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 1.00 | 0.85 | | 0.92 | 1.00 | 0.85 | | 0.95 | 0.87 | 0.87 | | 0.95 | 0.91 | 0.85 | |
| Lanes: | 1.00 | 1.00 | 1.00 | | 2.00 | 1.00 | 1.00 | | 1.00 | 2.23 | 0.77 | | 1.00 | 3.00 | 1.00 | |
| Final Sat.: | 1805 | 1900 | 1615 | | 3502 | 1900 | 1615 | | 1805 | 3699 | 1286 | | 1805 | 5187 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.11 | 0.04 | 0.04 | | 0.11 | 0.02 | 0.24 | | 0.06 | 0.24 | 0.24 | | 0.04 | 0.11 | 0.09 | |
| Crit Moves: | **** | | | | | | **** | | | **** | | | **** | | | |
| Green/Cycle: | 0.16 | 0.11 | 0.18 | | 0.33 | 0.28 | 0.43 | | 0.15 | 0.37 | 0.37 | | 0.06 | 0.28 | 0.61 | |
| Volume/Cap: | 0.65 | 0.32 | 0.26 | | 0.32 | 0.07 | 0.56 | | 0.41 | 0.65 | 0.65 | | 0.65 | 0.41 | 0.15 | |
| Delay/Veh: | 44.0 | 41.7 | 36.1 | | 25.1 | 26.4 | 22.3 | | 39.2 | 26.7 | 26.7 | | 57.9 | 29.2 | 8.2 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 44.0 | 41.7 | 36.1 | | 25.1 | 26.4 | 22.3 | | 39.2 | 26.7 | 26.7 | | 57.9 | 29.2 | 8.2 | |
| LOS by Move: | D | D | D | | C | C | C | | D | C | C | | E | C | A | |
| HCM2kAvgQ: | 7 | 2 | 2 | | 4 | 1 | 9 | | 3 | 11 | 11 | | 2 | 5 | 2 | |

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





PM Existing Plus Project Thu May 7, 2009 15:51:45 Page 40-1

Folsom South of US-50 Annexation
Existing Plus Project PM

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

Intersection #38 Scott Rd (North)/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.881
Loss Time (sec): 12 Average Delay (sec/veh): 37.6
Optimal Cycle: 102 Level Of Service: D

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 44 | 709 | 176 | | 957 | 600 | 216 | | 775 | 500 | 40 | | 248 | 507 | 257 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 44 | 709 | 176 | | 957 | 600 | 216 | | 775 | 500 | 40 | | 248 | 507 | 257 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 47 | 754 | 187 | | 1018 | 638 | 230 | | 824 | 532 | 43 | | 264 | 539 | 273 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 47 | 754 | 187 | | 1018 | 638 | 230 | | 824 | 532 | 43 | | 264 | 539 | 273 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 47 | 754 | 187 | | 1018 | 638 | 230 | | 824 | 532 | 43 | | 264 | 539 | 273 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.91 | 0.85 | | 0.92 | 0.91 | 0.85 | | 0.92 | 0.91 | 0.85 | | 0.92 | 0.91 | 0.85 | |
| Lanes: | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | |
| Final Sat.: | 3502 | 5187 | 1615 | | 3502 | 5187 | 1615 | | 3502 | 5187 | 1615 | | 3502 | 5187 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.15 | 0.12 | | 0.29 | 0.12 | 0.14 | | 0.24 | 0.10 | 0.03 | | 0.08 | 0.10 | 0.17 | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.05 | 0.16 | 0.33 | | 0.33 | 0.45 | 0.71 | | 0.27 | 0.22 | 0.27 | | 0.16 | 0.12 | 0.45 | |
| Volume/Cap: | 0.28 | 0.88 | 0.35 | | 0.88 | 0.28 | 0.20 | | 0.88 | 0.46 | 0.10 | | 0.46 | 0.88 | 0.38 | |
| Delay/Veh: | 46.8 | 51.4 | 25.9 | | 39.8 | 17.5 | 4.9 | | 44.9 | 34.0 | 27.4 | | 38.5 | 57.4 | 18.7 | |
| 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: | 46.8 | 51.4 | 25.9 | | 39.8 | 17.5 | 4.9 | | 44.9 | 34.0 | 27.4 | | 38.5 | 57.4 | 18.7 | |
| LOS by Move: | D | D | C | | D | B | A | | D | C | C | | D | E | B | |
| HCM2kAvgQ: | 1 | 9 | 4 | | 16 | 4 | 2 | | 13 | 5 | 1 | | 4 | 9 | 6 | |

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

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Folsom South of US-50 Annexation
Existing Plus Project PM

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

Intersection #39 4th St/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.628
Loss Time (sec): 12 Average Delay (sec/veh): 29.6
Optimal Cycle: 51 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Include | | | Include | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 2 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 189 | 242 | 56 | 41 | 184 | 137 | 855 | 312 | 309 | 70 | 214 | 156 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 189 | 242 | 56 | 41 | 184 | 137 | 855 | 312 | 309 | 70 | 214 | 156 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 201 | 257 | 60 | 44 | 196 | 146 | 910 | 332 | 329 | 74 | 228 | 166 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 201 | 257 | 60 | 44 | 196 | 146 | 910 | 332 | 329 | 74 | 228 | 166 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 201 | 257 | 60 | 44 | 196 | 146 | 910 | 332 | 329 | 74 | 228 | 166 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 1.00 | 0.85 | 0.95 | 1.00 | 0.85 | 0.92 | 0.84 | 0.84 | 0.95 | 0.91 | 0.85 |
| Lanes: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 2.00 | 1.00 | 1.00 | 3.00 | 1.00 |
| Final Sat.: | 1805 | 1900 | 1615 | 1805 | 1900 | 1615 | 3502 | 3199 | 1599 | 1805 | 5187 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.11 | 0.14 | 0.04 | 0.02 | 0.10 | 0.09 | 0.26 | 0.10 | 0.21 | 0.04 | 0.04 | 0.10 |
| Crit Moves: | **** | | | | **** | | **** | | | | | **** |
| Green/Cycle: | 0.18 | 0.29 | 0.38 | 0.05 | 0.16 | 0.16 | 0.41 | 0.45 | 0.45 | 0.09 | 0.13 | 0.18 |
| Volume/Cap: | 0.63 | 0.47 | 0.10 | 0.47 | 0.63 | 0.55 | 0.63 | 0.23 | 0.46 | 0.46 | 0.35 | 0.58 |
| Delay/Veh: | 42.0 | 29.8 | 20.0 | 49.8 | 43.0 | 40.9 | 24.1 | 17.0 | 19.4 | 45.2 | 40.4 | 40.8 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 42.0 | 29.8 | 20.0 | 49.8 | 43.0 | 40.9 | 24.1 | 17.0 | 19.4 | 45.2 | 40.4 | 40.8 |
| LOS by Move: | D | C | C | D | D | D | C | B | B | D | D | D |
| HCM2kAvgQ: | 7 | 7 | 1 | 2 | 7 | 5 | 11 | 3 | 7 | 3 | 3 | 6 |

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





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Folsom South of US-50 Annexation
Existing Plus Project PM

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

Intersection #40 Placerville Rd/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.147
Loss Time (sec): 12 Average Delay (sec/veh): 0.8
Optimal Cycle: 26 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Ovl | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 2 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 408 | 0 | 0 | 440 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 408 | 0 | 0 | 440 | 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: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 434 | 0 | 0 | 468 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 434 | 0 | 0 | 468 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 434 | 0 | 0 | 468 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.97 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 |
| Lanes: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 2.00 | 2.00 | 0.00 | 1.00 | 2.00 | 0.00 |
| Final Sat.: | 1900 | 1900 | 0 | 1900 | 1900 | 1900 | 3686 | 3610 | 0 | 1900 | 3610 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.12 | 0.00 | 0.00 | 0.13 | 0.00 |
| Crit Moves: | | | | | | | **** | | | | **** | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.88 | 0.00 | 0.00 | 0.88 | 0.00 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.14 | 0.00 | 0.00 | 0.15 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.8 | 0.0 | 0.0 | 0.8 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.8 | 0.0 | 0.0 | 0.8 | 0.0 |
| LOS by Move: | A | A | A | A | A | A | A | A | A | A | A | A |
| HCM2kAvgQ: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |

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

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Folsom South of US-50 Annexation
Existing Plus Project PM

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

Intersection #41 Hillside Dr/ Easton Valley Pkwy

Average Delay (sec/veh): 3.8 Worst Case Level Of Service: C[ 23.7]

| 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 | | | | Ignore | | | | Include | | | | Ignore | | | |
| Lanes: | 0 | 0 | 0 | 0 0 | 1 | 0 | 0 | 0 1 | 1 | 0 | 1 | 0 0 | 0 | 0 | 1 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | | 66 | 0 | 211 | | 170 | 273 | 0 | | 0 | 273 | 30 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 0 | 0 | 0 | | 66 | 0 | 211 | | 170 | 273 | 0 | | 0 | 273 | 30 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.00 | |
| PHF Volume: | 0 | 0 | 0 | | 70 | 0 | 0 | | 181 | 290 | 0 | | 0 | 290 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| FinalVolume: | 0 | 0 | 0 | | 70 | 0 | 0 | | 181 | 290 | 0 | | 0 | 290 | 0 | |
| Critical Gap Module: | | | | | | | | | | | | | | | | |
| Critical Gp: | xxxxx | xxxx | xxxxx | | 6.4 | xxxx | 6.2 | | 4.1 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | |
| FollowUpTim: | xxxxx | xxxx | xxxxx | | 3.5 | xxxx | 3.3 | | 2.2 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | |
| Capacity Module: | | | | | | | | | | | | | | | | |
| Cnflict Vol: | xxxx | xxxx | xxxxx | | 943 | xxxx | 290 | | 290 | xxxx | xxxxx | xxxx | xxxx | xxxxx | | |
| Potent Cap.: | xxxx | xxxx | xxxxx | | 294 | xxxx | 754 | | 1283 | xxxx | xxxxx | xxxx | xxxx | xxxxx | | |
| Move Cap.: | xxxx | xxxx | xxxxx | | 262 | xxxx | 754 | | 1283 | xxxx | xxxxx | xxxx | xxxx | xxxxx | | |
| Volume/Cap: | xxxx | xxxx | xxxx | | 0.27 | xxxx | 0.00 | | 0.14 | xxxx | xxxx | xxxx | xxxx | xxxx | | |
| Level Of Service Module: | | | | | | | | | | | | | | | | |
| 2Way95thQ: | xxxx | xxxx | xxxxx | | 1.1 | xxxx | xxxxx | | 0.5 | xxxx | xxxxx | xxxx | xxxx | xxxxx | | |
| Control Del: | xxxxx | xxxx | xxxxx | | 23.7 | xxxx | xxxxx | | 8.3 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | |
| LOS by Move: | * | * | * | | C | * | * | | A | * | * | * | * | * | | |
| Movement: | LT - | LTR - | RT | | LT - | LTR - | RT | | LT - | LTR - | RT | | LT - | LTR - | RT | |
| Shared Cap.: | xxxx | xxxx | xxxxx | | xxxx | xxxx | xxxxx | | xxxx | xxxx | xxxxx | | xxxx | xxxx | xxxxx | |
| SharedQueue: | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | |
| Shrd ConDel: | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | |
| Shared LOS: | * | * | * | | * | * | * | | * | * | * | | * | * | * | |
| ApproachDel: | xxxxxx | | | | 23.7 | | | | xxxxxx | | | | xxxxxx | | | |
| ApproachLOS: | * | | | | C | | | | * | | | | * | | | |

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

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Folsom South of US-50 Annexation
Existing Plus Project PM

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

Intersection #42 Empire Ranch Rd/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.441
Loss Time (sec): 12 Average Delay (sec/veh): 25.6
Optimal Cycle: 37 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Split Phase | | | | Split Phase | | | |
| Rights: | Include | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 2 | 1 0 | 1 | 0 | 3 | 0 1 | 1 | 1 | 0 | 0 1 | 0 | 1 | 0 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 32 | 173 | 35 | | 245 | 175 | 282 | | 337 | 116 | 36 | | 40 | 80 | 246 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 32 | 173 | 35 | | 245 | 175 | 282 | | 337 | 116 | 36 | | 40 | 80 | 246 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 34 | 184 | 37 | | 261 | 186 | 300 | | 359 | 123 | 38 | | 43 | 85 | 262 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 34 | 184 | 37 | | 261 | 186 | 300 | | 359 | 123 | 38 | | 43 | 85 | 262 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 34 | 184 | 37 | | 261 | 186 | 300 | | 359 | 123 | 38 | | 43 | 85 | 262 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.89 | 0.89 | | 0.95 | 0.91 | 0.85 | | 0.96 | 0.96 | 0.85 | | 0.98 | 0.98 | 0.85 | |
| Lanes: | 1.00 | 2.50 | 0.50 | | 1.00 | 3.00 | 1.00 | | 1.49 | 0.51 | 1.00 | | 0.33 | 0.67 | 1.00 | |
| Final Sat.: | 1805 | 4206 | 851 | | 1805 | 5187 | 1615 | | 2725 | 938 | 1615 | | 623 | 1246 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.04 | 0.04 | | 0.14 | 0.04 | 0.19 | | 0.13 | 0.13 | 0.02 | | 0.07 | 0.07 | 0.16 | |
| Crit Moves: | | **** | | | **** | | | | | **** | | | | **** | | |
| Green/Cycle: | 0.11 | 0.10 | 0.10 | | 0.33 | 0.32 | 0.61 | | 0.30 | 0.30 | 0.41 | | 0.15 | 0.15 | 0.48 | |
| Volume/Cap: | 0.17 | 0.44 | 0.44 | | 0.44 | 0.11 | 0.30 | | 0.44 | 0.44 | 0.06 | | 0.44 | 0.44 | 0.34 | |
| Delay/Veh: | 40.8 | 43.0 | 43.0 | | 27.0 | 24.3 | 9.3 | | 28.6 | 28.6 | 18.0 | | 39.4 | 39.4 | 16.2 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 40.8 | 43.0 | 43.0 | | 27.0 | 24.3 | 9.3 | | 28.6 | 28.6 | 18.0 | | 39.4 | 39.4 | 16.2 | |
| LOS by Move: | D | D | D | | C | C | A | | C | C | B | | D | D | B | |
| HCM2kAvgQ: | 1 | 2 | 2 | | 6 | 1 | 4 | | 6 | 6 | 1 | | 4 | 4 | 5 | |

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

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Folsom South of US-50 Annexation
Existing Plus Project PM

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

Intersection #43 Prairie City Rd/Middle Rd

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: B[ 12.2]

| 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 | 2 | 1 0 | 1 | 0 | 3 | 0 0 | 0 | 0 | 0 | 0 0 | 1 | 0 | 0 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 674 | | 7 | 36 | 893 | | 0 | 0 | | 0 | 0 | 5 | | 0 | 25 |
| Growth Adj: | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| Initial Bse: | 0 | 674 | | 7 | 36 | 893 | | 0 | 0 | | 0 | 0 | 5 | | 0 | 25 |
| User Adj: | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 |
| PHF Volume: | 0 | 717 | | 7 | 38 | 950 | | 0 | 0 | | 0 | 0 | 5 | | 0 | 27 |
| Reduct Vol: | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 |
| FinalVolume: | 0 | 717 | | 7 | 38 | 950 | | 0 | 0 | | 0 | 0 | 5 | | 0 | 27 |
| Critical Gap Module: | | | | | | | | | | | | | | | | |
| Critical Gp: | xxxxx | xxxx | | xxxxx | 4.1 | xxxx | | xxxxx | xxxxx | xxxx | | xxxxx | 6.8 | xxxx | | 6.9 |
| FollowUpTim: | xxxxx | xxxx | | xxxxx | 2.2 | xxxx | | xxxxx | xxxxx | xxxx | | xxxxx | 3.5 | xxxx | | 3.3 |
| Capacity Module: | | | | | | | | | | | | | | | | |
| Cnflict Vol: | xxxx | xxxx | | xxxxx | 724 | xxxx | | xxxxx | xxxx | xxxx | | xxxxx | 1114 | xxxx | | 243 |
| Potent Cap.: | xxxx | xxxx | | xxxxx | 887 | xxxx | | xxxxx | xxxx | xxxx | | xxxxx | 205 | xxxx | | 764 |
| Move Cap.: | xxxx | xxxx | | xxxxx | 887 | xxxx | | xxxxx | xxxx | xxxx | | xxxxx | 199 | xxxx | | 764 |
| Volume/Cap: | xxxx | xxxx | | xxxx | 0.04 | xxxx | | xxxx | xxxx | xxxx | | xxxx | 0.03 | xxxx | | 0.03 |
| Level Of Service Module: | | | | | | | | | | | | | | | | |
| 2Way95thQ: | xxxx | xxxx | | xxxxx | 0.1 | xxxx | | xxxxx | xxxx | xxxx | | xxxxx | 0.1 | xxxx | | 0.1 |
| Control Del: | xxxxx | xxxx | | xxxxx | 9.2 | xxxx | | xxxxx | xxxxx | xxxx | | xxxxx | 23.6 | xxxx | | 9.9 |
| LOS by Move: | * | * | | * | A | * | | * | * | * | | * | C | * | | A |
| Movement: | LT - | LTR - | | RT | LT - | LTR - | | RT | LT - | LTR - | | RT | LT - | LTR - | | RT |
| Shared Cap.: | xxxx | xxxx | | xxxxx | xxxx | xxxx | | xxxxx | xxxx | xxxx | | xxxxx | xxxx | xxxx | | xxxxx |
| SharedQueue: | xxxxx | xxxx | | xxxxx | xxxxx | xxxx | | xxxxx | xxxxx | xxxx | | xxxxx | xxxxx | xxxx | | xxxxx |
| Shrd ConDel: | xxxxx | xxxx | | xxxxx | xxxxx | xxxx | | xxxxx | xxxxx | xxxx | | xxxxx | xxxxx | xxxx | | xxxxx |
| Shared LOS: | * | * | | * | * | * | | * | * | * | | * | * | * | | * |
| ApproachDel: | xxxxxx | | | | xxxxxx | | | | xxxxxx | | | | 12.2 | | | |
| ApproachLOS: | * | | | | * | | | | * | | | | B | | | |

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





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Folsom South of US-50 Annexation
Existing Plus Project PM

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

Intersection #44 Oak Ave Pkwy/Middle Rd

Average Delay (sec/veh): 2.8 Worst Case Level Of Service: D[ 30.7]

| 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 | | | | Ignore | | | | Include | | | |
| Lanes: | 1 | 0 | 1 | 1 0 | 1 | 0 | 1 | 1 0 | 1 | 0 | 1 | 0 1 | 1 | 0 | 0 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 36 | 313 | | 11 | 86 | 500 | | 36 | 37 | | 5 | 38 | 8 | | 3 | 50 |
| Growth Adj: | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| Initial Bse: | 36 | 313 | | 11 | 86 | 500 | | 36 | 37 | | 5 | 38 | 8 | | 3 | 50 |
| User Adj: | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 0.00 | 1.00 | | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | | 0.94 | 0.00 | 0.94 | | 0.94 | 0.94 |
| PHF Volume: | 38 | 333 | | 12 | 91 | 532 | | 38 | 39 | | 5 | 0 | 9 | | 3 | 53 |
| Reduct Vol: | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 |
| FinalVolume: | 38 | 333 | | 12 | 91 | 532 | | 38 | 39 | | 5 | 0 | 9 | | 3 | 53 |
| Critical Gap Module: | | | | | | | | | | | | | | | | |
| Critical Gp: | 4.1 | xxxx | | xxxxx | 4.1 | xxxx | | xxxxx | 7.5 | | 6.5 | 6.9 | 7.5 | | 6.5 | 6.9 |
| FollowUpTim: | 2.2 | xxxx | | xxxxx | 2.2 | xxxx | | xxxxx | 3.5 | | 4.0 | 3.3 | 3.5 | | 4.0 | 3.3 |
| Capacity Module: | | | | | | | | | | | | | | | | |
| Cnflict Vol: | 570 | xxxx | | xxxxx | 345 | xxxx | | xxxxx | 979 | | 1155 | 285 | 867 | | 1169 | 172 |
| Potent Cap.: | 1012 | xxxx | | xxxxx | 1226 | xxxx | | xxxxx | 208 | | 198 | 718 | 250 | | 195 | 848 |
| Move Cap.: | 1012 | xxxx | | xxxxx | 1226 | xxxx | | xxxxx | 176 | | 177 | 718 | 224 | | 174 | 848 |
| Volume/Cap: | 0.04 | xxxx | | xxxx | 0.07 | xxxx | | xxxx | 0.22 | | 0.03 | 0.00 | 0.04 | | 0.02 | 0.06 |
| Level Of Service Module: | | | | | | | | | | | | | | | | |
| 2Way95thQ: | 0.1 | xxxx | | xxxxx | 0.2 | xxxx | | xxxxx | 0.8 | | 0.1 | xxxxx | 0.1 | | xxxx | xxxxx |
| Control Del: | 8.7 | xxxx | | xxxxx | 8.2 | xxxx | | xxxxx | 31.3 | | 26.0 | xxxxx | 21.7 | | xxxx | xxxxx |
| LOS by Move: | A | * | | * | A | * | | * | D | | D | * | C | | * | * |
| Movement: | LT - | LTR - | | RT | LT - | LTR - | | RT | LT - | LTR - | | RT | LT - | LTR - | | RT |
| Shared Cap.: | xxxx | xxxx | | xxxxx | xxxx | xxxx | | xxxxx | xxxx | xxxx | | xxxxx | xxxx | xxxx | | 695 |
| SharedQueue: | xxxxx | xxxx | | xxxxx | xxxxx | xxxx | | xxxxx | xxxxx | xxxx | | xxxxx | xxxxx | xxxx | | 0.3 |
| Shrd ConDel: | xxxxx | xxxx | | xxxxx | xxxxx | xxxx | | xxxxx | xxxxx | xxxx | | xxxxx | xxxxx | xxxx | | 10.6 |
| Shared LOS: | * | * | | * | * | * | | * | * | * | | * | * | * | | B |
| ApproachDel: | xxxxxx | | | | xxxxxx | | | | 30.7 | | | | 12.1 | | | |
| ApproachLOS: | * | | | | * | | | | D | | | | B | | | |

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

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Folsom South of US-50 Annexation
Existing Plus Project PM

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

Intersection #45 Scott Rd (North)/ Street "B"

Cycle (sec): 100 Critical Vol./Cap. (X): 0.515
Loss Time (sec): 12 Average Delay (sec/veh): 29.5
Optimal Cycle: 42 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 | 0 3 | 0 1 | 1 | 0 3 | 0 1 | 1 | 0 0 | 1 0 | 1 | 0 0 | 1 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 78 | 777 | 64 | 140 | 591 | 158 | 103 | 179 | 107 | 71 | 101 | 49 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 78 | 777 | 64 | 140 | 591 | 158 | 103 | 179 | 107 | 71 | 101 | 49 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 83 | 827 | 68 | 149 | 629 | 168 | 110 | 190 | 114 | 76 | 107 | 52 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 83 | 827 | 68 | 149 | 629 | 168 | 110 | 190 | 114 | 76 | 107 | 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 |
| FinalVolume: | 83 | 827 | 68 | 149 | 629 | 168 | 110 | 190 | 114 | 76 | 107 | 52 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.91 | 0.85 | 0.95 | 0.91 | 0.85 | 0.95 | 0.94 | 0.94 | 0.95 | 0.95 | 0.95 |
| Lanes: | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 | 1.00 | 0.63 | 0.37 | 1.00 | 0.67 | 0.33 |
| Final Sat.: | 1805 | 5187 | 1615 | 1805 | 5187 | 1615 | 1805 | 1123 | 671 | 1805 | 1217 | 590 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.05 | 0.16 | 0.04 | 0.08 | 0.12 | 0.10 | 0.06 | 0.17 | 0.17 | 0.04 | 0.09 | 0.09 |
| Crit Moves: | | **** | | **** | | | | **** | | **** | | |
| Green/Cycle: | 0.13 | 0.31 | 0.31 | 0.16 | 0.34 | 0.34 | 0.17 | 0.33 | 0.33 | 0.08 | 0.24 | 0.24 |
| Volume/Cap: | 0.36 | 0.52 | 0.14 | 0.52 | 0.36 | 0.31 | 0.36 | 0.52 | 0.52 | 0.52 | 0.36 | 0.36 |
| Delay/Veh: | 40.7 | 28.7 | 25.0 | 40.0 | 24.9 | 24.6 | 37.7 | 27.9 | 27.9 | 47.2 | 31.9 | 31.9 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 40.7 | 28.7 | 25.0 | 40.0 | 24.9 | 24.6 | 37.7 | 27.9 | 27.9 | 47.2 | 31.9 | 31.9 |
| LOS by Move: | D | C | C | D | C | C | D | C | C | D | C | C |
| HCM2kAvgQ: | 2 | 7 | 1 | 4 | 5 | 4 | 3 | 8 | 8 | 3 | 4 | 4 |

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





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Folsom South of US-50 Annexation
Existing Plus Project PM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #46 East Rd/Street "B"

Cycle (sec): 100 Critical Vol./Cap. (X): 0.668
Loss Time (sec): 12 Average Delay (sec/veh): 17.2
Optimal Cycle: 0 Level Of Service: C

| 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 0 | 1 0 | 1 | 0 0 | 1 0 | 1 | 0 0 | 1 0 | 1 | 0 0 | 1 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 15 | 113 | 5 | 258 | 134 | 61 | 57 | 216 | 48 | 6 | 99 | 238 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 15 | 113 | 5 | 258 | 134 | 61 | 57 | 216 | 48 | 6 | 99 | 238 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 16 | 120 | 5 | 274 | 143 | 65 | 61 | 230 | 51 | 6 | 105 | 253 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 16 | 120 | 5 | 274 | 143 | 65 | 61 | 230 | 51 | 6 | 105 | 253 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 16 | 120 | 5 | 274 | 143 | 65 | 61 | 230 | 51 | 6 | 105 | 253 |
| 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 | 0.96 | 0.04 | 1.00 | 0.69 | 0.31 | 1.00 | 0.82 | 0.18 | 1.00 | 0.29 | 0.71 |
| Final Sat.: | 414 | 424 | 19 | 471 | 356 | 162 | 459 | 411 | 91 | 461 | 158 | 379 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.28 | 0.28 | 0.58 | 0.40 | 0.40 | 0.13 | 0.56 | 0.56 | 0.01 | 0.67 | 0.67 |
| Crit Moves: | | **** | | **** | | | | | **** | | **** | |
| Delay/Veh: | 11.0 | 12.9 | 12.9 | 19.3 | 13.5 | 13.5 | 11.3 | 17.4 | 17.4 | 10.3 | 20.5 | 20.5 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 11.0 | 12.9 | 12.9 | 19.3 | 13.5 | 13.5 | 11.3 | 17.4 | 17.4 | 10.3 | 20.5 | 20.5 |
| LOS by Move: | B | B | B | C | B | B | B | C | C | B | C | C |
| ApproachDel: | 12.7 | | | 16.8 | | | 16.3 | | | 20.3 | | |
| Delay Adj: | 1.00 | | | 1.00 | | | 1.00 | | | 1.00 | | |
| ApprAdjDel: | 12.7 | | | 16.8 | | | 16.3 | | | 20.3 | | |
| LOS by Appr: | B | | | C | | | C | | | C | | |
| AllWayAvgQ: | 0.0 | 0.3 | 0.3 | 1.2 | 0.6 | 0.6 | 0.1 | 1.1 | 1.1 | 0.0 | 1.7 | 1.7 |

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

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Folsom South of US-50 Annexation
Existing Plus Project PM

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

Intersection #47 Prairie City Rd/Street "A"

Average Delay (sec/veh): 1.7 Worst Case Level Of Service: C[ 19.2]

| 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 | 1 | 0 | 2 | 0 0 | 0 | 0 | 0 | 0 0 | 1 | 0 | 0 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 617 | 67 | | 125 | 773 | 0 | | 0 | 0 | 0 | | 23 | 0 | 64 | |
| Growth Adj: | 1.00 | 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 | 617 | 67 | | 125 | 773 | 0 | | 0 | 0 | 0 | | 23 | 0 | 64 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 0 | 656 | 71 | | 133 | 822 | 0 | | 0 | 0 | 0 | | 24 | 0 | 68 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| FinalVolume: | 0 | 656 | 71 | | 133 | 822 | 0 | | 0 | 0 | 0 | | 24 | 0 | 68 | |
| Critical Gap Module: | | | | | | | | | | | | | | | | |
| Critical Gp: | xxxxx | xxxx | xxxxx | | 4.1 | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | 6.8 | xxxx | 6.9 | |
| FollowUpTim: | xxxxx | xxxx | xxxxx | | 2.2 | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | 3.5 | xxxx | 3.3 | |
| Capacity Module: | | | | | | | | | | | | | | | | |
| Cnflict Vol: | xxxx | xxxx | xxxxx | | 728 | xxxx | xxxxx | | xxxx | xxxx | xxxxx | | 1369 | xxxx | 364 | |
| Potent Cap.: | xxxx | xxxx | xxxxx | | 885 | xxxx | xxxxx | | xxxx | xxxx | xxxxx | | 140 | xxxx | 639 | |
| Move Cap.: | xxxx | xxxx | xxxxx | | 885 | xxxx | xxxxx | | xxxx | xxxx | xxxxx | | 124 | xxxx | 639 | |
| Volume/Cap: | xxxx | xxxx | xxxx | | 0.15 | xxxx | xxxx | | xxxx | xxxx | xxxx | | 0.20 | xxxx | 0.11 | |
| Level Of Service Module: | | | | | | | | | | | | | | | | |
| 2Way95thQ: | xxxx | xxxx | xxxxx | | 0.5 | xxxx | xxxxx | | xxxx | xxxx | xxxxx | | 0.7 | xxxx | 0.4 | |
| Control Del: | xxxxx | xxxx | xxxxx | | 9.8 | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | 41.0 | xxxx | 11.3 | |
| LOS by Move: | * | * | * | | A | * | * | | * | * | * | | E | * | B | |
| Movement: | LT - | LTR - | RT | | LT - | LTR - | RT | | LT - | LTR - | RT | | LT - | LTR - | RT | |
| Shared Cap.: | xxxx | xxxx | xxxxx | | xxxx | xxxx | xxxxx | | xxxx | xxxx | xxxxx | | xxxx | xxxx | xxxxx | |
| SharedQueue: | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | |
| Shrd ConDel: | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | |
| Shared LOS: | * | * | * | | * | * | * | | * | * | * | | * | * | * | |
| ApproachDel: | xxxxxx | | | | xxxxxx | | | | xxxxxx | | | | 19.2 | | | |
| ApproachLOS: | * | | | | * | | | | * | | | | C | | | |

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

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Folsom South of US-50 Annexation
Existing Plus Project PM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #48 Oak Ave Pkwy/Street "A"

Cycle (sec): 100 Critical Vol./Cap. (X): 0.512
Loss Time (sec): 12 Average Delay (sec/veh): 14.4
Optimal Cycle: 0 Level Of Service: B

| 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 | 0 | 1 0 | 1 | 0 | 0 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 40 | 186 | 103 | | 158 | 288 | 73 | | 53 | 91 | 30 | | 103 | 106 | 133 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 40 | 186 | 103 | | 158 | 288 | 73 | | 53 | 91 | 30 | | 103 | 106 | 133 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 43 | 198 | 110 | | 168 | 306 | 78 | | 56 | 97 | 32 | | 110 | 113 | 141 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 43 | 198 | 110 | | 168 | 306 | 78 | | 56 | 97 | 32 | | 110 | 113 | 141 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 43 | 198 | 110 | | 168 | 306 | 78 | | 56 | 97 | 32 | | 110 | 113 | 141 | |
| 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 | 1.29 | 0.71 | | 1.00 | 1.60 | 0.40 | | 1.00 | 0.75 | 0.25 | | 1.00 | 0.44 | 0.56 | |
| Final Sat.: | 409 | 571 | 332 | | 440 | 759 | 197 | | 412 | 338 | 111 | | 438 | 220 | 276 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.10 | 0.35 | 0.33 | | 0.38 | 0.40 | 0.39 | | 0.14 | 0.29 | 0.29 | | 0.25 | 0.51 | 0.51 | |
| Crit Moves: | | **** | | | | **** | | | | **** | | | | | **** | |
| Delay/Veh: | 12.0 | 14.2 | 13.4 | | 15.2 | 14.6 | 14.2 | | 12.1 | 13.0 | 13.0 | | 13.0 | 16.3 | 16.3 | |
| Delay Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 12.0 | 14.2 | 13.4 | | 15.2 | 14.6 | 14.2 | | 12.1 | 13.0 | 13.0 | | 13.0 | 16.3 | 16.3 | |
| LOS by Move: | B | B | B | | C | B | B | | B | B | B | | B | C | C | |
| ApproachDel: | 13.7 | | | | 14.7 | | | | 12.7 | | | | 15.3 | | | |
| Delay Adj: | 1.00 | | | | 1.00 | | | | 1.00 | | | | 1.00 | | | |
| ApprAdjDel: | 13.7 | | | | 14.7 | | | | 12.7 | | | | 15.3 | | | |
| LOS by Appr: | B | | | | B | | | | B | | | | C | | | |
| AllWayAvgQ: | 0.1 | 0.5 | 0.4 | | 0.6 | 0.6 | 0.6 | | 0.1 | 0.3 | 0.3 | | 0.3 | 0.9 | 0.9 | |

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

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Folsom South of US-50 Annexation
Existing Plus Project PM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #49 West Rd/Street "A"

Cycle (sec): 100 Critical Vol./Cap. (X): 0.319
Loss Time (sec): 9 Average Delay (sec/veh): 10.0
Optimal Cycle: 0 Level Of Service: A

| 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: | Ignore | | | | Ignore | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Lanes: | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 3 | 10 | 10 | | 29 | 18 | 213 | | 187 | 210 | 5 | | 14 | 194 | 17 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 3 | 10 | 10 | | 29 | 18 | 213 | | 187 | 210 | 5 | | 14 | 194 | 17 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 3 | 11 | 0 | | 31 | 19 | 0 | | 199 | 223 | 5 | | 15 | 206 | 18 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 3 | 11 | 0 | | 31 | 19 | 0 | | 199 | 223 | 5 | | 15 | 206 | 18 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 3 | 11 | 0 | | 31 | 19 | 0 | | 199 | 223 | 5 | | 15 | 206 | 18 | |
| 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: | 0.23 | 0.77 | 1.00 | | 0.62 | 0.38 | 1.00 | | 1.00 | 0.98 | 0.02 | | 1.00 | 0.92 | 0.08 | |
| Final Sat.: | 124 | 412 | 610 | | 327 | 203 | 621 | | 660 | 713 | 17 | | 631 | 648 | 57 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.03 | 0.00 | | 0.09 | 0.09 | 0.00 | | 0.30 | 0.31 | 0.31 | | 0.02 | 0.32 | 0.32 | |
| Crit Moves: | | **** | | | | **** | | | | **** | | | | **** | | |
| Delay/Veh: | 9.0 | 9.0 | 0.0 | | 9.6 | 9.6 | 0.0 | | 10.4 | 9.8 | 9.8 | | 8.4 | 10.0 | 10.0 | |
| 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 | |
| AdjDel/Veh: | 9.0 | 9.0 | 0.0 | | 9.6 | 9.6 | 0.0 | | 10.4 | 9.8 | 9.8 | | 8.4 | 10.0 | 10.0 | |
| LOS by Move: | A | A | * | | A | A | * | | B | A | A | | A | B | B | |
| ApproachDel: | 9.0 | | | | 9.6 | | | | 10.0 | | | | 9.9 | | | |
| Delay Adj: | 1.00 | | | | 1.00 | | | | 1.00 | | | | 1.00 | | | |
| ApprAdjDel: | 9.0 | | | | 9.6 | | | | 10.0 | | | | 9.9 | | | |
| LOS by Appr: | A | | | | A | | | | B | | | | A | | | |
| AllWayAvgQ: | 0.0 | 0.0 | 0.0 | | 0.1 | 0.1 | 0.0 | | 0.4 | 0.4 | 0.4 | | 0.0 | 0.4 | 0.4 | |

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





PM Existing Plus Project Thu May 7, 2009 15:51:45 Page 52-1

Folsom South of US-50 Annexation
Existing Plus Project PM

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

Intersection #50 Scott Rd (North)/ Street "A"

Cycle (sec): 100 Critical Vol./Cap. (X): 0.634
Loss Time (sec): 12 Average Delay (sec/veh): 28.5
Optimal Cycle: 52 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 2 | 0 | 1 | 1 | 0 | 2 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 1 0 1 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 6 | 637 | 57 | | 279 | 454 | 181 | | 170 | 73 | 9 | | 37 | 56 | 160 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 6 | 637 | 57 | | 279 | 454 | 181 | | 170 | 73 | 9 | | 37 | 56 | 160 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 6 | 678 | 61 | | 297 | 483 | 193 | | 181 | 78 | 10 | | 39 | 60 | 170 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 6 | 678 | 61 | | 297 | 483 | 193 | | 181 | 78 | 10 | | 39 | 60 | 170 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 6 | 678 | 61 | | 297 | 483 | 193 | | 181 | 78 | 10 | | 39 | 60 | 170 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.95 | 0.85 | | 0.95 | 0.95 | 0.85 | | 0.95 | 1.00 | 0.85 | | 0.95 | 1.00 | 0.85 | |
| Lanes: | 1.00 | 2.00 | 1.00 | | 1.00 | 2.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Final Sat.: | 1805 | 3610 | 1615 | | 1805 | 3610 | 1615 | | 1805 | 1900 | 1615 | | 1805 | 1900 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.19 | 0.04 | | 0.16 | 0.13 | 0.12 | | 0.10 | 0.04 | 0.01 | | 0.02 | 0.03 | 0.11 | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | | **** | |
| Green/Cycle: | 0.01 | 0.30 | 0.30 | | 0.26 | 0.54 | 0.54 | | 0.16 | 0.21 | 0.21 | | 0.11 | 0.17 | 0.17 | |
| Volume/Cap: | 0.25 | 0.63 | 0.13 | | 0.63 | 0.25 | 0.22 | | 0.63 | 0.19 | 0.03 | | 0.19 | 0.19 | 0.63 | |
| Delay/Veh: | 53.7 | 31.7 | 25.9 | | 35.7 | 12.2 | 12.1 | | 44.0 | 32.6 | 31.3 | | 40.7 | 36.2 | 43.7 | |
| 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: | 53.7 | 31.7 | 25.9 | | 35.7 | 12.2 | 12.1 | | 44.0 | 32.6 | 31.3 | | 40.7 | 36.2 | 43.7 | |
| LOS by Move: | D | C | C | | D | B | B | | D | C | C | | D | D | D | |
| HCM2kAvgQ: | 0 | 9 | 1 | | 8 | 4 | 3 | | 6 | 2 | 0 | | 1 | 2 | 6 | |

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

PM Existing Plus Project Thu May 7, 2009 15:51:45 Page 53-1

Folsom South of US-50 Annexation
Existing Plus Project PM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #51 East Rd/Street "A"

Cycle (sec): 100 Critical Vol./Cap. (X): 0.392
Loss Time (sec): 12 Average Delay (sec/veh): 9.9
Optimal Cycle: 0 Level Of Service: A

| 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 | 0 | 1 0 | 1 | 0 | 0 | 1 0 | 1 | 0 | 0 | 1 0 | 1 | 0 | 0 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 36 | 22 | 13 | | 37 | 16 | 29 | | 34 | 215 | 44 | | 10 | 134 | 27 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 36 | 22 | 13 | | 37 | 16 | 29 | | 34 | 215 | 44 | | 10 | 134 | 27 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 38 | 23 | 14 | | 39 | 17 | 31 | | 36 | 229 | 47 | | 11 | 143 | 29 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 38 | 23 | 14 | | 39 | 17 | 31 | | 36 | 229 | 47 | | 11 | 143 | 29 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 38 | 23 | 14 | | 39 | 17 | 31 | | 36 | 229 | 47 | | 11 | 143 | 29 | |
| 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 | 0.63 | 0.37 | | 1.00 | 0.36 | 0.64 | | 1.00 | 0.83 | 0.17 | | 1.00 | 0.83 | 0.17 | |
| Final Sat.: | 534 | 378 | 223 | | 536 | 222 | 402 | | 624 | 584 | 119 | | 607 | 567 | 114 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.07 | 0.06 | 0.06 | | 0.07 | 0.08 | 0.08 | | 0.06 | 0.39 | 0.39 | | 0.02 | 0.25 | 0.25 | |
| Crit Moves: | **** | | | | | **** | | | | **** | | | | **** | | |
| Delay/Veh: | 9.5 | 8.6 | 8.6 | | 9.5 | 8.5 | 8.5 | | 8.7 | 10.8 | 10.8 | | 8.6 | 9.5 | 9.5 | |
| Delay Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 9.5 | 8.6 | 8.6 | | 9.5 | 8.5 | 8.5 | | 8.7 | 10.8 | 10.8 | | 8.6 | 9.5 | 9.5 | |
| LOS by Move: | A | A | A | | A | A | A | | A | B | B | | A | A | A | |
| ApproachDel: | 9.0 | | | | 8.9 | | | | 10.6 | | | | 9.4 | | | |
| Delay Adj: | 1.00 | | | | 1.00 | | | | 1.00 | | | | 1.00 | | | |
| ApprAdjDel: | 9.0 | | | | 8.9 | | | | 10.6 | | | | 9.4 | | | |
| LOS by Appr: | A | | | | A | | | | B | | | | A | | | |
| AllWayAvgQ: | 0.1 | 0.1 | 0.1 | | 0.1 | 0.1 | 0.1 | | 0.1 | 0.6 | 0.6 | | 0.0 | 0.3 | 0.3 | |

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





PM Existing Plus Project Thu May 7, 2009 15:51:45 Page 54-1

Folsom South of US-50 Annexation
Existing Plus Project PM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #52 Placerville Rd/ Street "A"

Cycle (sec): 100 Critical Vol./Cap. (X): 0.367
Loss Time (sec): 12 Average Delay (sec/veh): 11.2
Optimal Cycle: 0 Level Of Service: B

| 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 | 0 | 1 0 | 1 | 0 | 0 | 1 0 | 1 | 0 | 0 | 1 0 | 1 | 0 | 0 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 61 | 174 | 31 | | 170 | 195 | 1 | | 1 | 52 | 69 | | 21 | 46 | 108 | |
| Growth Adj: | 1.00 | 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 | 174 | 31 | | 170 | 195 | 1 | | 1 | 52 | 69 | | 21 | 46 | 108 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 65 | 185 | 33 | | 181 | 207 | 1 | | 1 | 55 | 73 | | 22 | 49 | 115 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 65 | 185 | 33 | | 181 | 207 | 1 | | 1 | 55 | 73 | | 22 | 49 | 115 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 65 | 185 | 33 | | 181 | 207 | 1 | | 1 | 55 | 73 | | 22 | 49 | 115 | |
| 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 | 0.85 | 0.15 | | 1.00 | 0.99 | 0.01 | | 1.00 | 0.43 | 0.57 | | 1.00 | 0.30 | 0.70 | |
| Final Sat.: | 537 | 504 | 90 | | 554 | 597 | 3 | | 479 | 234 | 311 | | 488 | 169 | 398 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.12 | 0.37 | 0.37 | | 0.33 | 0.35 | 0.35 | | 0.00 | 0.24 | 0.24 | | 0.05 | 0.29 | 0.29 | |
| Crit Moves: | | | **** | | | **** | | | | | **** | | | | **** | |
| Delay/Veh: | 10.0 | 11.7 | 11.7 | | 11.9 | 11.4 | 11.4 | | 9.7 | 10.5 | 10.5 | | 9.9 | 10.8 | 10.8 | |
| Delay Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 10.0 | 11.7 | 11.7 | | 11.9 | 11.4 | 11.4 | | 9.7 | 10.5 | 10.5 | | 9.9 | 10.8 | 10.8 | |
| LOS by Move: | A | B | B | | B | B | B | | A | B | B | | A | B | B | |
| ApproachDel: | 11.3 | | | | 11.6 | | | | 10.5 | | | | 10.7 | | | |
| Delay Adj: | 1.00 | | | | 1.00 | | | | 1.00 | | | | 1.00 | | | |
| ApprAdjDel: | 11.3 | | | | 11.6 | | | | 10.5 | | | | 10.7 | | | |
| LOS by Appr: | B | | | | B | | | | B | | | | B | | | |
| AllWayAvgQ: | 0.1 | 0.5 | 0.5 | | 0.4 | 0.5 | 0.5 | | 0.0 | 0.3 | 0.3 | | 0.0 | 0.3 | 0.3 | |

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

PM Existing Plus Project Thu May 7, 2009 15:51:45 Page 55-1

Folsom South of US-50 Annexation
Existing Plus Project PM

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

Intersection #53 Empire Ranch Rd/Street "A"

Average Delay (sec/veh): 3.7 Worst Case Level Of Service: B[ 12.5]

| 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 | 1 | 1 0 | 1 | 0 | 1 | 1 0 | 1 | 0 | 0 | 1 0 | 1 | 0 | 0 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 18 | 154 | | 15 | 42 | 128 | | 80 | 51 | 23 | | 15 | 9 | 14 | | 26 |
| Growth Adj: | 1.00 | 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 | 154 | | 15 | 42 | 128 | | 80 | 51 | 23 | | 15 | 9 | 14 | | 26 |
| User Adj: | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 |
| PHF Adj: | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 |
| PHF Volume: | 19 | 164 | | 16 | 45 | 136 | | 85 | 54 | 24 | | 16 | 10 | 15 | | 28 |
| Reduct Vol: | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 |
| FinalVolume: | 19 | 164 | | 16 | 45 | 136 | | 85 | 54 | 24 | | 16 | 10 | 15 | | 28 |
| Critical Gap Module: | | | | | | | | | | | | | | | | |
| Critical Gp: | 4.1 | xxxx | xxxxx | | 4.1 | xxxx | xxxxx | | 7.5 | 6.5 | | 6.9 | 7.5 | 6.5 | | 6.9 |
| FollowUpTim: | 2.2 | xxxx | xxxxx | | 2.2 | xxxx | xxxxx | | 3.5 | 4.0 | | 3.3 | 3.5 | 4.0 | | 3.3 |
| Capacity Module: | | | | | | | | | | | | | | | | |
| Cnflict Vol: | 221 | xxxx | xxxxx | | 180 | xxxx | xxxxx | | 396 | 486 | | 111 | 380 | 521 | | 90 |
| Potent Cap.: | 1360 | xxxx | xxxxx | | 1408 | xxxx | xxxxx | | 543 | 484 | | 928 | 558 | 463 | | 957 |
| Move Cap.: | 1360 | xxxx | xxxxx | | 1408 | xxxx | xxxxx | | 496 | 462 | | 928 | 508 | 442 | | 957 |
| Volume/Cap: | 0.01 | xxxx | xxxx | | 0.03 | xxxx | xxxx | | 0.11 | 0.05 | | 0.02 | 0.02 | 0.03 | | 0.03 |
| Level Of Service Module: | | | | | | | | | | | | | | | | |
| 2Way95thQ: | 0.0 | xxxx | xxxxx | | 0.1 | xxxx | xxxxx | | 0.4 | xxxx | xxxxx | | 0.1 | xxxx | xxxxx | |
| Control Del: | 7.7 | xxxx | xxxxx | | 7.6 | xxxx | xxxxx | | 13.1 | xxxx | xxxxx | | 12.2 | xxxx | xxxxx | |
| LOS by Move: | A | * | * | | A | * | * | | B | * | * | | B | * | * | |
| Movement: | LT - | LTR - | RT | | LT - | LTR - | RT | | LT - | LTR - | RT | | LT - | LTR - | RT | |
| Shared Cap.: | xxxx | xxxx | xxxxx | | xxxx | xxxx | xxxxx | | xxxx | xxxx | | 576 | xxxx | xxxx | | 680 |
| SharedQueue: | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | | 0.2 | xxxxx | xxxx | | 0.2 |
| Shrd ConDel: | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | | 11.7 | xxxxx | xxxx | | 10.7 |
| Shared LOS: | * | * | * | | * | * | * | | * | * | | B | * | * | | B |
| ApproachDel: | xxxxxx | | | | xxxxxx | | | | 12.5 | | | | 10.9 | | | |
| ApproachLOS: | * | | | | * | | | | B | | | | B | | | |

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

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PM Existing Plus Project Thu May 7, 2009 15:51:45 Page 56-1

Folsom South of US-50 Annexation
Existing Plus Project PM

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

Intersection #54 Scott Rd (North)/South Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.406
Loss Time (sec): 12 Average Delay (sec/veh): 26.7
Optimal Cycle: 35 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 |
| 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 |
| Lanes: | 1 | 0 | 2 | 0 1 | 1 | 0 | 2 | 0 1 | 0 | 1 | 0 | 0 1 | 0 | 1 | 0 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 53 | 509 | | 83 | 135 | 295 | | 70 | 48 | 9 | | 43 | 73 | 8 | | 143 |
| Growth Adj: | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 |
| Initial Bse: | 53 | 509 | | 83 | 135 | 295 | | 70 | 48 | 9 | | 43 | 73 | 8 | | 143 |
| User Adj: | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 |
| PHF Adj: | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 |
| PHF Volume: | 56 | 541 | | 88 | 144 | 314 | | 74 | 51 | 10 | | 46 | 78 | 9 | | 152 |
| Reduct Vol: | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 |
| Reduced Vol: | 56 | 541 | | 88 | 144 | 314 | | 74 | 51 | 10 | | 46 | 78 | 9 | | 152 |
| PCE Adj: | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 |
| 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: | 56 | 541 | | 88 | 144 | 314 | | 74 | 51 | 10 | | 46 | 78 | 9 | | 152 |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 |
| Adjustment: | 0.95 | 0.95 | | 0.85 | 0.95 | 0.95 | | 0.85 | 0.96 | 0.96 | | 0.85 | 0.96 | 0.96 | | 0.85 |
| Lanes: | 1.00 | 2.00 | | 1.00 | 1.00 | 2.00 | | 1.00 | 0.84 | 0.16 | | 1.00 | 0.90 | 0.10 | | 1.00 |
| Final Sat.: | 1805 | 3610 | | 1615 | 1805 | 3610 | | 1615 | 1536 | 288 | | 1615 | 1639 | 180 | | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.15 | | 0.05 | 0.08 | 0.09 | | 0.05 | 0.03 | 0.03 | | 0.03 | 0.05 | 0.05 | | 0.09 |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | | | **** |
| Green/Cycle: | 0.15 | 0.37 | | 0.37 | 0.20 | 0.42 | | 0.42 | 0.08 | 0.13 | | 0.13 | 0.18 | 0.23 | | 0.23 |
| Volume/Cap: | 0.21 | 0.41 | | 0.15 | 0.41 | 0.21 | | 0.11 | 0.41 | 0.26 | | 0.22 | 0.26 | 0.20 | | 0.41 |
| Delay/Veh: | 37.7 | 23.6 | | 21.1 | 35.9 | 18.7 | | 17.9 | 45.4 | 39.8 | | 39.5 | 35.3 | 31.2 | | 33.3 |
| User DelAdj: | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 |
| AdjDel/Veh: | 37.7 | 23.6 | | 21.1 | 35.9 | 18.7 | | 17.9 | 45.4 | 39.8 | | 39.5 | 35.3 | 31.2 | | 33.3 |
| LOS by Move: | D | C | | C | D | B | | B | D | D | | D | D | C | | C |
| HCM2kAvgQ: | 1 | 6 | | 2 | 4 | 3 | | 1 | 2 | 2 | | 1 | 2 | 2 | | 4 |

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

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Folsom South of US-50 Annexation
Existing Plus Project PM

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

Intersection #55 Oak Ave Pkwy/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.262
Loss Time (sec): 9 Average Delay (sec/veh): 18.0
Optimal Cycle: 24 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Ovl | | | | Include | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 2 | 0 | 2 | 0 | 0 | |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | | 184 | 0 | 186 | | 136 | 514 | 0 | | 0 | 423 | 104 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 0 | 0 | 0 | | 184 | 0 | 186 | | 136 | 514 | 0 | | 0 | 423 | 104 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 0 | 0 | 0 | | 196 | 0 | 198 | | 145 | 547 | 0 | | 0 | 450 | 111 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 0 | 0 | | 196 | 0 | 198 | | 145 | 547 | 0 | | 0 | 450 | 111 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 0 | 0 | 0 | | 196 | 0 | 198 | | 145 | 547 | 0 | | 0 | 450 | 111 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 1.00 | 1.00 | | 0.59 | 1.00 | 0.85 | | 0.92 | 0.95 | 1.00 | | 1.00 | 0.91 | 0.85 | |
| Lanes: | 0.00 | 0.00 | 0.00 | | 2.00 | 0.00 | 1.00 | | 2.00 | 2.00 | 0.00 | | 0.00 | 3.00 | 1.00 | |
| Final Sat.: | 0 | 0 | 0 | | 2256 | 0 | 1615 | | 3502 | 3610 | 0 | | 0 | 5187 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | | 0.09 | 0.00 | 0.12 | | 0.04 | 0.15 | 0.00 | | 0.00 | 0.09 | 0.07 | |
| Crit Moves: | | | | | **** | | | | | **** | | | **** | | | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | | 0.33 | 0.00 | 0.52 | | 0.19 | 0.58 | 0.00 | | 0.00 | 0.39 | 0.39 | |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | | 0.26 | 0.00 | 0.24 | | 0.22 | 0.26 | 0.00 | | 0.00 | 0.22 | 0.17 | |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | | 24.7 | 0.0 | 13.4 | | 34.7 | 10.5 | 0.0 | | 0.0 | 20.3 | 20.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | | 24.7 | 0.0 | 13.4 | | 34.7 | 10.5 | 0.0 | | 0.0 | 20.3 | 20.0 | |
| LOS by Move: | A | A | A | | C | A | B | | C | B | A | | A | C | B | |
| HCM2kAvgQ: | 0 | 0 | 0 | | 2 | 0 | 3 | | 2 | 4 | 0 | | 0 | 3 | 2 | |

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





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Folsom South of US-50 Annexation
Existing Plus Project PM

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

Intersection #56 Empire Ranch Rd/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.284
Loss Time (sec): 9 Average Delay (sec/veh): 8.4
Optimal Cycle: 25 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Ovl | | | | Include | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | | 118 | 0 | 24 | | 11 | 691 | 0 | | 0 | 503 | 173 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 0 | 0 | 0 | | 118 | 0 | 24 | | 11 | 691 | 0 | | 0 | 503 | 173 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 0 | 0 | 0 | | 126 | 0 | 26 | | 12 | 735 | 0 | | 0 | 535 | 184 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 0 | 0 | | 126 | 0 | 26 | | 12 | 735 | 0 | | 0 | 535 | 184 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 0 | 0 | | 126 | 0 | 26 | | 12 | 735 | 0 | | 0 | 535 | 184 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 1.00 | 1.00 | | 0.61 | 1.00 | 0.85 | | 0.95 | 0.95 | 1.00 | | 1.00 | 0.91 | 0.85 | |
| Lanes: | 0.00 | 0.00 | 0.00 | | 2.00 | 0.00 | 1.00 | | 1.00 | 2.00 | 0.00 | | 0.00 | 3.00 | 1.00 | |
| Final Sat.: | 0 | 0 | 0 | | 2300 | 0 | 1615 | | 1805 | 3610 | 0 | | 0 | 5187 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | | 0.05 | 0.00 | 0.02 | | 0.01 | 0.20 | 0.00 | | 0.00 | 0.10 | 0.11 | |
| Crit Moves: | | | | | **** | | | | | **** | | | **** | | | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | | 0.19 | 0.00 | 0.23 | | 0.04 | 0.72 | 0.00 | | 0.00 | 0.68 | 0.68 | |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | | 0.28 | 0.00 | 0.07 | | 0.17 | 0.28 | 0.00 | | 0.00 | 0.15 | 0.17 | |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | | 34.9 | 0.0 | 30.1 | | 47.7 | 5.1 | 0.0 | | 0.0 | 5.8 | 5.9 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | | 34.9 | 0.0 | 30.1 | | 47.7 | 5.1 | 0.0 | | 0.0 | 5.8 | 5.9 | |
| LOS by Move: | A | A | A | | C | A | C | | D | A | A | | A | A | A | |
| HCM2kAvgQ: | 0 | 0 | 0 | | 2 | 0 | 1 | | 0 | 4 | 0 | | 0 | 2 | 2 | |

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

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Folsom South of US-50 Annexation
Existing Plus Project PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #57 Hazel Blvd/ Gold Country

Cycle (sec): 100 Critical Vol./Cap. (X): 1.048
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Split Phase | | | | Split Phase | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 3 | 0 1 | 1 | 0 | 3 | 0 1 | 2 | 0 | 0 | 1 1 | 1 | 0 | 0 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 152 | 2947 | 48 | | 16 | 1217 | 166 | | 317 | 18 | 312 | | 24 | 14 | 13 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 152 | 2947 | 48 | | 16 | 1217 | 166 | | 317 | 18 | 312 | | 24 | 14 | 13 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Volume: | 152 | 2947 | 48 | | 16 | 1217 | 166 | | 317 | 18 | 312 | | 24 | 14 | 13 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 152 | 2947 | 48 | | 16 | 1217 | 166 | | 317 | 18 | 312 | | 24 | 14 | 13 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 152 | 2947 | 48 | | 16 | 1217 | 166 | | 317 | 18 | 312 | | 24 | 14 | 13 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | |
| Adjustment: | 1.00 | 0.72 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Lanes: | 2.00 | 3.00 | 1.00 | | 1.00 | 3.00 | 1.00 | | 2.00 | 0.11 | 1.89 | | 1.00 | 0.52 | 0.48 | |
| Final Sat.: | 3000 | 3240 | 1500 | | 1500 | 4500 | 1500 | | 3000 | 164 | 2836 | | 1500 | 778 | 722 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.05 | 0.91 | 0.03 | | 0.01 | 0.27 | 0.11 | | 0.11 | 0.11 | 0.11 | | 0.02 | 0.02 | 0.02 | |
| Crit Volume: | | 982 | | | 16 | | | | | 165 | | | | | 27 | |
| Crit Moves: | | **** | | | **** | | | | | **** | | | | | **** | |





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Folsom South of US-50 Annexation
Existing Plus Project PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #58 Hazel Ave/ Folsom Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.975
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Split Phase | | | | Split Phase | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 0 | 1 0 | 1 | 1 | 0 | 1 1 | 2 | 0 | 1 | 1 0 | 1 | 0 | 1 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 38 | 255 | 10 | | 428 | 1 | 238 | | 584 | 656 | 5 | | 8 | 340 | 833 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 38 | 255 | 10 | | 428 | 1 | 238 | | 584 | 656 | 5 | | 8 | 340 | 833 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Volume: | 38 | 255 | 10 | | 428 | 1 | 238 | | 584 | 656 | 5 | | 8 | 340 | 833 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 38 | 255 | 10 | | 428 | 1 | 238 | | 584 | 656 | 5 | | 8 | 340 | 833 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 38 | 255 | 10 | | 428 | 1 | 238 | | 584 | 656 | 5 | | 8 | 340 | 833 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | |
| Adjustment: | 0.95 | 0.95 | 0.95 | | 0.95 | 0.95 | 0.95 | | 0.95 | 0.95 | 0.95 | | 0.95 | 0.95 | 0.95 | |
| Lanes: | 1.00 | 0.96 | 0.04 | | 2.00 | 0.01 | 1.99 | | 2.00 | 1.98 | 0.02 | | 1.00 | 1.00 | 1.00 | |
| Final Sat.: | 1425 | 1371 | 54 | | 2850 | 12 | 2838 | | 2850 | 2828 | 22 | | 1425 | 1425 | 1425 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.19 | 0.19 | | 0.15 | 0.08 | 0.08 | | 0.20 | 0.23 | 0.23 | | 0.01 | 0.24 | 0.58 | |
| Crit Volume: | | | 265 | | 0 | | | | 292 | | | | | | 833 | |
| Crit Moves: | | | **** | | **** | | | | **** | | | | | | **** | |

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Folsom South of US-50 Annexation
Existing Plus Project PM

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

```
*******************************************************************************
Intersection #59 Grant Line Rd/ White Rock Rd
*******************************************************************************
Average Delay (sec/veh):    234.2       Worst Case Level Of Service: F[679.0]
*******************************************************************************
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  1  0  0  0    0  0  0  1  0    0  0  1! 0  0    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       9  405     0     0  701    76  410    0  217     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:    9  405     0     0  701    76  410    0  217     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:     9  405     0     0  701    76  410    0  217     0    0     0
Reduct Vol:     0    0     0     0    0     0    0    0    0     0    0     0
FinalVolume:    9  405     0     0  701    76  410    0  217     0    0     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.4  6.5   6.2 xxxxx xxxx xxxxx
FollowUpTim:  2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5  4.0   3.3 xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  777 xxxx xxxxx  xxxx xxxx xxxxx  1162 1162   739  xxxx xxxx xxxxx
Potent Cap.:  848 xxxx xxxxx  xxxx xxxx xxxxx   218  197   421  xxxx xxxx xxxxx
Move Cap.:    848 xxxx xxxxx  xxxx xxxx xxxxx   216  195   421  xxxx xxxx xxxxx
Volume/Cap:  0.01 xxxx  xxxx  xxxx xxxx  xxxx  1.90 0.00  0.52  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.0 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:  9.3 xxxx xxxxx xxxxx 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
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  260 xxxxx  xxxx xxxx xxxxx
SharedQueue:  0.0 xxxx xxxxx xxxxx xxxx xxxxx xxxxx 50.6 xxxxx xxxxx xxxx xxxxx
Shrd ConDel:  9.3 xxxx xxxxx xxxxx xxxx xxxxx xxxxx  679 xxxxx xxxxx xxxx xxxxx
Shared LOS:     A    *     *     *    *     *     *    F     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx            679.0           xxxxxx
ApproachLOS:         *                *                F                *
*******************************************************************************
Note: Queue reported is the number of cars per lane.
*******************************************************************************
```





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Folsom South of US-50 Annexation
Existing Plus Project PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

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Intersection #60 Grantline Rd/ Sunrise Rd
*******************************************************************************
Cycle (sec):          100                Critical Vol./Cap. (X):         0.806
Loss Time (sec):        0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        118                Level Of Service:                   D
*******************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase      Protected        Protected
Rights:           Include          Include          Ovl              Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
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
Lanes:        0  0  1! 0  0    0  0  1! 0  0    1  0  1  0  1    1  0  1  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       8    2     5     8   17   712    10  301   245    12  447     5
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    8    2     5     8   17   712    10  301   245    12  447     5
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 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    2     5     8   17   712    10  301   245    12  447     5
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    8    2     5     8   17   712    10  301   245    12  447     5
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    8    2     5     8   17   712    10  301   245    12  447     5
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
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:       0.54 0.13  0.33  0.01 0.02  0.97  1.00 1.00  1.00  1.00 1.00  1.00
Final Sat.:   800  200   500    16   35  1449  1500 1500  1500  1500 1500  1500
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.01  0.01  0.49 0.49  0.49  0.01 0.20  0.16  0.01 0.30  0.00
Crit Volume:        15                     737    10                     447
Crit Moves:       ****                    ****  ****                    ****
*******************************************************************************
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Folsom South of US-50 Annexation
Existing Plus Project PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #65 Sunrise Blvd/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.708
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 78 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 3 | 0 | 1 | 2 | 0 | 3 | 0 | 1 | 2 | 0 | 2 | 0 | 1 | 2 | 0 | 3 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | | | | | |
| Base Vol: | 394 | 792 | 53 | | 185 | 974 | 183 | | 416 | 533 | 662 | | 152 | 375 | 241 | | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | | | | |
| Initial Bse: | 394 | 792 | 53 | | 185 | 974 | 183 | | 416 | 533 | 662 | | 152 | 375 | 241 | | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | | | | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | | | | |
| PHF Volume: | 394 | 792 | 53 | | 185 | 974 | 183 | | 416 | 533 | 662 | | 152 | 375 | 241 | | | | | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | | | | |
| Reduced Vol: | 394 | 792 | 53 | | 185 | 974 | 183 | | 416 | 533 | 662 | | 152 | 375 | 241 | | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | | | | |
| 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: | 394 | 792 | 53 | | 185 | 974 | 183 | | 416 | 533 | 662 | | 152 | 375 | 241 | | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | | | | |
| 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: | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 2.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | | | | |
| Final Sat.: | 3000 | 4500 | 1500 | | 3000 | 4500 | 1500 | | 3000 | 3000 | 1500 | | 3000 | 4500 | 1500 | | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.13 | 0.18 | 0.04 | | 0.06 | 0.22 | 0.12 | | 0.14 | 0.18 | 0.44 | | 0.05 | 0.08 | 0.16 | | | | | |
| Crit Volume: | 0 | | | | | 325 | | | | | 662 | | 76 | | | | | | | |
| Crit Moves: | **** | | | | | **** | | | | | **** | | **** | | | | | | | |





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Folsom South of US-50 Annexation
Existing Plus Project PM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #66 Fitzgerald Road / White Rock Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.798
Loss Time (sec): 0 Average Delay (sec/veh): 18.6
Optimal Cycle: 0 Level Of Service: C

| 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: | 0 | 0 | 1! | 0 | 0 | 0 | 0 | 1! | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1! | 0 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | | | | | |
| Base Vol: | 173 | 38 | 38 | | 25 | 13 | 48 | | 19 | 433 | 65 | | 7 | 176 | 26 | | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | | | | |
| Initial Bse: | 173 | 38 | 38 | | 25 | 13 | 48 | | 19 | 433 | 65 | | 7 | 176 | 26 | | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | | | | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | | | | |
| PHF Volume: | 173 | 38 | 38 | | 25 | 13 | 48 | | 19 | 433 | 65 | | 7 | 176 | 26 | | | | | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | | | | |
| Reduced Vol: | 173 | 38 | 38 | | 25 | 13 | 48 | | 19 | 433 | 65 | | 7 | 176 | 26 | | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | | | | |
| 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: | 173 | 38 | 38 | | 25 | 13 | 48 | | 19 | 433 | 65 | | 7 | 176 | 26 | | | | | |
| 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: | 0.70 | 0.15 | 0.15 | | 0.29 | 0.15 | 0.56 | | 1.00 | 0.87 | 0.13 | | 0.03 | 0.85 | 0.12 | | | | | |
| Final Sat.: | 386 | 85 | 85 | | 152 | 79 | 291 | | 566 | 543 | 81 | | 20 | 498 | 74 | | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.45 | 0.45 | 0.45 | | 0.16 | 0.16 | 0.16 | | 0.03 | 0.80 | 0.80 | | 0.35 | 0.35 | 0.35 | | | | | |
| Crit Moves: | **** | | | | | | **** | | | **** | | | | **** | | | | | | |
| Delay/Veh: | 13.3 | 13.3 | 13.3 | | 10.1 | 10.1 | 10.1 | | 9.2 | 26.0 | 26.0 | | 11.6 | 11.6 | 11.6 | | | | | |
| Delay Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | | | | |
| AdjDel/Veh: | 13.3 | 13.3 | 13.3 | | 10.1 | 10.1 | 10.1 | | 9.2 | 26.0 | 26.0 | | 11.6 | 11.6 | 11.6 | | | | | |
| LOS by Move: | B | B | B | | B | B | B | | A | D | D | | B | B | B | | | | | |
| ApproachDel: | | 13.3 | | | | 10.1 | | | | 25.4 | | | | 11.6 | | | | | | |
| Delay Adj: | | 1.00 | | | | 1.00 | | | | 1.00 | | | | 1.00 | | | | | | |
| ApprAdjDel: | | 13.3 | | | | 10.1 | | | | 25.4 | | | | 11.6 | | | | | | |
| LOS by Appr: | | B | | | | B | | | | D | | | | B | | | | | | |
| AllWayAvgQ: | 0.7 | 0.7 | 0.7 | | 0.1 | 0.1 | 0.1 | | 0.0 | 3.1 | 3.1 | | 0.5 | 0.5 | 0.5 | | | | | |

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

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Folsom South of US-50 Annexation
Existing Plus Project PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #67 Sunrise Blvd/ Douglas Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.686
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 73 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Split Phase | | | | Split Phase | | | |
| Rights: | Include | | | | Ovl | | | | Include | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 1 | 1 0 | 1 | 0 | 2 | 0 1 | 0 | 0 | 1! | 0 0 | 0 | 1 | 0 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 26 | 447 | 26 | | 90 | 1255 | 206 | | 87 | 67 | 145 | | 38 | 39 | 68 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 26 | 447 | 26 | | 90 | 1255 | 206 | | 87 | 67 | 145 | | 38 | 39 | 68 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Volume: | 26 | 447 | 26 | | 90 | 1255 | 206 | | 87 | 67 | 145 | | 38 | 39 | 68 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 26 | 447 | 26 | | 90 | 1255 | 206 | | 87 | 67 | 145 | | 38 | 39 | 68 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 26 | 447 | 26 | | 90 | 1255 | 206 | | 87 | 67 | 145 | | 38 | 39 | 68 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | |
| 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 | 1.89 | 0.11 | | 1.00 | 2.00 | 1.00 | | 0.29 | 0.22 | 0.49 | | 0.49 | 0.51 | 1.00 | |
| Final Sat.: | 1500 | 2835 | 165 | | 1500 | 3000 | 1500 | | 436 | 336 | 727 | | 740 | 760 | 1500 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.16 | 0.16 | | 0.06 | 0.42 | 0.14 | | 0.20 | 0.20 | 0.20 | | 0.05 | 0.05 | 0.05 | |
| Crit Volume: | 26 | | | | | 628 | | | | 299 | | | | 77 | | |
| Crit Moves: | **** | | | | | **** | | | | **** | | | | **** | | |





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Folsom South of US-50 Annexation
Existing Plus Project PM

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

Intersection #68 Grant Line Rd/ Douglas Rd

Average Delay (sec/veh): 4.3 Worst Case Level Of Service: D[ 30.3]

| 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 | 1 | 0 | 0 0 | 0 | 0 | 0 | 1 0 | 0 | 0 | 1! | 0 0 | 0 | 0 | 0 | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 42 | 365 | 0 | | 0 | 577 | 78 | | 73 | 0 | 87 | | 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: | 42 | 365 | 0 | | 0 | 577 | 78 | | 73 | 0 | 87 | | 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: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 45 | 388 | 0 | | 0 | 614 | 83 | | 78 | 0 | 93 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| FinalVolume: | 45 | 388 | 0 | | 0 | 614 | 83 | | 78 | 0 | 93 | | 0 | 0 | 0 | |
| Critical Gap Module: | | | | | | | | | | | | | | | | |
| Critical Gp: | 4.1 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | 6.4 | 6.5 | | | 6.2 | xxxxx | xxxx | xxxxx |
| FollowUpTim: | 2.2 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | 3.5 | 4.0 | | | 3.3 | xxxxx | xxxx | xxxxx |
| Capacity Module: | | | | | | | | | | | | | | | | |
| Cnflict Vol: | 697 | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | 1133 | 1133 | | | 655 | xxxx | xxxx | xxxxx |
| Potent Cap.: | 909 | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | 226 | 205 | | | 469 | xxxx | xxxx | xxxxx |
| Move Cap.: | 909 | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | 218 | 194 | | | 469 | xxxx | xxxx | xxxxx |
| Volume/Cap: | 0.05 | xxxx | xxxx | xxxx | xxxx | xxxx | | | 0.36 | 0.00 | 0.20 | | xxxx | xxxx | xxxx | |
| Level Of Service Module: | | | | | | | | | | | | | | | | |
| 2Way95thQ: | 0.2 | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | xxxx | xxxx | xxxxx | | xxxx | xxxx | xxxxx | |
| Control Del: | 9.2 | xxxx | xxxxx | xxxxx | 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 | | | |
| Shared Cap.: | xxxx | xxxx | xxxxx | | xxxx | xxxx | xxxxx | | xxxx | 307 | xxxxx | | xxxx | xxxx | xxxxx | |
| SharedQueue: | 0.2 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | | 3.1 | xxxxx | xxxxx | | xxxx | xxxxx | | |
| Shrd ConDel: | 9.2 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | | 30.3 | xxxxx | xxxxx | | xxxx | xxxxx | | |
| Shared LOS: | A | * | * | | * | * | * | | * | D | * | | * | * | * | |
| ApproachDel: | xxxxxx | | | | xxxxxx | | | | 30.3 | | | | xxxxxx | | | |
| ApproachLOS: | * | | | | * | | | | D | | | | * | | | |

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

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Folsom South of US-50 Annexation
Existing Plus Project PM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #69 Grant Line Road / Kiefer Boulevard

Cycle (sec): 100 Critical Vol./Cap. (X): 0.858
Loss Time (sec): 0 Average Delay (sec/veh): 21.8
Optimal Cycle: 0 Level Of Service: C

| 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 | 0 | 0 | 0 | 0 |
| Lanes: | 0 | 0 | 0 | 1 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1! | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 417 | 3 | | 111 | 575 | 0 | | 0 | 0 | 1 | | 14 | 0 | 21 | |
| Growth Adj: | 1.00 | 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 | 417 | 3 | | 111 | 575 | 0 | | 0 | 0 | 1 | | 14 | 0 | 21 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 1.00 | 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 | 417 | 3 | | 111 | 575 | 0 | | 0 | 0 | 1 | | 14 | 0 | 21 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 417 | 3 | | 111 | 575 | 0 | | 0 | 0 | 1 | | 14 | 0 | 21 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 0 | 417 | 3 | | 111 | 575 | 0 | | 0 | 0 | 1 | | 14 | 0 | 21 | |
| 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: | 0.00 | 0.99 | 0.01 | | 0.16 | 0.84 | 0.00 | | 0.00 | 0.00 | 1.00 | | 0.40 | 0.00 | 0.60 | |
| Final Sat.: | 0 | 750 | 5 | | 129 | 670 | 0 | | 0 | 0 | 579 | | 227 | 0 | 340 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | xxxx | 0.56 | 0.56 | | 0.86 | 0.86 | xxxx | | xxxx | xxxx | 0.00 | | 0.06 | xxxx | 0.06 | |
| Crit Moves: | | **** | | | | **** | | | | | **** | | **** | | | |
| Delay/Veh: | 0.0 | 13.2 | 13.2 | | 27.6 | 27.6 | 0.0 | | 0.0 | 0.0 | 8.6 | | 9.2 | 0.0 | 9.2 | |
| Delay Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 13.2 | 13.2 | | 27.6 | 27.6 | 0.0 | | 0.0 | 0.0 | 8.6 | | 9.2 | 0.0 | 9.2 | |
| LOS by Move: | * | B | B | | D | D | * | | * | * | A | | A | * | A | |
| ApproachDel: | | 13.2 | | | | 27.6 | | | | 8.6 | | | | 9.2 | | |
| Delay Adj: | | 1.00 | | | | 1.00 | | | | 1.00 | | | | 1.00 | | |
| ApprAdjDel: | | 13.2 | | | | 27.6 | | | | 8.6 | | | | 9.2 | | |
| LOS by Appr: | | B | | | | D | | | | A | | | | A | | |
| AllWayAvgQ: | 1.2 | 1.2 | 1.2 | | 4.5 | 4.5 | 4.5 | | 0.0 | 0.0 | 0.0 | | 0.1 | 0.1 | 0.1 | |

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





PM Existing Plus Project Thu May 7, 2009 15:51:45 Page 68-1

Folsom South of US-50 Annexation
Existing Plus Project PM

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

Intersection #83 White Rock Rd/ Carson Crossing Rd

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: E[ 42.3]

| 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 | 0 | 0 | 1 0 | 1 | 0 | 1 | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 11 | 0 | 6 | | 0 | 0 | 0 | | 0 | 707 | 21 | | 9 | 899 | 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: | 11 | 0 | 6 | | 0 | 0 | 0 | | 0 | 707 | 21 | | 9 | 899 | 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: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 12 | 0 | 7 | | 0 | 0 | 0 | | 0 | 794 | 24 | | 10 | 1010 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| FinalVolume: | 12 | 0 | 7 | | 0 | 0 | 0 | | 0 | 794 | 24 | | 10 | 1010 | 0 | |
| Critical Gap Module: | | | | | | | | | | | | | | | | |
| Critical Gp: | 6.4 | 6.5 | 6.2 | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | 4.1 | xxxx | xxxxx | | | |
| FollowUpTim: | 3.5 | 4.0 | 3.3 | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | 2.2 | xxxx | xxxxx | | | |
| Capacity Module: | | | | | | | | | | | | | | | | |
| Cnflict Vol: | 1837 | 1837 | 806 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | | 818 | xxxx | xxxxx | | | |
| Potent Cap.: | 84 | 77 | 385 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | | 819 | xxxx | xxxxx | | | |
| Move Cap.: | 83 | 76 | 385 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | | 819 | xxxx | xxxxx | | | |
| Volume/Cap: | 0.15 | 0.00 | 0.02 | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | | 0.01 | xxxx | xxxx | | | |
| Level Of Service Module: | | | | | | | | | | | | | | | | |
| 2Way95thQ: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | | 0.0 | xxxx | xxxxx | | | |
| Control Del: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | 9.5 | xxxx | xxxxx | | | |
| LOS by Move: | * | * | * | * | * | * | * | * | * | | A | * | * | | | |
| Movement: | LT - LTR - RT | | | | LT - LTR - RT | | | | LT - LTR - RT | | | | LT - LTR - RT | | | |
| Shared Cap.: | xxxx | 115 | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | | |
| SharedQueue: | xxxxx | 0.6 | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | | |
| Shrd ConDel: | xxxxx | 42.3 | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | | |
| Shared LOS: | * | E | * | * | * | * | * | * | * | * | * | * | | | | |
| ApproachDel: | | 42.3 | | xxxxxx | | | | xxxxxx | | | | xxxxxx | | | | |
| ApproachLOS: | | E | | | | * | | | | * | | | | * | | |

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

Folsom South of US-50 Annexation
Existing Plus Project PM

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

Intersection #84 White Rock Rd/ Stonebriar Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.699
Loss Time (sec): 12 Average Delay (sec/veh): 20.3
Optimal Cycle: 59 Level of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Split Phase | | | Split Phase | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 96 | 638 | 22 | 42 | 713 | 39 | 28 | 3 | 118 | 15 | 2 | 23 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 96 | 638 | 22 | 42 | 713 | 39 | 28 | 3 | 118 | 15 | 2 | 23 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 |
| PHF Volume: | 110 | 733 | 25 | 48 | 820 | 45 | 32 | 3 | 136 | 17 | 2 | 26 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 110 | 733 | 25 | 48 | 820 | 45 | 32 | 3 | 136 | 17 | 2 | 26 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 110 | 733 | 25 | 48 | 820 | 45 | 32 | 3 | 136 | 17 | 2 | 26 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.93 | 0.98 | 0.98 | 0.93 | 0.98 | 0.83 | 0.95 | 0.85 | 0.85 | 0.91 | 0.91 | 0.91 |
| Lanes: | 1.00 | 0.97 | 0.03 | 1.00 | 1.00 | 1.00 | 1.00 | 0.02 | 0.98 | 0.38 | 0.05 | 0.57 |
| Final Sat.: | 1769 | 1791 | 62 | 1769 | 1862 | 1583 | 1805 | 40 | 1582 | 645 | 86 | 989 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.06 | 0.41 | 0.41 | 0.03 | 0.44 | 0.03 | 0.02 | 0.09 | 0.09 | 0.03 | 0.03 | 0.03 |
| Crit Moves: | **** | | | | **** | | | **** | | | **** | |
| Green/Cycle: | 0.09 | 0.67 | 0.67 | 0.04 | 0.63 | 0.63 | 0.12 | 0.12 | 0.12 | 0.04 | 0.04 | 0.04 |
| Volume/Cap: | 0.70 | 0.61 | 0.61 | 0.61 | 0.70 | 0.04 | 0.15 | 0.70 | 0.70 | 0.70 | 0.70 | 0.70 |
| Delay/Veh: | 57.2 | 9.9 | 9.9 | 59.7 | 14.1 | 7.1 | 39.5 | 52.6 | 52.6 | 75.8 | 75.8 | 75.8 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 57.2 | 9.9 | 9.9 | 59.7 | 14.1 | 7.1 | 39.5 | 52.6 | 52.6 | 75.8 | 75.8 | 75.8 |
| LOS by Move: | E | A | A | E | B | A | D | D | D | E | E | E |
| HCM2kAvgQ: | 5 | 13 | 13 | 3 | 17 | 1 | 1 | 4 | 4 | 2 | 2 | 2 |

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





Folsom South of US-50 Annexation
Existing Plus Project PM

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

Intersection #85 White Rock Rd/ Windfield Way

Average Delay (sec/veh): 83.9 Worst Case Level Of Service: F[290.5]

| 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 | 0 0 | 1 1 | 0 | 1 0 | 2 0 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 358 | 0 | 77 | 0 | 0 | 0 | 0 | 388 | 192 | 32 | 462 | 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: | 358 | 0 | 77 | 0 | 0 | 0 | 0 | 388 | 192 | 32 | 462 | 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: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 402 | 0 | 87 | 0 | 0 | 0 | 0 | 436 | 216 | 36 | 519 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 402 | 0 | 87 | 0 | 0 | 0 | 0 | 436 | 216 | 36 | 519 | 0 |
| Critical Gap Module: | | | | | | | | | | | | |
| Critical Gp: | 6.8 | 6.5 | 6.9 | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 4.1 | xxxx | xxxxx |
| FollowUpTim: | 3.5 | 4.0 | 3.3 | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 2.2 | xxxx | xxxxx |
| Capacity Module: | | | | | | | | | | | | |
| Cnflict Vol: | 875 | 1135 | 326 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 652 | xxxx | xxxxx |
| Potent Cap.: | 292 | 204 | 676 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 944 | xxxx | xxxxx |
| Move Cap.: | 284 | 196 | 676 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 944 | xxxx | xxxxx |
| Volume/Cap: | 1.42 | 0.00 | 0.13 | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | 0.04 | xxxx | xxxx |
| Level Of Service Module: | | | | | | | | | | | | |
| 2Way95thQ: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 0.1 | xxxx | xxxxx |
| Control Del: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 9.0 | xxxx | xxxxx |
| LOS by Move: | * | * | * | * | * | * | * | * | * | A | * | * |
| Movement: | LT - | LTR - | RT | LT - | LTR - | RT | LT - | LTR - | RT | LT - | LTR - | RT |
| Shared Cap.: | xxxx | 316 | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| SharedQueue: | xxxxx | 28.1 | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| Shrd ConDel: | xxxxx | 290 | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| Shared LOS: | * | F | * | * | * | * | * | * | * | * | * | * |
| ApproachDel: | 290.5 | | | xxxxxx | | | xxxxxx | | | xxxxxx | | |
| ApproachLOS: | F | | | * | | | * | | | * | | |

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

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Folsom South of US-50 Annexation
Existing Plus Project PM

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

Intersection #86 White Rock Rd/ Latrobe Rd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.397
Loss Time (sec): 12 Average Delay (sec/veh): 31.9
Optimal Cycle: 35 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Include | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 4 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 1 | 1 0 | 2 | 0 | 2 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 96 | 877 | 208 | | 285 | 342 | 272 | | 282 | 289 | 31 | | 111 | 97 | 113 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 96 | 877 | 208 | | 285 | 342 | 272 | | 282 | 289 | 31 | | 111 | 97 | 113 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 102 | 933 | 221 | | 303 | 364 | 289 | | 300 | 307 | 33 | | 118 | 103 | 120 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 102 | 933 | 221 | | 303 | 364 | 289 | | 300 | 307 | 33 | | 118 | 103 | 120 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 102 | 933 | 221 | | 303 | 364 | 289 | | 300 | 307 | 33 | | 118 | 103 | 120 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.93 | 0.89 | 0.83 | | 0.90 | 0.89 | 0.83 | | 0.90 | 0.92 | 0.92 | | 0.92 | 0.95 | 0.85 | |
| Lanes: | 1.00 | 4.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 1.81 | 0.19 | | 2.00 | 2.00 | 1.00 | |
| Final Sat.: | 1769 | 6778 | 1583 | | 3432 | 5083 | 1583 | | 3432 | 3147 | 338 | | 3502 | 3610 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.06 | 0.14 | 0.14 | | 0.09 | 0.07 | 0.18 | | 0.09 | 0.10 | 0.10 | | 0.03 | 0.03 | 0.07 | |
| Crit Moves: | | **** | | | **** | | | | | **** | | | **** | | | |
| Green/Cycle: | 0.21 | 0.35 | 0.43 | | 0.22 | 0.35 | 0.60 | | 0.25 | 0.25 | 0.25 | | 0.08 | 0.08 | 0.30 | |
| Volume/Cap: | 0.27 | 0.40 | 0.32 | | 0.40 | 0.20 | 0.30 | | 0.35 | 0.40 | 0.40 | | 0.40 | 0.35 | 0.24 | |
| Delay/Veh: | 39.7 | 29.8 | 22.8 | | 40.1 | 27.0 | 11.7 | | 37.3 | 38.1 | 38.1 | | 52.9 | 52.8 | 31.7 | |
| 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: | 39.7 | 29.8 | 22.8 | | 40.1 | 27.0 | 11.7 | | 37.3 | 38.1 | 38.1 | | 52.9 | 52.8 | 31.7 | |
| LOS by Move: | D | C | C | | D | C | B | | D | D | D | | D | D | C | |
| HCM2kAvgQ: | 3 | 7 | 5 | | 5 | 3 | 5 | | 4 | 5 | 5 | | 2 | 2 | 3 | |

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





PM Existing Plus Project Thu May 7, 2009 15:51:45 Page 72-1

Folsom South of US-50 Annexation
Existing Plus Project PM

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

Intersection #87 White Rock Rd/ Valley View Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.607
Loss Time (sec): 12 Average Delay (sec/veh): 22.5
Optimal Cycle: 49 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Split Phase | | | | Split Phase | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 0 | 1 0 | 1 | 0 | 0 | 1 0 | 1 | 0 | 0 | 1 0 | 1 | 0 | 0 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 88 | 21 | 14 | | 177 | 38 | 52 | | 57 | 579 | 128 | | 9 | 205 | 79 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 88 | 21 | 14 | | 177 | 38 | 52 | | 57 | 579 | 128 | | 9 | 205 | 79 | |
| User Adj: | 0.93 | 0.93 | 0.93 | | 0.93 | 0.93 | 0.93 | | 0.93 | 0.93 | 0.93 | | 0.93 | 0.93 | 0.93 | |
| PHF Adj: | 0.93 | 0.93 | 0.93 | | 0.93 | 0.93 | 0.93 | | 0.93 | 0.93 | 0.93 | | 0.93 | 0.93 | 0.93 | |
| PHF Volume: | 88 | 21 | 14 | | 177 | 38 | 52 | | 57 | 579 | 128 | | 9 | 205 | 79 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 88 | 21 | 14 | | 177 | 38 | 52 | | 57 | 579 | 128 | | 9 | 205 | 79 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 88 | 21 | 14 | | 177 | 38 | 52 | | 57 | 579 | 128 | | 9 | 205 | 79 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.94 | 0.94 | | 0.95 | 0.91 | 0.91 | | 0.95 | 0.97 | 0.97 | | 0.95 | 0.96 | 0.96 | |
| Lanes: | 1.00 | 0.60 | 0.40 | | 1.00 | 0.42 | 0.58 | | 1.00 | 0.82 | 0.18 | | 1.00 | 0.72 | 0.28 | |
| Final Sat.: | 1805 | 1072 | 714 | | 1805 | 732 | 1002 | | 1805 | 1514 | 335 | | 1805 | 1314 | 506 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.05 | 0.02 | 0.02 | | 0.10 | 0.05 | 0.05 | | 0.03 | 0.38 | 0.38 | | 0.00 | 0.16 | 0.16 | |
| Crit Moves: | **** | | | | **** | | | | | **** | | | **** | | | |
| Green/Cycle: | 0.08 | 0.08 | 0.08 | | 0.16 | 0.16 | 0.16 | | 0.11 | 0.63 | 0.63 | | 0.01 | 0.53 | 0.53 | |
| Volume/Cap: | 0.61 | 0.24 | 0.24 | | 0.61 | 0.32 | 0.32 | | 0.29 | 0.61 | 0.61 | | 0.61 | 0.29 | 0.29 | |
| Delay/Veh: | 51.7 | 44.0 | 44.0 | | 42.6 | 37.7 | 37.7 | | 42.0 | 12.0 | 12.0 | | 105.2 | 13.2 | 13.2 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 51.7 | 44.0 | 44.0 | | 42.6 | 37.7 | 37.7 | | 42.0 | 12.0 | 12.0 | | 105.2 | 13.2 | 13.2 | |
| LOS by Move: | D | D | D | | D | D | D | | D | B | B | | F | B | B | |
| HCM2kAvgQ: | 4 | 1 | 1 | | 6 | 3 | 3 | | 2 | 13 | 13 | | 0 | 5 | 5 | |

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

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Folsom South of US-50 Annexation
Existing Plus Project PM

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

Intersection #88 El Dorado Hills Blvd/Serrano Prky

Cycle (sec): 100 Critical Vol./Cap. (X): 0.672
Loss Time (sec): 12 Average Delay (sec/veh): 25.5
Optimal Cycle: 56 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - | R | L | - T | - | R | L | - T | - | R | L | - T | - | R |
| Control: | Protected | | | | Protected | | | | Split Phase | | | | Split Phase | | | |
| Rights: | Ignore | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 2 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1! |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 134 | 1236 | 532 | | 34 | 721 | 27 | | 24 | 26 | 42 | | 454 | 19 | 63 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 134 | 1236 | 532 | | 34 | 721 | 27 | | 24 | 26 | 42 | | 454 | 19 | 63 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.97 | 0.97 | 0.00 | | 0.97 | 0.97 | 0.97 | | 0.97 | 0.97 | 0.97 | | 0.97 | 0.97 | 0.97 | |
| PHF Volume: | 138 | 1274 | 0 | | 35 | 743 | 28 | | 25 | 27 | 43 | | 468 | 20 | 65 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 138 | 1274 | 0 | | 35 | 743 | 28 | | 25 | 27 | 43 | | 468 | 20 | 65 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 138 | 1274 | 0 | | 35 | 743 | 28 | | 25 | 27 | 43 | | 468 | 20 | 65 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.95 | 1.00 | | 0.95 | 0.95 | 0.95 | | 0.95 | 0.91 | 0.91 | | 0.94 | 0.94 | 0.94 | |
| Lanes: | 1.00 | 2.00 | 1.00 | | 1.00 | 1.93 | 0.07 | | 1.00 | 0.38 | 0.62 | | 1.74 | 0.06 | 0.20 | |
| Final Sat.: | 1805 | 3610 | 1900 | | 1805 | 3462 | 130 | | 1805 | 659 | 1064 | | 3104 | 110 | 365 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.08 | 0.35 | 0.00 | | 0.02 | 0.21 | 0.21 | | 0.01 | 0.04 | 0.04 | | 0.15 | 0.18 | 0.18 | |
| Crit Moves: | | **** | | | **** | | | | | | **** | | | **** | | |
| Green/Cycle: | 0.15 | 0.53 | 0.00 | | 0.03 | 0.41 | 0.41 | | 0.06 | 0.06 | 0.06 | | 0.27 | 0.27 | 0.27 | |
| Volume/Cap: | 0.53 | 0.67 | 0.00 | | 0.67 | 0.53 | 0.53 | | 0.23 | 0.67 | 0.67 | | 0.57 | 0.67 | 0.67 | |
| Delay/Veh: | 41.5 | 18.4 | 0.0 | | 77.2 | 22.6 | 22.6 | | 45.8 | 61.8 | 61.8 | | 32.6 | 35.0 | 35.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 41.5 | 18.4 | 0.0 | | 77.2 | 22.6 | 22.6 | | 45.8 | 61.8 | 61.8 | | 32.6 | 35.0 | 35.0 | |
| LOS by Move: | D | B | A | | E | C | C | | D | E | E | | C | D | D | |
| HCM2kAvgQ: | 4 | 14 | 0 | | 2 | 10 | 10 | | 1 | 3 | 3 | | 8 | 10 | 10 | |

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





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Folsom South of US-50 Annexation
Existing Plus Project PM

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

Intersection #89 El Dorado Hills Blvd/Saratoga Way

Cycle (sec): 100 Critical Vol./Cap. (X): 0.996
Loss Time (sec): 12 Average Delay (sec/veh): 52.6
Optimal Cycle: 180 Level Of Service: D

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - | R | L | - T | - | R | L | - T | - | R | L | - T | - | R |
| Control: | Protected | | | | Protected | | | | Split Phase | | | | Split Phase | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 2 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 112 | 1470 | 90 | | 275 | 957 | 13 | | 25 | 10 | 90 | | 87 | 13 | 409 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 112 | 1470 | 90 | | 275 | 957 | 13 | | 25 | 10 | 90 | | 87 | 13 | 409 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.88 | 0.88 | 0.88 | | 0.88 | 0.88 | 0.88 | | 0.88 | 0.88 | 0.88 | | 0.88 | 0.88 | 0.88 | |
| PHF Volume: | 127 | 1670 | 102 | | 313 | 1088 | 15 | | 28 | 11 | 102 | | 99 | 15 | 465 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 127 | 1670 | 102 | | 313 | 1088 | 15 | | 28 | 11 | 102 | | 99 | 15 | 465 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 127 | 1670 | 102 | | 313 | 1088 | 15 | | 28 | 11 | 102 | | 99 | 15 | 465 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.90 | 0.90 | | 0.95 | 0.95 | 0.95 | | 0.97 | 0.97 | 0.85 | | 0.95 | 0.86 | 0.86 | |
| Lanes: | 1.00 | 2.83 | 0.17 | | 1.00 | 1.97 | 0.03 | | 1.43 | 0.57 | 1.00 | | 1.00 | 0.03 | 0.97 | |
| Final Sat.: | 1805 | 4844 | 297 | | 1805 | 3554 | 48 | | 2622 | 1049 | 1615 | | 1805 | 50 | 1574 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.07 | 0.34 | 0.34 | | 0.17 | 0.31 | 0.31 | | 0.01 | 0.01 | 0.06 | | 0.05 | 0.30 | 0.30 | |
| Crit Moves: | | **** | | | **** | | | | | | **** | | | | **** | |
| Green/Cycle: | 0.10 | 0.35 | 0.35 | | 0.17 | 0.42 | 0.42 | | 0.06 | 0.06 | 0.06 | | 0.30 | 0.30 | 0.30 | |
| Volume/Cap: | 0.72 | 1.00 | 1.00 | | 1.00 | 0.72 | 0.72 | | 0.17 | 0.17 | 1.00 | | 0.18 | 1.00 | 1.00 | |
| Delay/Veh: | 57.7 | 53.0 | 53.0 | | 90.9 | 25.8 | 25.8 | | 44.7 | 44.7 | 134.3 | | 26.4 | 75.0 | 75.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 57.7 | 53.0 | 53.0 | | 90.9 | 25.8 | 25.8 | | 44.7 | 44.7 | 134.3 | | 26.4 | 75.0 | 75.0 | |
| LOS by Move: | E | D | D | | F | C | C | | D | D | F | | C | E | E | |
| HCM2kAvgQ: | 4 | 24 | 24 | | 12 | 15 | 15 | | 1 | 1 | 6 | | 2 | 21 | 21 | |

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

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Folsom South of US-50 Annexation
Existing Plus Project PM

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

Intersection #90 El Dorado Hills Blvd/Park Drive

Cycle (sec): 100 Critical Vol./Cap. (X): 0.617
Loss Time (sec): 9 Average Delay (sec/veh): 12.9
Optimal Cycle: 42 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 2 | 1 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1594 | 336 | | 82 | 1040 | | 0 | | 0 | 0 | | 0 | 245 | | 0 | 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: | 0 | 1594 | 336 | | 82 | 1040 | | 0 | | 0 | 0 | | 0 | 245 | | 0 | 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: | 0.95 | 0.95 | 0.95 | | 0.95 | 0.95 | | 0.95 | | 0.95 | 0.95 | | 0.95 | 0.95 | | 0.95 | 0.95 | |
| PHF Volume: | 0 | 1678 | 354 | | 86 | 1095 | | 0 | | 0 | 0 | | 0 | 258 | | 0 | 129 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Reduced Vol: | 0 | 1678 | 354 | | 86 | 1095 | | 0 | | 0 | 0 | | 0 | 258 | | 0 | 129 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| 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: | 0 | 1678 | 354 | | 86 | 1095 | | 0 | | 0 | 0 | | 0 | 258 | | 0 | 129 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | | 1900 | | 1900 | 1900 | | 1900 | 1900 | | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.89 | 0.89 | | 0.95 | 0.91 | | 1.00 | | 1.00 | 1.00 | | 1.00 | 0.61 | | 1.00 | 0.85 | |
| Lanes: | 0.00 | 2.48 | 0.52 | | 1.00 | 3.00 | | 0.00 | | 0.00 | 0.00 | | 0.00 | 2.00 | | 0.00 | 1.00 | |
| Final Sat.: | 0 | 4173 | 880 | | 1805 | 5187 | | 0 | | 0 | 0 | | 0 | 2304 | | 0 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.40 | 0.40 | | 0.05 | 0.21 | | 0.00 | | 0.00 | 0.00 | | 0.00 | 0.11 | | 0.00 | 0.08 | |
| Crit Moves: | | **** | | | **** | | | | | | | | | **** | | | | |
| Green/Cycle: | 0.00 | 0.65 | 0.65 | | 0.08 | 0.73 | | 0.00 | | 0.00 | 0.00 | | 0.00 | 0.18 | | 0.00 | 0.18 | |
| Volume/Cap: | 0.00 | 0.62 | 0.62 | | 0.62 | 0.29 | | 0.00 | | 0.00 | 0.00 | | 0.00 | 0.62 | | 0.00 | 0.44 | |
| Delay/Veh: | 0.0 | 10.5 | 10.5 | | 52.8 | 4.7 | | 0.0 | | 0.0 | 0.0 | | 0.0 | 40.5 | | 0.0 | 37.5 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 10.5 | 10.5 | | 52.8 | 4.7 | | 0.0 | | 0.0 | 0.0 | | 0.0 | 40.5 | | 0.0 | 37.5 | |
| LOS by Move: | A | B | B | | D | A | | A | | A | A | | A | D | | A | D | |
| HCM2kAvgQ: | 0 | 13 | 13 | | 3 | 4 | | 0 | | 0 | 0 | | 0 | 5 | | 0 | 4 | |

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





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Folsom South of US-50 Annexation
Existing Plus Project PM

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

Intersection #91 Latrobe Rd/ Town Center Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 1.050
Loss Time (sec): 12 Average Delay (sec/veh): 63.1
Optimal Cycle: 180 Level Of Service: E

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 2 | 0 | 1 | 2 | 0 | 2 | 0 | 1 | 2 | 0 | 1 | 1 | 0 | 1 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | | | |
| Base Vol: | 8 | 1329 | 79 | | 545 | 839 | | 29 | | 326 | 65 | | 64 | 65 | | 8 | 660 | |
| Growth Adj: | 1.00 | 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 | 1329 | 79 | | 545 | 839 | | 29 | | 326 | 65 | | 64 | 65 | | 8 | 660 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| PHF Adj: | 0.95 | 0.95 | 0.95 | | 0.95 | 0.95 | | 0.95 | | 0.95 | 0.95 | | 0.95 | 0.95 | | 0.95 | 0.95 | |
| PHF Volume: | 8 | 1399 | 83 | | 574 | 883 | | 31 | | 343 | 68 | | 67 | 68 | | 8 | 695 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Reduced Vol: | 8 | 1399 | 83 | | 574 | 883 | | 31 | | 343 | 68 | | 67 | 68 | | 8 | 695 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| 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 | 1399 | 83 | | 574 | 883 | | 31 | | 343 | 68 | | 67 | 68 | | 8 | 695 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | | 1900 | | 1900 | 1900 | | 1900 | 1900 | | 1900 | 1900 | |
| Adjustment: | 0.90 | 0.93 | 0.83 | | 0.90 | 0.93 | | 0.83 | | 0.92 | 0.88 | | 0.88 | 0.95 | | 1.00 | 0.85 | |
| Lanes: | 2.00 | 2.00 | 1.00 | | 2.00 | 2.00 | | 1.00 | | 2.00 | 1.01 | | 0.99 | 1.00 | | 1.00 | 1.00 | |
| Final Sat.: | 3432 | 3538 | 1583 | | 3432 | 3538 | | 1583 | | 3502 | 1684 | | 1658 | 1805 | | 1900 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.40 | 0.05 | | 0.17 | 0.25 | | 0.02 | | 0.10 | 0.04 | | 0.04 | 0.04 | | 0.00 | 0.43 | |
| Crit Moves: | | **** | | | **** | | | | | **** | | | | | | | **** | |
| Green/Cycle: | 0.01 | 0.38 | 0.38 | | 0.16 | 0.53 | | 0.53 | | 0.09 | 0.18 | | 0.18 | 0.17 | | 0.25 | 0.41 | |
| Volume/Cap: | 0.47 | 1.05 | 0.14 | | 1.05 | 0.47 | | 0.04 | | 1.05 | 0.23 | | 0.23 | 0.23 | | 0.02 | 1.05 | |
| Delay/Veh: | 67.8 | 69.9 | 20.6 | | 94.2 | 14.9 | | 11.2 | | 108.7 | 35.4 | | 35.4 | 36.5 | | 28.2 | 78.2 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| AdjDel/Veh: | 67.8 | 69.9 | 20.6 | | 94.2 | 14.9 | | 11.2 | | 108.7 | 35.4 | | 35.4 | 36.5 | | 28.2 | 78.2 | |
| LOS by Move: | E | E | C | | F | B | | B | | F | D | | D | D | | C | E | |
| HCM2kAvgQ: | 0 | 30 | 2 | | 12 | 9 | | 0 | | 10 | 2 | | 2 | 2 | | 0 | 31 | |

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

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Folsom South of US-50 Annexation
Existing Plus Project PM

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

Intersection #92 Hazel Blvd/ Tributary- WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.827
Loss Time (sec): 9 Average Delay (sec/veh): 26.9
Optimal Cycle: 75 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Ignore | | | | Ovl | | | | Ovl | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 3 | 0 1 | 0 | 0 | 3 | 0 1 | 0 | 0 | 0 | 0 1 | 1 | 0 | 0 | 1 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 189 | 2314 | 323 | | 0 | 874 | 94 | | 0 | 0 | 601 | | 81 | 221 | 791 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 189 | 2314 | 323 | | 0 | 874 | 94 | | 0 | 0 | 601 | | 81 | 221 | 791 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 201 | 2462 | 0 | | 0 | 930 | 100 | | 0 | 0 | 639 | | 86 | 235 | 841 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 201 | 2462 | 0 | | 0 | 930 | 100 | | 0 | 0 | 639 | | 86 | 235 | 841 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 201 | 2462 | 0 | | 0 | 930 | 100 | | 0 | 0 | 639 | | 86 | 235 | 841 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.91 | 1.00 | | 1.00 | 0.91 | 0.85 | | 1.00 | 1.00 | 0.87 | | 0.80 | 0.88 | 0.88 | |
| Lanes: | 1.00 | 3.00 | 1.00 | | 0.00 | 3.00 | 1.00 | | 0.00 | 0.00 | 1.00 | | 1.00 | 0.44 | 1.56 | |
| Final Sat.: | 1805 | 5187 | 1900 | | 0 | 5187 | 1615 | | 0 | 0 | 1644 | | 1520 | 733 | 2623 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.11 | 0.47 | 0.00 | | 0.00 | 0.18 | 0.06 | | 0.00 | 0.00 | 0.39 | | 0.06 | 0.32 | 0.32 | |
| Crit Moves: | | **** | | | **** | | | | | | **** | | | | | |
| Green/Cycle: | 0.22 | 0.57 | 0.00 | | 0.00 | 0.35 | 0.35 | | 0.00 | 0.00 | 0.56 | | 0.34 | 0.34 | 0.34 | |
| Volume/Cap: | 0.51 | 0.83 | 0.00 | | 0.00 | 0.51 | 0.17 | | 0.00 | 0.00 | 0.70 | | 0.17 | 0.96 | 0.96 | |
| Delay/Veh: | 35.3 | 19.3 | 0.0 | | 0.0 | 25.6 | 22.4 | | 0.0 | 0.0 | 18.6 | | 23.5 | 49.6 | 49.6 | |
| 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: | 35.3 | 19.3 | 0.0 | | 0.0 | 25.6 | 22.4 | | 0.0 | 0.0 | 18.6 | | 23.5 | 49.6 | 49.6 | |
| LOS by Move: | D | B | A | | A | C | C | | A | A | B | | C | D | D | |
| HCM2kAvgQ: | 5 | 24 | 0 | | 0 | 8 | 2 | | 0 | 0 | 15 | | 2 | 21 | 21 | |

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





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Folsom South of US-50 Annexation
Existing Plus Project PM

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

Intersection #93 Hazel Ave/ EB US-50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.795
Loss Time (sec): 9 Average Delay (sec/veh): 20.7
Optimal Cycle: 67 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Ignore | | | | Ignore | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 2 | 0 1 | 0 | 0 | 2 | 0 1 | 1 | 0 | 1! | 0 1 | 0 | 0 | 0 | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1515 | 232 | | 0 | 569 | 677 | | 1376 | 0 | 99 | | 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 | 1515 | 232 | | 0 | 569 | 677 | | 1376 | 0 | 99 | | 0 | 0 | 0 | |
| User Adj: | 1.00 | 0.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 0 | 0 | 0 | | 0 | 605 | 0 | | 1464 | 0 | 105 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 0 | 0 | | 0 | 605 | 0 | | 1464 | 0 | 105 | | 0 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 0 | 0 | | 0 | 605 | 0 | | 1464 | 0 | 105 | | 0 | 0 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.95 | 1.00 | | 1.00 | 0.95 | 1.00 | | 0.72 | 1.00 | 0.72 | | 1.00 | 1.00 | 1.00 | |
| Lanes: | 0.00 | 2.00 | 1.00 | | 0.00 | 2.00 | 1.00 | | 1.93 | 0.00 | 1.07 | | 0.00 | 0.00 | 0.00 | |
| Final Sat.: | 0 | 3610 | 1900 | | 0 | 3610 | 1900 | | 2632 | 0 | 1453 | | 0 | 0 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | | 0.00 | 0.17 | 0.00 | | 0.56 | 0.00 | 0.07 | | 0.00 | 0.00 | 0.00 | |
| Crit Moves: | | | | | | **** | | | **** | | | | | | | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | | 0.00 | 0.21 | 0.00 | | 0.70 | 0.00 | 0.70 | | 0.00 | 0.00 | 0.00 | |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | | 0.00 | 0.80 | 0.00 | | 0.80 | 0.00 | 0.10 | | 0.00 | 0.00 | 0.00 | |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | | 0.0 | 43.2 | 0.0 | | 12.5 | 0.0 | 4.9 | | 0.0 | 0.0 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | | 0.0 | 43.2 | 0.0 | | 12.5 | 0.0 | 4.9 | | 0.0 | 0.0 | 0.0 | |
| LOS by Move: | A | A | A | | A | D | A | | B | A | A | | A | A | A | |
| HCM2kAvgQ: | 0 | 0 | 0 | | 0 | 10 | 0 | | 18 | 0 | 1 | | 0 | 0 | 0 | |

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

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Folsom South of US-50 Annexation
Existing Plus Project PM

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

Intersection #94 Folsom Blvd/ WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.587
Loss Time (sec): 9 Average Delay (sec/veh): 10.3
Optimal Cycle: 40 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Ignore | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 1 | 1 | 0 | 1! | 0 | 1 | 0 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 37 | 2141 | 0 | | 0 | 754 | 1254 | | 166 | 0 | 197 | | 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: | 37 | 2141 | 0 | | 0 | 754 | 1254 | | 166 | 0 | 197 | | 0 | 0 | 0 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 39 | 2278 | 0 | | 0 | 802 | 0 | | 177 | 0 | 210 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 39 | 2278 | 0 | | 0 | 802 | 0 | | 177 | 0 | 210 | | 0 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 39 | 2278 | 0 | | 0 | 802 | 0 | | 177 | 0 | 210 | | 0 | 0 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.91 | 1.00 | | 1.00 | 0.91 | 1.00 | | 0.75 | 1.00 | 0.75 | | 1.00 | 1.00 | 1.00 | |
| Lanes: | 1.00 | 3.00 | 0.00 | | 0.00 | 3.00 | 1.00 | | 1.46 | 0.00 | 1.54 | | 0.00 | 0.00 | 0.00 | |
| Final Sat.: | 1805 | 5187 | 0 | | 0 | 5187 | 1900 | | 2087 | 0 | 2209 | | 0 | 0 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.44 | 0.00 | | 0.00 | 0.15 | 0.00 | | 0.08 | 0.00 | 0.09 | | 0.00 | 0.00 | 0.00 | |
| Crit Moves: | | **** | | | **** | | | | | | **** | | | | | |
| Green/Cycle: | 0.09 | 0.75 | 0.00 | | 0.00 | 0.66 | 0.00 | | 0.16 | 0.00 | 0.16 | | 0.00 | 0.00 | 0.00 | |
| Volume/Cap: | 0.24 | 0.59 | 0.00 | | 0.00 | 0.24 | 0.00 | | 0.52 | 0.00 | 0.59 | | 0.00 | 0.00 | 0.00 | |
| Delay/Veh: | 42.8 | 5.9 | 0.0 | | 0.0 | 7.0 | 0.0 | | 39.1 | 0.0 | 40.2 | | 0.0 | 0.0 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 42.8 | 5.9 | 0.0 | | 0.0 | 7.0 | 0.0 | | 39.1 | 0.0 | 40.2 | | 0.0 | 0.0 | 0.0 | |
| LOS by Move: | D | A | A | | A | A | A | | D | A | D | | A | A | A | |
| HCM2kAvgQ: | 1 | 11 | 0 | | 0 | 4 | 0 | | 4 | 0 | 5 | | 0 | 0 | 0 | |

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





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Folsom South of US-50 Annexation
Existing Plus Project PM

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

Intersection #95 Folsom Blvd/ EB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 1.182
Loss Time (sec): 9 Average Delay (sec/veh): 94.4
Optimal Cycle: 180 Level Of Service: F

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Ignore | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 1 | 3 | 0 | 0 | 0 | 1 | 0 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 587 | 1141 | 0 | | 0 | 712 | 239 | | 1357 | 0 | 59 | | 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: | 587 | 1141 | 0 | | 0 | 712 | 239 | | 1357 | 0 | 59 | | 0 | 0 | 0 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 624 | 1214 | 0 | | 0 | 757 | 254 | | 1444 | 0 | 0 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 624 | 1214 | 0 | | 0 | 757 | 254 | | 1444 | 0 | 0 | | 0 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 624 | 1214 | 0 | | 0 | 757 | 254 | | 1444 | 0 | 0 | | 0 | 0 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.95 | 1.00 | | 1.00 | 0.95 | 0.85 | | 0.49 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Lanes: | 1.00 | 2.00 | 0.00 | | 0.00 | 2.00 | 1.00 | | 3.00 | 0.00 | 1.00 | | 0.00 | 0.00 | 0.00 | |
| Final Sat.: | 1805 | 3610 | 0 | | 0 | 3610 | 1615 | | 2776 | 0 | 1900 | | 0 | 0 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.35 | 0.34 | 0.00 | | 0.00 | 0.21 | 0.16 | | 0.52 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | |
| Crit Moves: | **** | | | | | **** | | | **** | | | | | | | |
| Green/Cycle: | 0.29 | 0.47 | 0.00 | | 0.00 | 0.18 | 0.18 | | 0.44 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | |
| Volume/Cap: | 1.18 | 0.72 | 0.00 | | 0.00 | 1.18 | 0.89 | | 1.18 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | |
| Delay/Veh: | 135.5 | 22.6 | 0.0 | | 0.0 | 139 | 66.7 | | 118.7 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 135.5 | 22.6 | 0.0 | | 0.0 | 139 | 66.7 | | 118.7 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | |
| LOS by Move: | F | C | A | | A | F | E | | F | A | A | | A | A | A | |
| HCM2kAvgQ: | 34 | 17 | 0 | | 0 | 21 | 9 | | 26 | 0 | 0 | | 0 | 0 | 0 | |

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

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Folsom South of US-50 Annexation
Existing Plus Project PM

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

Intersection #96 Prairie City/ WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.394
Loss Time (sec): 6 Average Delay (sec/veh): 15.3
Optimal Cycle: 23 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Ignore | | | | Ignore | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 914 | 297 | | 0 | 980 | 96 | | 0 | 0 | 0 | | 19 | 0 | 420 | |
| Growth Adj: | 1.00 | 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 | 914 | 297 | | 0 | 980 | 96 | | 0 | 0 | 0 | | 19 | 0 | 420 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.91 | 0.91 | 0.00 | | 0.91 | 0.91 | 0.00 | | 0.91 | 0.91 | 0.91 | | 0.91 | 0.91 | 0.91 | |
| PHF Volume: | 0 | 1004 | 0 | | 0 | 1077 | 0 | | 0 | 0 | 0 | | 21 | 0 | 462 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 1004 | 0 | | 0 | 1077 | 0 | | 0 | 0 | 0 | | 21 | 0 | 462 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 1004 | 0 | | 0 | 1077 | 0 | | 0 | 0 | 0 | | 21 | 0 | 462 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.91 | 1.00 | | 1.00 | 0.91 | 1.00 | | 1.00 | 1.00 | 1.00 | | 0.77 | 1.00 | 0.75 | |
| Lanes: | 0.00 | 3.00 | 1.00 | | 0.00 | 3.00 | 1.00 | | 0.00 | 0.00 | 0.00 | | 2.00 | 0.00 | 2.00 | |
| Final Sat.: | 0 | 5187 | 1900 | | 0 | 5187 | 1900 | | 0 | 0 | 0 | | 2941 | 0 | 2842 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.19 | 0.00 | | 0.00 | 0.21 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.01 | 0.00 | 0.16 | |
| Crit Moves: | | | | | | **** | | | | | | | | | **** | |
| Green/Cycle: | 0.00 | 0.53 | 0.00 | | 0.00 | 0.53 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.41 | 0.00 | 0.41 | |
| Volume/Cap: | 0.00 | 0.37 | 0.00 | | 0.00 | 0.39 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.02 | 0.00 | 0.39 | |
| Delay/Veh: | 0.0 | 13.9 | 0.0 | | 0.0 | 14.2 | 0.0 | | 0.0 | 0.0 | 0.0 | | 17.4 | 0.0 | 20.8 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 13.9 | 0.0 | | 0.0 | 14.2 | 0.0 | | 0.0 | 0.0 | 0.0 | | 17.4 | 0.0 | 20.8 | |
| LOS by Move: | A | B | A | | A | B | A | | A | A | A | | B | A | C | |
| HCM2kAvgQ: | 0 | 6 | 0 | | 0 | 7 | 0 | | 0 | 0 | 0 | | 0 | 0 | 6 | |

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





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Folsom South of US-50 Annexation
Existing Plus Project PM

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

Intersection #97 Prairie City/ EB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.507
Loss Time (sec): 6 Average Delay (sec/veh): 14.8
Optimal Cycle: 28 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 2 | 0 | 1 | 1 | 1 | 0 | 0 | 2 | |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1008 | 73 | | 0 | 1000 | 0 | | 213 | 2 | 439 | | 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 | 1008 | 73 | | 0 | 1000 | 0 | | 213 | 2 | 439 | | 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: | 0.91 | 0.91 | 0.91 | | 0.91 | 0.91 | 0.91 | | 0.91 | 0.91 | 0.91 | | 0.91 | 0.91 | 0.91 | |
| PHF Volume: | 0 | 1108 | 80 | | 0 | 1099 | 0 | | 234 | 2 | 482 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 1108 | 80 | | 0 | 1099 | 0 | | 234 | 2 | 482 | | 0 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 1108 | 80 | | 0 | 1099 | 0 | | 234 | 2 | 482 | | 0 | 0 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.95 | 0.85 | | 1.00 | 0.95 | 1.00 | | 0.95 | 0.95 | 0.75 | | 1.00 | 1.00 | 1.00 | |
| Lanes: | 0.00 | 2.00 | 1.00 | | 0.00 | 2.00 | 1.00 | | 1.98 | 0.02 | 2.00 | | 0.00 | 0.00 | 0.00 | |
| Final Sat.: | 0 | 3610 | 1615 | | 0 | 3610 | 1900 | | 3580 | 34 | 2842 | | 0 | 0 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.31 | 0.05 | | 0.00 | 0.30 | 0.00 | | 0.07 | 0.07 | 0.17 | | 0.00 | 0.00 | 0.00 | |
| Crit Moves: | | **** | | | | | | | | | **** | | | | | |
| Green/Cycle: | 0.00 | 0.61 | 0.61 | | 0.00 | 0.61 | 0.00 | | 0.33 | 0.33 | 0.33 | | 0.00 | 0.00 | 0.00 | |
| Volume/Cap: | 0.00 | 0.51 | 0.08 | | 0.00 | 0.50 | 0.00 | | 0.20 | 0.20 | 0.51 | | 0.00 | 0.00 | 0.00 | |
| Delay/Veh: | 0.0 | 11.4 | 8.2 | | 0.0 | 11.4 | 0.0 | | 23.8 | 23.8 | 27.1 | | 0.0 | 0.0 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 11.4 | 8.2 | | 0.0 | 11.4 | 0.0 | | 23.8 | 23.8 | 27.1 | | 0.0 | 0.0 | 0.0 | |
| LOS by Move: | A | B | A | | A | B | A | | C | C | C | | A | A | A | |
| HCM2kAvgQ: | 0 | 10 | 1 | | 0 | 10 | 0 | | 3 | 3 | 7 | | 0 | 0 | 0 | |

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

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Folsom South of US-50 Annexation
Existing Plus Project PM

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

Intersection #98 East Bidwell St/ WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.720
Loss Time (sec): 6 Average Delay (sec/veh): 21.1
Optimal Cycle: 45 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Ignore | | | | Ignore | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 3 | 0 1 | 0 | 0 | 3 | 0 1 | 0 | 0 | 0 | 0 0 | 2 | 0 | 0 | 0 2 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1307 | 592 | | 0 | 1658 | 270 | | 0 | 0 | 0 | | 350 | 0 | 900 | |
| Growth Adj: | 1.00 | 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 | 1307 | 592 | | 0 | 1658 | 270 | | 0 | 0 | 0 | | 350 | 0 | 900 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 0 | 1390 | 0 | | 0 | 1764 | 0 | | 0 | 0 | 0 | | 372 | 0 | 957 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 1390 | 0 | | 0 | 1764 | 0 | | 0 | 0 | 0 | | 372 | 0 | 957 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 1390 | 0 | | 0 | 1764 | 0 | | 0 | 0 | 0 | | 372 | 0 | 957 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.91 | 1.00 | | 1.00 | 0.91 | 1.00 | | 1.00 | 1.00 | 1.00 | | 0.59 | 1.00 | 0.75 | |
| Lanes: | 0.00 | 3.00 | 1.00 | | 0.00 | 3.00 | 1.00 | | 0.00 | 0.00 | 0.00 | | 2.00 | 0.00 | 2.00 | |
| Final Sat.: | 0 | 5187 | 1900 | | 0 | 5187 | 1900 | | 0 | 0 | 0 | | 2237 | 0 | 2842 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.27 | 0.00 | | 0.00 | 0.34 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.17 | 0.00 | 0.34 | |
| Crit Moves: | | | | | | **** | | | | | | | | | **** | |
| Green/Cycle: | 0.00 | 0.47 | 0.00 | | 0.00 | 0.47 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.47 | 0.00 | 0.47 | |
| Volume/Cap: | 0.00 | 0.57 | 0.00 | | 0.00 | 0.72 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.36 | 0.00 | 0.72 | |
| Delay/Veh: | 0.0 | 19.3 | 0.0 | | 0.0 | 22.2 | 0.0 | | 0.0 | 0.0 | 0.0 | | 17.2 | 0.0 | 23.3 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 19.3 | 0.0 | | 0.0 | 22.2 | 0.0 | | 0.0 | 0.0 | 0.0 | | 17.2 | 0.0 | 23.3 | |
| LOS by Move: | A | B | A | | A | C | A | | A | A | A | | B | A | C | |
| HCM2kAvgQ: | 0 | 11 | 0 | | 0 | 16 | 0 | | 0 | 0 | 0 | | 4 | 0 | 14 | |

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





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Folsom South of US-50 Annexation
Existing Plus Project PM

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

Intersection #99 East Bidwell St/ EB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.575
Loss Time (sec): 6 Average Delay (sec/veh): 18.1
Optimal Cycle: 31 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Ignore | | | | Ignore | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 3 | 0 1 | 0 | 0 | 3 | 0 1 | 2 | 0 | 0 | 0 2 | 0 | 0 | 0 | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1470 | 878 | | 0 | 1363 | 644 | | 428 | 0 | 654 | | 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 | 1470 | 878 | | 0 | 1363 | 644 | | 428 | 0 | 654 | | 0 | 0 | 0 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.95 | 0.95 | 0.00 | | 0.95 | 0.95 | 0.00 | | 0.95 | 0.95 | 0.95 | | 0.95 | 0.95 | 0.95 | |
| PHF Volume: | 0 | 1547 | 0 | | 0 | 1435 | 0 | | 451 | 0 | 688 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 1547 | 0 | | 0 | 1435 | 0 | | 451 | 0 | 688 | | 0 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 1547 | 0 | | 0 | 1435 | 0 | | 451 | 0 | 688 | | 0 | 0 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.91 | 1.00 | | 1.00 | 0.91 | 1.00 | | 0.59 | 1.00 | 0.75 | | 1.00 | 1.00 | 1.00 | |
| Lanes: | 0.00 | 3.00 | 1.00 | | 0.00 | 3.00 | 1.00 | | 2.00 | 0.00 | 2.00 | | 0.00 | 0.00 | 0.00 | |
| Final Sat.: | 0 | 5187 | 1900 | | 0 | 5187 | 1900 | | 2241 | 0 | 2842 | | 0 | 0 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.30 | 0.00 | | 0.00 | 0.28 | 0.00 | | 0.20 | 0.00 | 0.24 | | 0.00 | 0.00 | 0.00 | |
| Crit Moves: | | **** | | | | | | | | | **** | | | | | |
| Green/Cycle: | 0.00 | 0.52 | 0.00 | | 0.00 | 0.52 | 0.00 | | 0.42 | 0.00 | 0.42 | | 0.00 | 0.00 | 0.00 | |
| Volume/Cap: | 0.00 | 0.58 | 0.00 | | 0.00 | 0.53 | 0.00 | | 0.48 | 0.00 | 0.58 | | 0.00 | 0.00 | 0.00 | |
| Delay/Veh: | 0.0 | 16.8 | 0.0 | | 0.0 | 16.2 | 0.0 | | 21.3 | 0.0 | 22.8 | | 0.0 | 0.0 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 16.8 | 0.0 | | 0.0 | 16.2 | 0.0 | | 21.3 | 0.0 | 22.8 | | 0.0 | 0.0 | 0.0 | |
| LOS by Move: | A | B | A | | A | B | A | | C | A | C | | A | A | A | |
| HCM2kAvgQ: | 0 | 11 | 0 | | 0 | 10 | 0 | | 6 | 0 | 10 | | 0 | 0 | 0 | |

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

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Folsom South of US-50 Annexation
Existing Plus Project PM

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

Intersection #100 El Dorado Hills Blvd/ WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.920
Loss Time (sec): 9 Average Delay (sec/veh): 28.6
Optimal Cycle: 114 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - | R | L | - T | - | R | L | - T | - | R | L | - T | - | R |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 991 | 1728 | 0 | | 0 | 583 | 703 | | 0 | 0 | 0 | | 286 | 0 | 239 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 991 | 1728 | 0 | | 0 | 583 | 703 | | 0 | 0 | 0 | | 286 | 0 | 239 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.96 | 0.96 | 0.96 | | 0.96 | 0.96 | 0.96 | | 0.96 | 0.96 | 0.96 | | 0.96 | 0.96 | 0.96 | |
| PHF Volume: | 1032 | 1800 | 0 | | 0 | 607 | 732 | | 0 | 0 | 0 | | 298 | 0 | 249 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 120 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 1032 | 1800 | 0 | | 0 | 607 | 612 | | 0 | 0 | 0 | | 298 | 0 | 249 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 1032 | 1800 | 0 | | 0 | 607 | 612 | | 0 | 0 | 0 | | 298 | 0 | 249 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.90 | 0.93 | 1.00 | | 1.00 | 0.95 | 0.85 | | 1.00 | 1.00 | 1.00 | | 0.72 | 1.00 | 0.83 | |
| Lanes: | 2.00 | 2.00 | 0.00 | | 0.00 | 2.00 | 1.00 | | 0.00 | 0.00 | 0.00 | | 2.00 | 0.00 | 1.00 | |
| Final Sat.: | 3432 | 3538 | 0 | | 0 | 3610 | 1615 | | 0 | 0 | 0 | | 2719 | 0 | 1583 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.30 | 0.51 | 0.00 | | 0.00 | 0.17 | 0.38 | | 0.00 | 0.00 | 0.00 | | 0.11 | 0.00 | 0.16 | |
| Crit Moves: | **** | | | | | | **** | | | | | | | | **** | |
| Green/Cycle: | 0.33 | 0.74 | 0.00 | | 0.00 | 0.41 | 0.41 | | 0.00 | 0.00 | 0.00 | | 0.17 | 0.00 | 0.17 | |
| Volume/Cap: | 0.92 | 0.69 | 0.00 | | 0.00 | 0.41 | 0.92 | | 0.00 | 0.00 | 0.00 | | 0.64 | 0.00 | 0.92 | |
| Delay/Veh: | 44.5 | 7.7 | 0.0 | | 0.0 | 21.0 | 45.9 | | 0.0 | 0.0 | 0.0 | | 41.6 | 0.0 | 75.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 44.5 | 7.7 | 0.0 | | 0.0 | 21.0 | 45.9 | | 0.0 | 0.0 | 0.0 | | 41.6 | 0.0 | 75.0 | |
| LOS by Move: | D | A | A | | A | C | D | | A | A | A | | D | A | E | |
| HCM2kAvgQ: | 18 | 16 | 0 | | 0 | 7 | 20 | | 0 | 0 | 0 | | 5 | 0 | 11 | |

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





PM Existing Plus Project Thu May 7, 2009 15:51:46 Page 86-1

Folsom South of US-50 Annexation
Existing Plus Project PM

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

Intersection #101 El Dorado Hills Blvd/ EB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.646
Loss Time (sec): 9 Average Delay (sec/veh): 16.1
Optimal Cycle: 45 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - | R | L | - T | - | R | L | - T | - | R | L | - T | - | R |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Ovl | | | | Ignore | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 3 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 765 | 1499 | 663 | | 187 | 715 | 0 | | 0 | 0 | 765 | | 0 | 0 | 1247 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 765 | 1499 | 663 | | 187 | 715 | 0 | | 0 | 0 | 765 | | 0 | 0 | 1247 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| PHF Adj: | 0.98 | 0.98 | 0.98 | | 0.98 | 0.98 | 0.98 | | 0.98 | 0.98 | 0.98 | | 0.98 | 0.98 | 0.00 | |
| PHF Volume: | 781 | 1530 | 677 | | 191 | 730 | 0 | | 0 | 0 | 781 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 781 | 1530 | 677 | | 191 | 730 | 0 | | 0 | 0 | 781 | | 0 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| FinalVolume: | 781 | 1530 | 677 | | 191 | 730 | 0 | | 0 | 0 | 781 | | 0 | 0 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.90 | 0.89 | 0.83 | | 0.93 | 0.93 | 1.00 | | 1.00 | 1.00 | 0.73 | | 1.00 | 1.00 | 1.00 | |
| Lanes: | 2.00 | 3.00 | 1.00 | | 1.00 | 2.00 | 0.00 | | 0.00 | 0.00 | 2.00 | | 0.00 | 0.00 | 1.00 | |
| Final Sat.: | 3432 | 5083 | 1583 | | 1769 | 3538 | 0 | | 0 | 0 | 2786 | | 0 | 0 | 1900 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.23 | 0.30 | 0.43 | | 0.11 | 0.21 | 0.00 | | 0.00 | 0.00 | 0.28 | | 0.00 | 0.00 | 0.00 | |
| Crit Moves: | | | **** | | **** | | | | | | **** | | | | | |
| Green/Cycle: | 0.43 | 0.66 | 0.66 | | 0.17 | 0.39 | 0.00 | | 0.00 | 0.00 | 0.52 | | 0.00 | 0.00 | 0.00 | |
| Volume/Cap: | 0.52 | 0.45 | 0.65 | | 0.65 | 0.52 | 0.00 | | 0.00 | 0.00 | 0.54 | | 0.00 | 0.00 | 0.00 | |
| Delay/Veh: | 21.0 | 8.3 | 11.4 | | 43.8 | 23.5 | 0.0 | | 0.0 | 0.0 | 16.7 | | 0.0 | 0.0 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 21.0 | 8.3 | 11.4 | | 43.8 | 23.5 | 0.0 | | 0.0 | 0.0 | 16.7 | | 0.0 | 0.0 | 0.0 | |
| LOS by Move: | C | A | B | | D | C | A | | A | A | B | | A | A | A | |
| HCM2kAvgQ: | 8 | 8 | 11 | | 6 | 9 | 0 | | 0 | 0 | 9 | | 0 | 0 | 0 | |

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

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Folsom South of US-50 Annexation
Existing Plus Project PM

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

Intersection #102 Sunrise Rd/ Jackson Hwy-SR16

Cycle (sec): 100 Critical Vol./Cap. (X): 0.908
Loss Time (sec): 12 Average Delay (sec/veh): 39.9
Optimal Cycle: 114 Level Of Service: D

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 1 | 220 | 46 | | 227 | 699 | 77 | | 71 | 665 | 11 | | 74 | 228 | 116 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 1 | 220 | 46 | | 227 | 699 | 77 | | 71 | 665 | 11 | | 74 | 228 | 116 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.95 | 0.95 | 0.95 | | 0.95 | 0.95 | 0.95 | | 0.95 | 0.95 | 0.95 | | 0.95 | 0.95 | 0.95 | |
| PHF Volume: | 1 | 232 | 48 | | 239 | 736 | 81 | | 75 | 700 | 12 | | 78 | 240 | 122 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 1 | 232 | 48 | | 239 | 736 | 81 | | 75 | 700 | 12 | | 78 | 240 | 122 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 1 | 232 | 48 | | 239 | 736 | 81 | | 75 | 700 | 12 | | 78 | 240 | 122 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.97 | 0.97 | | 0.95 | 1.00 | 0.85 | | 0.95 | 1.00 | 0.85 | | 0.95 | 1.00 | 0.85 | |
| Lanes: | 1.00 | 0.83 | 0.17 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Final Sat.: | 1805 | 1531 | 320 | | 1805 | 1900 | 1615 | | 1805 | 1900 | 1615 | | 1805 | 1900 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.15 | 0.15 | | 0.13 | 0.39 | 0.05 | | 0.04 | 0.37 | 0.01 | | 0.04 | 0.13 | 0.08 | |
| Crit Moves: | **** | | | | | **** | | | | **** | | | **** | | | |
| Green/Cycle: | 0.00 | 0.23 | 0.23 | | 0.20 | 0.43 | 0.54 | | 0.11 | 0.41 | 0.41 | | 0.05 | 0.34 | 0.54 | |
| Volume/Cap: | 0.91 | 0.66 | 0.66 | | 0.66 | 0.91 | 0.09 | | 0.37 | 0.91 | 0.02 | | 0.91 | 0.37 | 0.14 | |
| Delay/Veh: | 765.8 | 39.1 | 39.1 | | 41.6 | 40.9 | 11.3 | | 42.3 | 42.6 | 17.8 | | 114.8 | 25.2 | 11.5 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 765.8 | 39.1 | 39.1 | | 41.6 | 40.9 | 11.3 | | 42.3 | 42.6 | 17.8 | | 114.8 | 25.2 | 11.5 | |
| LOS by Move: | F | D | D | | D | D | B | | D | D | B | | F | C | B | |
| HCM2kAvgQ: | 0 | 7 | 7 | | 7 | 22 | 1 | | 2 | 24 | 0 | | 3 | 5 | 2 | |

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





PM Existing Plus Project Thu May 7, 2009 15:51:46 Page 88-1

Folsom South of US-50 Annexation
Existing Plus Project PM

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

Intersection #103 Grant Line Rd/ Jackson Rd- SR16

Cycle (sec): 100 Critical Vol./Cap. (X): 1.141
Loss Time (sec): 12 Average Delay (sec/veh): 103.3
Optimal Cycle: 180 Level Of Service: F

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Split Phase | | | | Split Phase | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 1! | 0 | 0 | 0 | 0 | 1! | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 1 | 273 | 48 | | 71 | 431 | 84 | | 64 | 866 | 4 | | 47 | 331 | 17 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 1 | 273 | 48 | | 71 | 431 | 84 | | 64 | 866 | 4 | | 47 | 331 | 17 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.97 | 0.97 | 0.97 | | 0.97 | 0.97 | 0.97 | | 0.97 | 0.97 | 0.97 | | 0.97 | 0.97 | 0.97 | |
| PHF Volume: | 1 | 281 | 49 | | 73 | 444 | 87 | | 66 | 893 | 4 | | 48 | 341 | 18 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 1 | 281 | 49 | | 73 | 444 | 87 | | 66 | 893 | 4 | | 48 | 341 | 18 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 1 | 281 | 49 | | 73 | 444 | 87 | | 66 | 893 | 4 | | 48 | 341 | 18 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.98 | 0.98 | 0.98 | | 0.98 | 0.98 | 0.98 | | 0.95 | 1.00 | 1.00 | | 0.95 | 0.99 | 0.99 | |
| Lanes: | 0.01 | 0.84 | 0.15 | | 0.12 | 0.74 | 0.14 | | 1.00 | 0.99 | 0.01 | | 1.00 | 0.95 | 0.05 | |
| Final Sat.: | 6 | 1579 | 278 | | 224 | 1363 | 266 | | 1805 | 1889 | 9 | | 1805 | 1795 | 92 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.18 | 0.18 | 0.18 | | 0.33 | 0.33 | 0.33 | | 0.04 | 0.47 | 0.47 | | 0.03 | 0.19 | 0.19 | |
| Crit Moves: | **** | | | | | **** | | | | **** | | | **** | | | |
| Green/Cycle: | 0.16 | 0.16 | 0.16 | | 0.29 | 0.29 | 0.29 | | 0.07 | 0.41 | 0.41 | | 0.02 | 0.37 | 0.37 | |
| Volume/Cap: | 1.14 | 1.14 | 1.14 | | 1.14 | 1.14 | 1.14 | | 0.52 | 1.14 | 1.14 | | 1.14 | 0.52 | 0.52 | |
| Delay/Veh: | 138.4 | 138 | 138.4 | | 119.7 | 120 | 119.7 | | 48.5 | 108 | 107.6 | | 231.3 | 25.4 | 25.4 | |
| 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: | 138.4 | 138 | 138.4 | | 119.7 | 120 | 119.7 | | 48.5 | 108 | 107.6 | | 231.3 | 25.4 | 25.4 | |
| LOS by Move: | F | F | F | | F | F | F | | D | F | F | | F | C | C | |
| HCM2kAvgQ: | 19 | 19 | 19 | | 27 | 27 | 27 | | 2 | 42 | 42 | | 3 | 8 | 8 | |

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

PM Existing Plus Project Thu May 7, 2009 15:51:46 Page 89-1

Folsom South of US-50 Annexation
Existing Plus Project PM

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

Intersection #104 Oak Ave Pkwy/ WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.370
Loss Time (sec): 6 Average Delay (sec/veh): 7.1
Optimal Cycle: 22 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Ignore | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 | 2 | 0 1 | 0 | 0 | 2 | 0 1 | 0 | 0 | 0 | 0 0 | 2 | 0 | 0 | 0 2 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 972 | 496 | 0 | 698 | 350 | 0 | 0 | 0 | 133 | 0 | 108 | | | | |
| Growth Adj: | 1.00 | 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 | 972 | 496 | 0 | 698 | 350 | 0 | 0 | 0 | 133 | 0 | 108 | | | | |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.94 | 0.94 | 0.00 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | | | | |
| PHF Volume: | 0 | 1034 | 0 | 0 | 743 | 372 | 0 | 0 | 0 | 141 | 0 | 115 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 0 | 1034 | 0 | 0 | 743 | 372 | 0 | 0 | 0 | 141 | 0 | 115 | | | | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| FinalVolume: | 0 | 1034 | 0 | 0 | 743 | 372 | 0 | 0 | 0 | 141 | 0 | 115 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 0.85 | 1.00 | 1.00 | 1.00 | 0.61 | 1.00 | 0.75 | | | | |
| Lanes: | 0.00 | 2.00 | 1.00 | 0.00 | 2.00 | 1.00 | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 2.00 | | | | |
| Final Sat.: | 0 | 3610 | 1900 | 0 | 3610 | 1615 | 0 | 0 | 0 | 2318 | 0 | 2842 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.29 | 0.00 | 0.00 | 0.21 | 0.23 | 0.00 | 0.00 | 0.00 | 0.06 | 0.00 | 0.04 | | | | |
| Crit Moves: | | **** | | | | | | | | **** | | | | | | |
| Green/Cycle: | 0.00 | 0.77 | 0.00 | 0.00 | 0.77 | 0.77 | 0.00 | 0.00 | 0.00 | 0.17 | 0.00 | 0.17 | | | | |
| Volume/Cap: | 0.00 | 0.37 | 0.00 | 0.00 | 0.27 | 0.30 | 0.00 | 0.00 | 0.00 | 0.37 | 0.00 | 0.24 | | | | |
| Delay/Veh: | 0.0 | 3.6 | 0.0 | 0.0 | 3.2 | 3.4 | 0.0 | 0.0 | 0.0 | 37.7 | 0.0 | 36.6 | | | | |
| 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: | 0.0 | 3.6 | 0.0 | 0.0 | 3.2 | 3.4 | 0.0 | 0.0 | 0.0 | 37.7 | 0.0 | 36.6 | | | | |
| LOS by Move: | A | A | A | A | A | A | A | A | A | D | A | D | | | | |
| HCM2kAvgQ: | 0 | 5 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 2 | 0 | 2 | | | | |

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





PM Existing Plus Project Thu May 7, 2009 15:51:46 Page 90-1

Folsom South of US-50 Annexation
Existing Plus Project PM

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

Intersection #105 Oak Ave Pkwy/ EB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.598
Loss Time (sec): 6 Average Delay (sec/veh): 19.6
Optimal Cycle: 33 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 | 2 | 0 1 | 0 | 0 | 2 | 0 1 | 2 | 0 | 0 | 0 2 | 0 | 0 | 0 | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 760 | 162 | 0 | 383 | 99 | 709 | 0 | 362 | 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 | 760 | 162 | 0 | 383 | 99 | 709 | 0 | 362 | 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: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | | | | |
| PHF Volume: | 0 | 809 | 172 | 0 | 407 | 105 | 754 | 0 | 385 | 0 | 0 | 0 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 0 | 809 | 172 | 0 | 407 | 105 | 754 | 0 | 385 | 0 | 0 | 0 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| FinalVolume: | 0 | 809 | 172 | 0 | 407 | 105 | 754 | 0 | 385 | 0 | 0 | 0 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 1.00 | 0.95 | 0.85 | 1.00 | 0.95 | 0.85 | 0.59 | 1.00 | 0.75 | 1.00 | 1.00 | 1.00 | | | | |
| Lanes: | 0.00 | 2.00 | 1.00 | 0.00 | 2.00 | 1.00 | 2.00 | 0.00 | 2.00 | 0.00 | 0.00 | 0.00 | | | | |
| Final Sat.: | 0 | 3610 | 1615 | 0 | 3610 | 1615 | 2230 | 0 | 2842 | 0 | 0 | 0 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.22 | 0.11 | 0.00 | 0.11 | 0.07 | 0.34 | 0.00 | 0.14 | 0.00 | 0.00 | 0.00 | | | | |
| Crit Moves: | | **** | | | | | **** | | | | | | | | | |
| Green/Cycle: | 0.00 | 0.37 | 0.37 | 0.00 | 0.37 | 0.37 | 0.57 | 0.00 | 0.57 | 0.00 | 0.00 | 0.00 | | | | |
| Volume/Cap: | 0.00 | 0.60 | 0.28 | 0.00 | 0.30 | 0.17 | 0.60 | 0.00 | 0.24 | 0.00 | 0.00 | 0.00 | | | | |
| Delay/Veh: | 0.0 | 26.0 | 22.2 | 0.0 | 22.2 | 21.1 | 15.1 | 0.0 | 11.0 | 0.0 | 0.0 | 0.0 | | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| AdjDel/Veh: | 0.0 | 26.0 | 22.2 | 0.0 | 22.2 | 21.1 | 15.1 | 0.0 | 11.0 | 0.0 | 0.0 | 0.0 | | | | |
| LOS by Move: | A | C | C | A | C | C | B | A | B | A | A | A | | | | |
| HCM2kAvgQ: | 0 | 10 | 4 | 0 | 4 | 2 | 9 | 0 | 3 | 0 | 0 | 0 | | | | |

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

PM Existing Plus Project Thu May 7, 2009 15:51:46 Page 91-1

Folsom South of US-50 Annexation
Existing Plus Project PM

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

Intersection #106 Empire Ranch Rd/ WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.452
Loss Time (sec): 6 Average Delay (sec/veh): 12.8
Optimal Cycle: 25 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 676 | 430 | | 0 | 416 | 162 | | 0 | 0 | 0 | | 301 | 0 | 211 | |
| Growth Adj: | 1.00 | 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 | 676 | 430 | | 0 | 416 | 162 | | 0 | 0 | 0 | | 301 | 0 | 211 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 0 | 719 | 457 | | 0 | 443 | 172 | | 0 | 0 | 0 | | 320 | 0 | 224 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 719 | 457 | | 0 | 443 | 172 | | 0 | 0 | 0 | | 320 | 0 | 224 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 0 | 719 | 457 | | 0 | 443 | 172 | | 0 | 0 | 0 | | 320 | 0 | 224 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.91 | 0.85 | | 1.00 | 0.91 | 0.85 | | 1.00 | 1.00 | 1.00 | | 0.59 | 1.00 | 0.75 | |
| Lanes: | 0.00 | 3.00 | 1.00 | | 0.00 | 3.00 | 1.00 | | 0.00 | 0.00 | 0.00 | | 2.00 | 0.00 | 2.00 | |
| Final Sat.: | 0 | 5187 | 1615 | | 0 | 5187 | 1615 | | 0 | 0 | 0 | | 2256 | 0 | 2842 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.14 | 0.28 | | 0.00 | 0.09 | 0.11 | | 0.00 | 0.00 | 0.00 | | 0.14 | 0.00 | 0.08 | |
| Crit Moves: | | | **** | | | | | | | | | | **** | | | |
| Green/Cycle: | 0.00 | 0.63 | 0.63 | | 0.00 | 0.63 | 0.63 | | 0.00 | 0.00 | 0.00 | | 0.31 | 0.00 | 0.31 | |
| Volume/Cap: | 0.00 | 0.22 | 0.45 | | 0.00 | 0.14 | 0.17 | | 0.00 | 0.00 | 0.00 | | 0.45 | 0.00 | 0.25 | |
| Delay/Veh: | 0.0 | 8.1 | 10.1 | | 0.0 | 7.7 | 7.9 | | 0.0 | 0.0 | 0.0 | | 27.9 | 0.0 | 25.7 | |
| 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: | 0.0 | 8.1 | 10.1 | | 0.0 | 7.7 | 7.9 | | 0.0 | 0.0 | 0.0 | | 27.9 | 0.0 | 25.7 | |
| LOS by Move: | A | A | B | | A | A | A | | A | A | A | | C | A | C | |
| HCM2kAvgQ: | 0 | 3 | 7 | | 0 | 2 | 2 | | 0 | 0 | 0 | | 4 | 0 | 3 | |

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





PM Existing Plus Project Thu May 7, 2009 15:51:46 Page 92-1

Folsom South of US-50 Annexation
Existing Plus Project PM

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

Intersection #107 Empire Ranch Rd/ EB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.376
Loss Time (sec): 6 Average Delay (sec/veh): 18.7
Optimal Cycle: 22 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Ignore | | | | Ignore | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 3 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 642 | 356 | | 0 | 536 | 181 | | 464 | 0 | 320 | | 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 | 642 | 356 | | 0 | 536 | 181 | | 464 | 0 | 320 | | 0 | 0 | 0 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 0 | 683 | 0 | | 0 | 570 | 0 | | 494 | 0 | 340 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 683 | 0 | | 0 | 570 | 0 | | 494 | 0 | 340 | | 0 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 683 | 0 | | 0 | 570 | 0 | | 494 | 0 | 340 | | 0 | 0 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.91 | 1.00 | | 1.00 | 0.91 | 1.00 | | 0.59 | 1.00 | 0.75 | | 1.00 | 1.00 | 1.00 | |
| Lanes: | 0.00 | 3.00 | 1.00 | | 0.00 | 3.00 | 1.00 | | 2.00 | 0.00 | 2.00 | | 0.00 | 0.00 | 0.00 | |
| Final Sat.: | 0 | 5187 | 1900 | | 0 | 5187 | 1900 | | 2226 | 0 | 2842 | | 0 | 0 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.13 | 0.00 | | 0.00 | 0.11 | 0.00 | | 0.22 | 0.00 | 0.12 | | 0.00 | 0.00 | 0.00 | |
| Crit Moves: | | **** | | | | | | | **** | | | | | | | |
| Green/Cycle: | 0.00 | 0.35 | 0.00 | | 0.00 | 0.35 | 0.00 | | 0.59 | 0.00 | 0.59 | | 0.00 | 0.00 | 0.00 | |
| Volume/Cap: | 0.00 | 0.38 | 0.00 | | 0.00 | 0.31 | 0.00 | | 0.38 | 0.00 | 0.20 | | 0.00 | 0.00 | 0.00 | |
| Delay/Veh: | 0.0 | 24.4 | 0.0 | | 0.0 | 23.8 | 0.0 | | 11.0 | 0.0 | 9.6 | | 0.0 | 0.0 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 24.4 | 0.0 | | 0.0 | 23.8 | 0.0 | | 11.0 | 0.0 | 9.6 | | 0.0 | 0.0 | 0.0 | |
| LOS by Move: | A | C | A | | A | C | A | | B | A | A | | A | A | A | |
| HCM2kAvgQ: | 0 | 6 | 0 | | 0 | 4 | 0 | | 4 | 0 | 3 | | 0 | 0 | 0 | |

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

LEVEL OF SERVICE WORKSHEETS

# EXISTING CONDITIONS
# RESOURCE IMPACT MINIMZATION (RIM) ALTERNATIVE
# AM PEAK HOUR

Folsom South of US-50 Annexation
Existing Plus RIM AM

Impact Analysis Report
Level Of Service

| Intersection | Base LOS | Base Del/ Veh | Base V/ C | Future LOS | Future Del/ Veh | Future V/ C | Change in | |
|---|---|---|---|---|---|---|---|---|
| # 1 Folsom Blvd/ Blue Ravine Rd | D | 43.4 | 0.899 | D | 43.4 | 0.899 | + 0.000 | D/V |
| # 2 Sibly Street/ Blue Ravine Road | D | 42.3 | 0.918 | D | 42.3 | 0.918 | + 0.000 | D/V |
| # 3 Oak Avenue Parkway/ Blue Ravin | C | 25.3 | 0.541 | C | 25.3 | 0.541 | + 0.000 | D/V |
| # 4 Empire Ranch Road/ Natoma Stre | C | 17.2 | 0.730 | C | 17.2 | 0.730 | + 0.000 | V/C |
| # 5 Oak Avenue Parkway/ Riley Stre | C | 21.7 | 0.575 | C | 21.7 | 0.575 | + 0.000 | D/V |
| # 6 Oak Avenue Parkway/ East Bidwe | C | 27.0 | 0.459 | C | 27.0 | 0.459 | + 0.000 | D/V |
| # 7 East Bidwell St/Nesmith Ct | B | 12.4 | 0.524 | B | 12.4 | 0.524 | + 0.000 | D/V |
| # 8 East Bidwell St/Scholar Way | B | 11.9 | 0.463 | B | 11.9 | 0.463 | + 0.000 | D/V |
| # 9 East Bidwell St/Power Center D | A | 7.3 | 0.373 | A | 7.3 | 0.373 | + 0.000 | D/V |
| # 10 Broadstone Pkwy/ East Bidwell | C | 21.7 | 0.492 | C | 21.7 | 0.492 | + 0.000 | D/V |
| # 11 Empire Ranch Road/ Broadstone | B | 12.6 | 0.460 | B | 12.6 | 0.460 | + 0.000 | V/C |
| # 12 Oak Avenue Prky / Haverhill Dr | B | 18.8 | 0.462 | B | 18.8 | 0.462 | + 0.000 | D/V |
| # 13 Oak Avenue Prky / Haldion Wy | B | 17.3 | 0.434 | B | 17.3 | 0.434 | + 0.000 | D/V |
| # 14 Folsom Blvd/ Iron Point Road | C | 28.5 | 0.920 | C | 28.5 | 0.920 | + 0.000 | D/V |
| # 15 Prairie City Rd/ Iron Point Rd | C | 30.2 | 0.813 | C | 30.2 | 0.813 | + 0.000 | D/V |
| # 16 Grover Rd/ Iron Point Rd | B | 19.9 | 0.515 | B | 19.9 | 0.515 | + 0.000 | D/V |
| # 17 McAdoo Dr/ Iron Point Rd | C | 23.7 | 0.583 | C | 23.7 | 0.583 | + 0.000 | D/V |
| # 18 Oak Ave Pkwy/ Iron Point Rd | C | 31.3 | 0.482 | C | 31.3 | 0.482 | + 0.000 | D/V |
| # 19 Rowberry Dr/ Iron Point Rd | C | 25.3 | 0.489 | C | 25.3 | 0.489 | + 0.000 | D/V |
| # 20 Broadstone Pkwy/ Iron Point Rd | C | 20.2 | 0.280 | C | 20.2 | 0.280 | + 0.000 | D/V |
| # 21 East Bidwell St/ Iron Point Rd | B | 19.5 | 0.548 | B | 19.5 | 0.548 | + 0.000 | D/V |
| # 22 Cavitt Dr/ Iron Point Rd | C | 23.1 | 0.110 | C | 23.1 | 0.110 | + 0.000 | D/V |
| # 23 Serpa Way / Iron Point Rd | C | 25.3 | 0.077 | C | 25.3 | 0.077 | + 0.000 | D/V |
| # 24 Empire Ranch Road/ Iron Point | B | 17.9 | 0.358 | B | 17.9 | 0.358 | + 0.000 | D/V |

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Folsom South of US-50 Annexation
Existing Plus RIM AM

| Intersection | Base LOS | Base Del/ Veh | Base V/ C | Future LOS | Future Del/ Veh | Future V/ C | Change in | |
|---|---|---|---|---|---|---|---|---|
| # 25 Prairie City Rd/ High School | C | 23.8 | 0.685 | C | 23.8 | 0.685 | + 0.000 | D/V |
| # 26 East Bidwell / Placerville Roa | A | 8.3 | 0.539 | A | 8.3 | 0.539 | + 0.000 | D/V |
| # 27 Prairie City Rd/ White Rock Rd | B | 19.0 | 0.318 | B | 19.0 | 0.318 | + 0.000 | D/V |
| # 28 Scott Rd (South)/ White Rock R | B | 13.5 | 0.181 | B | 13.5 | 0.181 | + 0.000 | D/V |
| # 29 Scott Rd (North)/ White Rock R | B | 19.4 | 0.272 | B | 19.4 | 0.272 | + 0.000 | D/V |
| # 30 Placerville Rd/ White Rock Rd | B | 11.4 | 0.196 | B | 11.4 | 0.196 | + 0.000 | D/V |
| # 31 Empire Ranch Rd/ North Rd | B | 11.9 | 0.204 | B | 11.9 | 0.204 | + 0.000 | D/V |
| # 32 Prairie City Rd/ Easton Valley | C | 20.2 | 0.455 | C | 20.2 | 0.455 | + 0.000 | D/V |
| # 33 Oak Ave Pkwy/ Easton Valley Pk | C | 27.1 | 0.413 | C | 27.1 | 0.413 | + 0.000 | D/V |
| # 34 RowberryDr/ Easton Valley Pkwy | B | 12.8 | 0.345 | B | 12.8 | 0.345 | + 0.000 | D/V |
| # 35 1st St/ Easton Valley Pkwy | C | 26.2 | 0.525 | C | 26.2 | 0.525 | + 0.000 | D/V |
| # 36 2nd St/ Easton Valley Pkwy | C | 24.6 | 0.357 | C | 24.6 | 0.357 | + 0.000 | D/V |
| # 37 3rd St/ Easton Valley Pkwy | B | 20.0 | 0.271 | B | 20.0 | 0.271 | + 0.000 | D/V |
| # 38 Scott Rd (North)/ Easton Valle | C | 28.9 | 0.510 | C | 28.9 | 0.510 | + 0.000 | D/V |
| # 39 4th St/ Easton Valley Pkwy | C | 26.3 | 0.185 | C | 26.3 | 0.185 | + 0.000 | D/V |
| # 40 Placerville Rd/ Easton Valley | B | 14.6 | 0.217 | B | 14.6 | 0.217 | + 0.000 | D/V |
| # 41 Hillside Dr/ Easton Valley Pkw | C | 17.2 | 0.121 | C | 17.2 | 0.121 | + 0.000 | D/V |
| # 42 Empire Ranch Rd/ Easton Valley | C | 22.7 | 0.248 | C | 22.7 | 0.248 | + 0.000 | D/V |
| # 43 Prairie City Rd/Middle Rd | B | 12.1 | 0.057 | B | 12.1 | 0.057 | + 0.000 | D/V |
| # 44 Oak Ave Pkwy/Middle Rd | C | 16.1 | 0.091 | C | 16.1 | 0.091 | + 0.000 | D/V |
| # 45 Scott Rd (North)/ Street "B" | C | 28.2 | 0.592 | C | 28.2 | 0.592 | + 0.000 | D/V |
| # 46 East Rd/Street "B" | B | 11.8 | 0.526 | B | 11.8 | 0.526 | + 0.000 | V/C |
| # 47 Prairie City Rd/Street "A" | C | 17.0 | 0.281 | C | 17.0 | 0.281 | + 0.000 | D/V |
| # 48 Oak Ave Pkwy/Street "A" | B | 11.4 | 0.299 | B | 11.4 | 0.299 | + 0.000 | V/C |
| # 49 West Rd/Street "A" | A | 9.5 | 0.335 | A | 9.5 | 0.335 | + 0.000 | V/C |

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Folsom South of US-50 Annexation
Existing Plus RIM AM

| Intersection | Base LOS | Base Del/ Veh | Base V/ C | Future LOS | Future Del/ Veh | Future V/ C | Change in |
|---|---|---|---|---|---|---|---|
| # 50 Scott Rd (North)/ Street "A" | C | 30.2 | 0.531 | C | 30.2 | 0.531 | + 0.000 D/V |
| # 51 East Rd/Street "A" | B | 10.1 | 0.419 | B | 10.1 | 0.419 | + 0.000 V/C |
| # 52 Placerville Rd/ Street "A" | B | 10.2 | 0.347 | B | 10.2 | 0.347 | + 0.000 V/C |
| # 53 Empire Ranch Rd/Street "A" | B | 10.5 | 0.079 | B | 10.5 | 0.079 | + 0.000 D/V |
| # 54 Scott Rd (North)/South Rd | C | 25.6 | 0.240 | C | 25.6 | 0.240 | + 0.000 D/V |
| # 55 Oak Ave Pkwy/ White Rock Rd | B | 14.3 | 0.241 | B | 14.3 | 0.241 | + 0.000 D/V |
| # 56 Empire Ranch Rd/ White Rock Rd | A | 6.3 | 0.213 | A | 6.3 | 0.213 | + 0.000 D/V |
| # 57 Hazel Blvd/ Gold Country | C | xxxxx | 0.719 | C | xxxxx | 0.719 | + 0.000 V/C |
| # 58 Hazel Ave/ Folsom Blvd | B | xxxxx | 0.640 | B | xxxxx | 0.640 | + 0.000 V/C |
| # 59 Grant Line Rd/ White Rock Rd | F | 78.7 | 0.579 | F | 78.7 | 0.579 | + 0.000 D/V |
| # 60 Grantline Rd/ Sunrise Rd | D | xxxxx | 0.832 | D | xxxxx | 0.832 | + 0.000 V/C |
| # 65 Sunrise Blvd/ White Rock Rd | B | xxxxx | 0.666 | B | xxxxx | 0.666 | + 0.000 V/C |
| # 66 Fitzgerald Road / White Rock R | C | 17.3 | 0.785 | C | 17.3 | 0.785 | + 0.000 V/C |
| # 67 Sunrise Blvd/ Douglas Rd | C | xxxxx | 0.775 | C | xxxxx | 0.775 | + 0.000 V/C |
| # 68 Grant Line Rd/ Douglas Rd | C | 23.7 | 0.321 | C | 23.7 | 0.321 | + 0.000 D/V |
| # 69 Grant Line Road / Kiefer Boule | C | 17.2 | 0.784 | C | 17.2 | 0.784 | + 0.000 V/C |
| # 83 White Rock Rd/ Carson Crossing | D | 26.9 | 0.112 | D | 26.9 | 0.112 | + 0.000 D/V |
| # 84 White Rock Rd/ Stonebriar Rd | B | 18.4 | 0.500 | B | 18.4 | 0.500 | + 0.000 D/V |
| # 85 White Rock Rd/ Windfield Way | E | 36.3 | 0.411 | E | 36.3 | 0.411 | + 0.000 D/V |
| # 86 White Rock Rd/ Latrobe Rd | C | 29.4 | 0.560 | C | 29.4 | 0.560 | + 0.000 D/V |
| # 87 White Rock Rd/ Valley View Pkw | B | 16.8 | 0.472 | B | 16.8 | 0.472 | + 0.000 D/V |
| # 88 El Dorado Hills Blvd/Serrano P | C | 31.5 | 0.827 | C | 31.5 | 0.827 | + 0.000 D/V |
| # 89 El Dorado Hills Blvd/Saratoga | C | 22.7 | 0.660 | C | 22.7 | 0.660 | + 0.000 D/V |
| # 90 El Dorado Hills Blvd/Park Driv | B | 11.5 | 0.482 | B | 11.5 | 0.482 | + 0.000 D/V |
| # 91 Latrobe Rd/ Town Center Blvd | B | 16.0 | 0.425 | B | 16.0 | 0.425 | + 0.000 D/V |





Folsom South of US-50 Annexation
Existing Plus RIM AM

| Intersection | Base LOS | Base Del/ Veh | Base V/ C | Future LOS | Future Del/ Veh | Future V/ C | Change in |
|---|---|---|---|---|---|---|---|
| # 92 Hazel Blvd/ Tributary- WB US 5 | C | 28.4 | 0.809 | C | 28.4 | 0.809 | + 0.000 D/V |
| # 93 Hazel Ave/ EB US-50 Ramps | C | 20.6 | 0.624 | C | 20.6 | 0.624 | + 0.000 D/V |
| # 94 Folsom Blvd/ WB US 50 Ramps | A | 7.9 | 0.466 | A | 7.9 | 0.466 | + 0.000 D/V |
| # 95 Folsom Blvd/ EB US 50 Ramps | D | 47.8 | 1.000 | D | 47.8 | 1.000 | + 0.000 D/V |
| # 96 Prairie City/ WB US 50 Ramps | C | 27.5 | 0.884 | C | 27.5 | 0.884 | + 0.000 D/V |
| # 97 Prairie City/ EB US 50 Ramps | B | 15.7 | 0.505 | B | 15.7 | 0.505 | + 0.000 D/V |
| # 98 East Bidwell St/ WB US 50 Ramp | B | 19.7 | 0.557 | B | 19.7 | 0.557 | + 0.000 D/V |
| # 99 East Bidwell St/ EB US 50 Ramp | B | 13.3 | 0.456 | B | 13.3 | 0.456 | + 0.000 D/V |
| #100 El Dorado Hills Blvd/ WB US 50 | D | 48.3 | 1.042 | D | 48.3 | 1.042 | + 0.000 D/V |
| #101 El Dorado Hills Blvd/ EB US 50 | C | 34.3 | 0.871 | C | 34.3 | 0.871 | + 0.000 D/V |
| #102 Sunrise Rd/ Jackson Hwy-SR16 | E | 61.4 | 1.024 | E | 61.4 | 1.024 | + 0.000 D/V |
| #103 Grant Line Rd/ Jackson Rd- SR1 | F | 117.2 | 1.190 | F | 117.2 | 1.190 | + 0.000 D/V |
| #104 Oak Ave Pkwy/ WB US 50 Ramps | A | 6.9 | 0.315 | A | 6.9 | 0.315 | + 0.000 D/V |
| #105 Oak Ave Pkwy/ EB US 50 Ramps | B | 18.3 | 0.424 | B | 18.3 | 0.424 | + 0.000 D/V |
| #106 Empire Ranch Rd/ WB US 50 Ramp | B | 13.9 | 0.527 | B | 13.9 | 0.527 | + 0.000 D/V |
| #107 Empire Ranch Rd/ EB US 50 Ramp | B | 15.6 | 0.217 | B | 15.6 | 0.217 | + 0.000 D/V |

AM Existing Plus RIM Wed Jul 22, 2009 10:45:39 Page 3-1

Folsom South of US-50 Annexation
Existing Plus RIM AM

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

Intersection #1 Folsom Blvd/ Blue Ravine Rd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.899
Loss Time (sec): 15 Average Delay (sec/veh): 43.4
Optimal Cycle: 126 Level Of Service: D

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Ovl | | | Ovl | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 0 | 2 0 | 1 | 1 0 | 2 0 | 1 | 1 0 | 1 0 | 1 | 2 0 | 1 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 195 | 861 | 189 | 590 | 1444 | 53 | 34 | 34 | 32 | 573 | 292 | 324 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 195 | 861 | 189 | 590 | 1444 | 53 | 34 | 34 | 32 | 573 | 292 | 324 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| PHF Volume: | 205 | 906 | 199 | 621 | 1520 | 56 | 36 | 36 | 34 | 603 | 307 | 341 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 205 | 906 | 199 | 621 | 1520 | 56 | 36 | 36 | 34 | 603 | 307 | 341 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 205 | 906 | 199 | 621 | 1520 | 56 | 36 | 36 | 34 | 603 | 307 | 341 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.95 | 0.85 | 0.95 | 0.95 | 0.85 | 0.95 | 1.00 | 0.85 | 0.92 | 1.00 | 0.85 |
| Lanes: | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 |
| Final Sat.: | 1805 | 3610 | 1615 | 1805 | 3610 | 1615 | 1805 | 1900 | 1615 | 3502 | 1900 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.11 | 0.25 | 0.12 | 0.34 | 0.42 | 0.03 | 0.02 | 0.02 | 0.02 | 0.17 | 0.16 | 0.21 |
| Crit Moves: | | **** | | **** | | | | **** | | **** | | |
| Green/Cycle: | 0.14 | 0.28 | 0.47 | 0.38 | 0.52 | 0.54 | 0.02 | 0.02 | 0.16 | 0.19 | 0.19 | 0.57 |
| Volume/Cap: | 0.81 | 0.90 | 0.26 | 0.90 | 0.81 | 0.06 | 0.85 | 0.90 | 0.13 | 0.90 | 0.85 | 0.37 |
| Delay/Veh: | 67.1 | 52.3 | 19.3 | 49.5 | 26.4 | 12.9 | 142.7 | 162 | 43.3 | 62.3 | 64.7 | 14.2 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 67.1 | 52.3 | 19.3 | 49.5 | 26.4 | 12.9 | 142.7 | 162 | 43.3 | 62.3 | 64.7 | 14.2 |
| LOS by Move: | E | D | B | D | C | B | F | F | D | E | E | B |
| HCM2kAvgQ: | 7 | 18 | 4 | 25 | 26 | 1 | 3 | 3 | 1 | 11 | 11 | 6 |

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





AM Existing Plus RIM Wed Jul 22, 2009 10:45:39 Page 4-1

Folsom South of US-50 Annexation
Existing Plus RIM AM

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

Intersection #2 Sibly Street/ Blue Ravine Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.918
Loss Time (sec): 12 Average Delay (sec/veh): 42.3
Optimal Cycle: 119 Level Of Service: D

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Ovl | | | Ovl | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 0 | 2 0 | 1 | 1 0 | 2 0 | 1 | 1 0 | 2 0 | 1 | 2 0 | 1 1 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 541 | 526 | 246 | 25 | 455 | 111 | 44 | 232 | 547 | 603 | 713 | 34 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 541 | 526 | 246 | 25 | 455 | 111 | 44 | 232 | 547 | 603 | 713 | 34 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 |
| PHF Volume: | 660 | 641 | 300 | 30 | 555 | 135 | 54 | 283 | 667 | 735 | 870 | 41 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 660 | 641 | 300 | 30 | 555 | 135 | 54 | 283 | 667 | 735 | 870 | 41 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 660 | 641 | 300 | 30 | 555 | 135 | 54 | 283 | 667 | 735 | 870 | 41 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.95 | 0.85 | 0.95 | 0.95 | 0.85 | 0.95 | 0.95 | 0.85 | 0.92 | 0.94 | 0.94 |
| Lanes: | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 2.00 | 1.91 | 0.09 |
| Final Sat.: | 1805 | 3610 | 1615 | 1805 | 3610 | 1615 | 1805 | 3610 | 1615 | 3502 | 3422 | 163 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.37 | 0.18 | 0.19 | 0.02 | 0.15 | 0.08 | 0.03 | 0.08 | 0.41 | 0.21 | 0.25 | 0.25 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green/Cycle: | 0.40 | 0.52 | 0.75 | 0.05 | 0.17 | 0.20 | 0.03 | 0.09 | 0.48 | 0.23 | 0.28 | 0.28 |
| Volume/Cap: | 0.92 | 0.34 | 0.25 | 0.34 | 0.92 | 0.42 | 0.90 | 0.92 | 0.85 | 0.92 | 0.90 | 0.90 |
| Delay/Veh: | 45.2 | 14.3 | 4.1 | 48.3 | 60.0 | 35.8 | 130.8 | 76.2 | 31.8 | 53.0 | 45.8 | 45.8 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 45.2 | 14.3 | 4.1 | 48.3 | 60.0 | 35.8 | 130.8 | 76.2 | 31.8 | 53.0 | 45.8 | 45.8 |
| LOS by Move: | D | B | A | D | E | D | F | E | C | D | D | D |
| HCM2kAvgQ: | 21 | 6 | 3 | 1 | 13 | 4 | 2 | 5 | 17 | 13 | 16 | 16 |

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

AM Existing Plus RIM Wed Jul 22, 2009 10:45:39 Page 5-1

Folsom South of US-50 Annexation
Existing Plus RIM AM

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

Intersection #3 Oak Avenue Parkway/ Blue Ravine Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.541
Loss Time (sec): 12 Average Delay (sec/veh): 25.3
Optimal Cycle: 43 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Include | | | Ignore | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 0 | 3 0 | 1 | 1 0 | 3 0 | 1 | 2 0 | 2 0 | 1 | 2 0 | 1 1 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 201 | 146 | 246 | 1 | 209 | 62 | 11 | 274 | 177 | 486 | 940 | 11 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 201 | 146 | 246 | 1 | 209 | 62 | 11 | 274 | 177 | 486 | 940 | 11 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.88 | 0.88 | 0.00 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.00 | 0.88 | 0.88 | 0.88 |
| PHF Volume: | 228 | 166 | 0 | 1 | 238 | 70 | 13 | 311 | 0 | 552 | 1068 | 13 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 228 | 166 | 0 | 1 | 238 | 70 | 13 | 311 | 0 | 552 | 1068 | 13 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 228 | 166 | 0 | 1 | 238 | 70 | 13 | 311 | 0 | 552 | 1068 | 13 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.91 | 1.00 | 0.95 | 0.91 | 0.85 | 0.92 | 0.95 | 1.00 | 0.92 | 0.95 | 0.95 |
| Lanes: | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 | 2.00 | 2.00 | 1.00 | 2.00 | 1.98 | 0.02 |
| Final Sat.: | 1805 | 5187 | 1900 | 1805 | 5187 | 1615 | 3502 | 3610 | 1900 | 3502 | 3561 | 42 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.13 | 0.03 | 0.00 | 0.00 | 0.05 | 0.04 | 0.00 | 0.09 | 0.00 | 0.16 | 0.30 | 0.30 |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | |
| Green/Cycle: | 0.23 | 0.31 | 0.00 | 0.01 | 0.08 | 0.08 | 0.01 | 0.20 | 0.00 | 0.36 | 0.55 | 0.55 |
| Volume/Cap: | 0.54 | 0.10 | 0.00 | 0.10 | 0.54 | 0.52 | 0.54 | 0.43 | 0.00 | 0.43 | 0.54 | 0.54 |
| Delay/Veh: | 35.0 | 24.4 | 0.0 | 53.4 | 45.3 | 47.2 | 73.0 | 35.6 | 0.0 | 24.3 | 14.5 | 14.5 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 35.0 | 24.4 | 0.0 | 53.4 | 45.3 | 47.2 | 73.0 | 35.6 | 0.0 | 24.3 | 14.5 | 14.5 |
| LOS by Move: | D | C | A | D | D | D | E | D | A | C | B | B |
| HCM2kAvgQ: | 6 | 1 | 0 | 0 | 3 | 3 | 0 | 4 | 0 | 7 | 11 | 11 |

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





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Folsom South of US-50 Annexation
Existing Plus RIM AM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #4 Empire Ranch Road/ Natoma Street

Cycle (sec): 100 Critical Vol./Cap. (X): 0.730
Loss Time (sec): 0 Average Delay (sec/veh): 17.2
Optimal Cycle: 0 Level Of Service: C

| 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: | 2 0 | 1 0 | 0 | 0 0 | 1 0 | 1 | 2 0 | 0 0 | 1 | 0 0 | 0 0 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 172 | 67 | 0 | 0 | 350 | 23 | 8 | 0 | 299 | 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: | 172 | 67 | 0 | 0 | 350 | 23 | 8 | 0 | 299 | 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: | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 |
| PHF Volume: | 210 | 82 | 0 | 0 | 427 | 28 | 10 | 0 | 365 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 210 | 82 | 0 | 0 | 427 | 28 | 10 | 0 | 365 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 210 | 82 | 0 | 0 | 427 | 28 | 10 | 0 | 365 | 0 | 0 | 0 |
| 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: | 2.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 | 2.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 952 | 509 | 0 | 0 | 584 | 644 | 993 | 0 | 603 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.22 | 0.16 | xxxx | xxxx | 0.73 | 0.04 | 0.01 | xxxx | 0.60 | xxxx | xxxx | xxxx |
| Crit Moves: | **** | | | | **** | | | | **** | | | |
| Delay/Veh: | 11.9 | 10.7 | 0.0 | 0.0 | 22.6 | 8.3 | 9.7 | 0.0 | 16.2 | 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 |
| AdjDel/Veh: | 11.9 | 10.7 | 0.0 | 0.0 | 22.6 | 8.3 | 9.7 | 0.0 | 16.2 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | B | B | * | * | C | A | A | * | C | * | * | * |
| ApproachDel: | 11.6 | | | 21.7 | | | 16.0 | | | xxxxxx | | |
| Delay Adj: | 1.00 | | | 1.00 | | | 1.00 | | | xxxxx | | |
| ApprAdjDel: | 11.6 | | | 21.7 | | | 16.0 | | | xxxxxx | | |
| LOS by Appr: | B | | | C | | | C | | | * | | |
| AllWayAvgQ: | 0.3 | 0.2 | 0.0 | 0.0 | 2.3 | 0.0 | 0.0 | 0.0 | 1.3 | 0.0 | 0.0 | 0.0 |

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

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Folsom South of US-50 Annexation
Existing Plus RIM AM

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

Intersection #5 Oak Avenue Parkway/ Riley Street

Cycle (sec): 100 Critical Vol./Cap. (X): 0.575
Loss Time (sec): 12 Average Delay (sec/veh): 21.7
Optimal Cycle: 46 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - | R | L | - T | - | R | L | - T | - | R | L | - T | - | R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 2 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | | | |
| Base Vol: | 131 | 493 | 25 | | 9 | 721 | 186 | | 149 | 11 | 166 | | 37 | 21 | 3 | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | | |
| Initial Bse: | 131 | 493 | 25 | | 9 | 721 | 186 | | 149 | 11 | 166 | | 37 | 21 | 3 | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | | |
| PHF Adj: | 0.90 | 0.90 | 0.90 | | 0.90 | 0.90 | 0.90 | | 0.90 | 0.90 | 0.90 | | 0.90 | 0.90 | 0.90 | | | |
| PHF Volume: | 146 | 548 | 28 | | 10 | 801 | 207 | | 166 | 12 | 184 | | 41 | 23 | 3 | | | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | | |
| Reduced Vol: | 146 | 548 | 28 | | 10 | 801 | 207 | | 166 | 12 | 184 | | 41 | 23 | 3 | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | | |
| 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: | 146 | 548 | 28 | | 10 | 801 | 207 | | 166 | 12 | 184 | | 41 | 23 | 3 | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | | |
| Adjustment: | 0.95 | 0.90 | 0.90 | | 0.95 | 0.92 | 0.92 | | 0.95 | 1.00 | 0.85 | | 0.95 | 0.98 | 0.98 | | | |
| Lanes: | 1.00 | 2.86 | 0.14 | | 1.00 | 1.59 | 0.41 | | 1.00 | 1.00 | 1.00 | | 1.00 | 0.88 | 0.12 | | | |
| Final Sat.: | 1805 | 4902 | 249 | | 1805 | 2781 | 717 | | 1805 | 1900 | 1615 | | 1805 | 1631 | 233 | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.08 | 0.11 | 0.11 | | 0.01 | 0.29 | 0.29 | | 0.09 | 0.01 | 0.11 | | 0.02 | 0.01 | 0.01 | | | |
| Crit Moves: | **** | | | | | **** | | | | | **** | **** | | | | | | |
| Green/Cycle: | 0.14 | 0.61 | 0.61 | | 0.03 | 0.50 | 0.50 | | 0.21 | 0.20 | 0.20 | | 0.04 | 0.03 | 0.03 | | | |
| Volume/Cap: | 0.57 | 0.18 | 0.18 | | 0.18 | 0.57 | 0.57 | | 0.44 | 0.03 | 0.57 | | 0.57 | 0.44 | 0.44 | | | |
| Delay/Veh: | 43.4 | 8.5 | 8.5 | | 48.9 | 17.9 | 17.9 | | 35.5 | 32.3 | 38.8 | | 58.1 | 52.7 | 52.7 | | | |
| 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: | 43.4 | 8.5 | 8.5 | | 48.9 | 17.9 | 17.9 | | 35.5 | 32.3 | 38.8 | | 58.1 | 52.7 | 52.7 | | | |
| LOS by Move: | D | A | A | | D | B | B | | D | C | D | | E | D | D | | | |
| HCM2kAvgQ: | 4 | 3 | 3 | | 0 | 11 | 11 | | 5 | 0 | 6 | | 2 | 1 | 1 | | | |

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





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Folsom South of US-50 Annexation
Existing Plus RIM AM

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

Intersection #6 Oak Avenue Parkway/ East Bidwell Street

Cycle (sec): 100 Critical Vol./Cap. (X): 0.459
Loss Time (sec): 12 Average Delay (sec/veh): 27.0
Optimal Cycle: 38 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - | R | L | - T | - | R | L | - T | - | R | L | - T | - | R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ignore | | | | Ignore | | | | Ignore | | | | Ignore | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 3 | 0 | 1 | 2 | 0 | 3 | 0 | 1 | 2 | 0 | 3 | 0 | 1 | 2 | 0 | 3 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | | | |
| Base Vol: | 177 | 279 | 178 | | 356 | 518 | 111 | | 73 | 695 | 136 | | 53 | 928 | 242 | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | | |
| Initial Bse: | 177 | 279 | 178 | | 356 | 518 | 111 | | 73 | 695 | 136 | | 53 | 928 | 242 | | | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | | |
| PHF Adj: | 0.88 | 0.88 | 0.00 | | 0.88 | 0.88 | 0.00 | | 0.88 | 0.88 | 0.00 | | 0.88 | 0.88 | 0.00 | | | |
| PHF Volume: | 201 | 317 | 0 | | 405 | 589 | 0 | | 83 | 790 | 0 | | 60 | 1055 | 0 | | | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | | |
| Reduced Vol: | 201 | 317 | 0 | | 405 | 589 | 0 | | 83 | 790 | 0 | | 60 | 1055 | 0 | | | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | | |
| FinalVolume: | 201 | 317 | 0 | | 405 | 589 | 0 | | 83 | 790 | 0 | | 60 | 1055 | 0 | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | | |
| Adjustment: | 0.92 | 0.91 | 1.00 | | 0.92 | 0.91 | 1.00 | | 0.92 | 0.91 | 1.00 | | 0.92 | 0.91 | 1.00 | | | |
| Lanes: | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | | |
| Final Sat.: | 3502 | 5187 | 1900 | | 3502 | 5187 | 1900 | | 3502 | 5187 | 1900 | | 3502 | 5187 | 1900 | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.06 | 0.06 | 0.00 | | 0.12 | 0.11 | 0.00 | | 0.02 | 0.15 | 0.00 | | 0.02 | 0.20 | 0.00 | | | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | **** | | | | |
| Green/Cycle: | 0.13 | 0.13 | 0.00 | | 0.25 | 0.26 | 0.00 | | 0.05 | 0.44 | 0.00 | | 0.05 | 0.44 | 0.00 | | | |
| Volume/Cap: | 0.44 | 0.46 | 0.00 | | 0.46 | 0.44 | 0.00 | | 0.46 | 0.34 | 0.00 | | 0.34 | 0.46 | 0.00 | | | |
| Delay/Veh: | 40.9 | 40.5 | 0.0 | | 32.0 | 31.5 | 0.0 | | 47.9 | 18.3 | 0.0 | | 47.1 | 19.6 | 0.0 | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | | |
| AdjDel/Veh: | 40.9 | 40.5 | 0.0 | | 32.0 | 31.5 | 0.0 | | 47.9 | 18.3 | 0.0 | | 47.1 | 19.6 | 0.0 | | | |
| LOS by Move: | D | D | A | | C | C | A | | D | B | A | | D | B | A | | | |
| HCM2kAvgQ: | 3 | 3 | 0 | | 5 | 5 | 0 | | 2 | 6 | 0 | | 1 | 8 | 0 | | | |

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

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Folsom South of US-50 Annexation
Existing Plus RIM AM

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

Intersection #7 East Bidwell St/Nesmith Ct

Cycle (sec): 100 Critical Vol./Cap. (X): 0.524
Loss Time (sec): 12 Average Delay (sec/veh): 12.4
Optimal Cycle: 42 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Split Phase | | | | Split Phase | | | |
| Rights: | Ovl | | | | Include | | | | Include | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 2 | 0 1 | 2 | 0 | 2 | 1 0 | 0 | 0 | 1! | 0 0 | 1 | 1 | 0 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 43 | 1108 | 104 | | 262 | 1022 | 42 | | 20 | 1 | 13 | | 33 | 1 | 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: | 43 | 1108 | 104 | | 262 | 1022 | 42 | | 20 | 1 | 13 | | 33 | 1 | 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: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 48 | 1245 | 117 | | 294 | 1148 | 47 | | 22 | 1 | 15 | | 37 | 1 | 58 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 48 | 1245 | 117 | | 294 | 1148 | 47 | | 22 | 1 | 15 | | 37 | 1 | 58 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 48 | 1245 | 117 | | 294 | 1148 | 47 | | 22 | 1 | 15 | | 37 | 1 | 58 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.95 | 0.85 | | 0.92 | 0.90 | 0.90 | | 0.92 | 0.92 | 0.92 | | 0.95 | 0.95 | 0.85 | |
| Lanes: | 1.00 | 2.00 | 1.00 | | 2.00 | 2.88 | 0.12 | | 0.59 | 0.03 | 0.38 | | 1.94 | 0.06 | 1.00 | |
| Final Sat.: | 1805 | 3610 | 1615 | | 3502 | 4952 | 204 | | 1029 | 51 | 669 | | 3519 | 107 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.34 | 0.07 | | 0.08 | 0.23 | 0.23 | | 0.02 | 0.02 | 0.02 | | 0.01 | 0.01 | 0.04 | |
| Crit Moves: | | **** | | | **** | | | | | **** | | | **** | | | |
| Green/Cycle: | 0.08 | 0.66 | 0.68 | | 0.16 | 0.73 | 0.73 | | 0.04 | 0.04 | 0.04 | | 0.02 | 0.02 | 0.18 | |
| Volume/Cap: | 0.32 | 0.52 | 0.11 | | 0.52 | 0.32 | 0.32 | | 0.52 | 0.52 | 0.52 | | 0.52 | 0.52 | 0.20 | |
| Delay/Veh: | 44.2 | 9.1 | 5.6 | | 39.4 | 4.7 | 4.7 | | 53.8 | 53.8 | 53.8 | | 55.3 | 55.3 | 35.2 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 44.2 | 9.1 | 5.6 | | 39.4 | 4.7 | 4.7 | | 53.8 | 53.8 | 53.8 | | 55.3 | 55.3 | 35.2 | |
| LOS by Move: | D | A | A | | D | A | A | | D | D | D | | E | E | D | |
| HCM2kAvgQ: | 2 | 11 | 1 | | 5 | 5 | 5 | | 1 | 1 | 1 | | 1 | 1 | 1 | |

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





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Folsom South of US-50 Annexation
Existing Plus RIM AM

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

Intersection #8 East Bidwell St/Scholar Way

Cycle (sec): 100 Critical Vol./Cap. (X): 0.463
Loss Time (sec): 12 Average Delay (sec/veh): 11.9
Optimal Cycle: 38 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ignore | | | | Ignore | | | | Ignore | | | | Ignore | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 2 | 0 1 | 2 | 0 | 3 | 0 1 | 1 | 0 | 2 | 0 1 | 1 | 0 | 2 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 37 | 1050 | 266 | | 63 | 925 | 83 | | 82 | 16 | 4 | | 104 | 30 | 118 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 37 | 1050 | 266 | | 63 | 925 | 83 | | 82 | 16 | 4 | | 104 | 30 | 118 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.00 | |
| PHF Volume: | 42 | 1180 | 0 | | 71 | 1039 | 0 | | 92 | 18 | 0 | | 117 | 34 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 42 | 1180 | 0 | | 71 | 1039 | 0 | | 92 | 18 | 0 | | 117 | 34 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| FinalVolume: | 42 | 1180 | 0 | | 71 | 1039 | 0 | | 92 | 18 | 0 | | 117 | 34 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.95 | 1.00 | | 0.92 | 0.91 | 1.00 | | 0.95 | 0.95 | 1.00 | | 0.95 | 0.95 | 1.00 | |
| Lanes: | 2.00 | 2.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 1.00 | 2.00 | 1.00 | | 1.00 | 2.00 | 1.00 | |
| Final Sat.: | 3502 | 3610 | 1900 | | 3502 | 5187 | 1900 | | 1805 | 3610 | 1900 | | 1805 | 3610 | 1900 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.33 | 0.00 | | 0.02 | 0.20 | 0.00 | | 0.05 | 0.00 | 0.00 | | 0.06 | 0.01 | 0.00 | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.04 | 0.71 | 0.00 | | 0.04 | 0.71 | 0.00 | | 0.11 | 0.01 | 0.00 | | 0.12 | 0.02 | 0.00 | |
| Volume/Cap: | 0.28 | 0.46 | 0.00 | | 0.46 | 0.28 | 0.00 | | 0.46 | 0.53 | 0.00 | | 0.53 | 0.46 | 0.00 | |
| Delay/Veh: | 47.5 | 6.6 | 0.0 | | 48.9 | 5.4 | 0.0 | | 43.4 | 65.1 | 0.0 | | 43.9 | 53.1 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 47.5 | 6.6 | 0.0 | | 48.9 | 5.4 | 0.0 | | 43.4 | 65.1 | 0.0 | | 43.9 | 53.1 | 0.0 | |
| LOS by Move: | D | A | A | | D | A | A | | D | E | A | | D | D | A | |
| HCM2kAvgQ: | 1 | 8 | 0 | | 2 | 4 | 0 | | 3 | 0 | 0 | | 3 | 1 | 0 | |

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

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Folsom South of US-50 Annexation
Existing Plus RIM AM

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

Intersection #9 East Bidwell St/Power Center Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.373
Loss Time (sec): 12 Average Delay (sec/veh): 7.3
Optimal Cycle: 34 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Split Phase | | | | Split Phase | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 3 | 0 1 | 1 | 0 | 3 | 0 1 | 1 | 1 | 0 | 0 1 | 0 | 1 | 0 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 18 | 1302 | 62 | | 10 | 979 | 43 | | 39 | 12 | 31 | | 39 | 0 | 34 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 18 | 1302 | 62 | | 10 | 979 | 43 | | 39 | 12 | 31 | | 39 | 0 | 34 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 20 | 1463 | 70 | | 11 | 1100 | 48 | | 44 | 13 | 35 | | 44 | 0 | 38 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 20 | 1463 | 70 | | 11 | 1100 | 48 | | 44 | 13 | 35 | | 44 | 0 | 38 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 20 | 1463 | 70 | | 11 | 1100 | 48 | | 44 | 13 | 35 | | 44 | 0 | 38 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.91 | 0.85 | | 0.95 | 0.91 | 0.85 | | 0.96 | 0.96 | 0.85 | | 0.95 | 1.00 | 0.85 | |
| Lanes: | 1.00 | 3.00 | 1.00 | | 1.00 | 3.00 | 1.00 | | 1.53 | 0.47 | 1.00 | | 1.00 | 0.00 | 1.00 | |
| Final Sat.: | 1805 | 5187 | 1615 | | 1805 | 5187 | 1615 | | 2798 | 861 | 1615 | | 1809 | 0 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.28 | 0.04 | | 0.01 | 0.21 | 0.03 | | 0.02 | 0.02 | 0.02 | | 0.02 | 0.00 | 0.02 | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | **** | | | |
| Green/Cycle: | 0.04 | 0.76 | 0.82 | | 0.02 | 0.73 | 0.78 | | 0.04 | 0.04 | 0.08 | | 0.06 | 0.00 | 0.08 | |
| Volume/Cap: | 0.29 | 0.37 | 0.05 | | 0.37 | 0.29 | 0.04 | | 0.37 | 0.37 | 0.27 | | 0.37 | 0.00 | 0.29 | |
| Delay/Veh: | 49.0 | 4.2 | 1.7 | | 56.3 | 4.5 | 2.6 | | 48.1 | 48.1 | 44.3 | | 46.8 | 0.0 | 44.4 | |
| 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: | 49.0 | 4.2 | 1.7 | | 56.3 | 4.5 | 2.6 | | 48.1 | 48.1 | 44.3 | | 46.8 | 0.0 | 44.4 | |
| LOS by Move: | D | A | A | | E | A | A | | D | D | D | | D | A | D | |
| HCM2kAvgQ: | 1 | 6 | 0 | | 1 | 4 | 0 | | 1 | 1 | 1 | | 1 | 0 | 1 | |

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





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Folsom South of US-50 Annexation
Existing Plus RIM AM

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

Intersection #10 Broadstone Pkwy/ East Bidwell St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.492
Loss Time (sec): 12 Average Delay (sec/veh): 21.7
Optimal Cycle: 40 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ignore | | | | Ignore | | | | Ignore | | | | Ignore | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 12 | 185 | 22 | | 241 | 405 | 145 | | 150 | 901 | 25 | | 51 | 1168 | 140 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 12 | 185 | 22 | | 241 | 405 | 145 | | 150 | 901 | 25 | | 51 | 1168 | 140 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| PHF Adj: | 0.86 | 0.86 | 0.00 | | 0.86 | 0.86 | 0.00 | | 0.86 | 0.86 | 0.00 | | 0.86 | 0.86 | 0.00 | |
| PHF Volume: | 14 | 215 | 0 | | 280 | 471 | 0 | | 174 | 1048 | 0 | | 59 | 1358 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 14 | 215 | 0 | | 280 | 471 | 0 | | 174 | 1048 | 0 | | 59 | 1358 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| FinalVolume: | 14 | 215 | 0 | | 280 | 471 | 0 | | 174 | 1048 | 0 | | 59 | 1358 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.91 | 1.00 | | 0.92 | 0.91 | 1.00 | | 0.92 | 0.91 | 1.00 | | 0.92 | 0.91 | 1.00 | |
| Lanes: | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | |
| Final Sat.: | 3502 | 5187 | 1900 | | 3502 | 5187 | 1900 | | 3502 | 5187 | 1900 | | 3502 | 5187 | 1900 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.04 | 0.00 | | 0.08 | 0.09 | 0.00 | | 0.05 | 0.20 | 0.00 | | 0.02 | 0.26 | 0.00 | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.01 | 0.08 | 0.00 | | 0.16 | 0.24 | 0.00 | | 0.10 | 0.58 | 0.00 | | 0.05 | 0.53 | 0.00 | |
| Volume/Cap: | 0.38 | 0.49 | 0.00 | | 0.49 | 0.38 | 0.00 | | 0.49 | 0.35 | 0.00 | | 0.35 | 0.49 | 0.00 | |
| Delay/Veh: | 55.8 | 44.6 | 0.0 | | 38.8 | 32.3 | 0.0 | | 43.6 | 10.9 | 0.0 | | 47.2 | 15.0 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 55.8 | 44.6 | 0.0 | | 38.8 | 32.3 | 0.0 | | 43.6 | 10.9 | 0.0 | | 47.2 | 15.0 | 0.0 | |
| LOS by Move: | E | D | A | | D | C | A | | D | B | A | | D | B | A | |
| HCM2kAvgQ: | 0 | 2 | 0 | | 5 | 5 | 0 | | 3 | 6 | 0 | | 1 | 10 | 0 | |

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

AM Existing Plus RIM Wed Jul 22, 2009 10:45:39 Page 13-1

Folsom South of US-50 Annexation
Existing Plus RIM AM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #11 Empire Ranch Road/ Broadstone Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.460
Loss Time (sec): 0 Average Delay (sec/veh): 12.6
Optimal Cycle: 0 Level Of Service: B

| 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 | 2 | 1 0 | 1 | 0 | 2 | 1 0 | 2 | 0 | 1 | 0 1 | 0 | 0 | 1! | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 71 | 223 | 3 | | 7 | 601 | 87 | | 30 | 11 | 116 | | 15 | 22 | 18 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 71 | 223 | 3 | | 7 | 601 | 87 | | 30 | 11 | 116 | | 15 | 22 | 18 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.87 | 0.87 | 0.87 | | 0.87 | 0.87 | 0.87 | | 0.87 | 0.87 | 0.87 | | 0.87 | 0.87 | 0.87 | |
| PHF Volume: | 82 | 256 | 3 | | 8 | 691 | 100 | | 34 | 13 | 133 | | 17 | 25 | 21 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 82 | 256 | 3 | | 8 | 691 | 100 | | 34 | 13 | 133 | | 17 | 25 | 21 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 82 | 256 | 3 | | 8 | 691 | 100 | | 34 | 13 | 133 | | 17 | 25 | 21 | |
| 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 | 2.96 | 0.04 | | 1.00 | 2.62 | 0.38 | | 2.00 | 1.00 | 1.00 | | 0.27 | 0.40 | 0.33 | |
| Final Sat.: | 463 | 1468 | 20 | | 522 | 1503 | 225 | | 887 | 472 | 525 | | 132 | 193 | 158 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.18 | 0.17 | 0.17 | | 0.02 | 0.46 | 0.44 | | 0.04 | 0.03 | 0.25 | | 0.13 | 0.13 | 0.13 | |
| Crit Moves: | **** | | | | | **** | | | | | **** | **** | | | | |
| Delay/Veh: | 11.7 | 11.0 | 11.0 | | 9.5 | 13.8 | 13.2 | | 10.6 | 10.0 | 11.2 | | 11.0 | 11.0 | 11.0 | |
| 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 | |
| AdjDel/Veh: | 11.7 | 11.0 | 11.0 | | 9.5 | 13.8 | 13.2 | | 10.6 | 10.0 | 11.2 | | 11.0 | 11.0 | 11.0 | |
| LOS by Move: | B | B | B | | A | B | B | | B | B | B | | B | B | B | |
| ApproachDel: | 11.2 | | | | 13.7 | | | | 11.0 | | | | 11.0 | | | |
| Delay Adj: | 1.00 | | | | 1.00 | | | | 1.00 | | | | 1.00 | | | |
| ApprAdjDel: | 11.2 | | | | 13.7 | | | | 11.0 | | | | 11.0 | | | |
| LOS by Appr: | B | | | | B | | | | B | | | | B | | | |
| AllWayAvgQ: | 0.2 | 0.2 | 0.2 | | 0.0 | 0.8 | 0.7 | | 0.0 | 0.0 | 0.3 | | 0.1 | 0.1 | 0.1 | |

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





AM Existing Plus RIM Wed Jul 22, 2009 10:45:39 Page 14-1

Folsom South of US-50 Annexation
Existing Plus RIM AM

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

Intersection #12 Oak Avenue Prky / Haverhill Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.462
Loss Time (sec): 9 Average Delay (sec/veh): 18.8
Optimal Cycle: 32 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 1 | 1 0 | 1 | 0 | 1 | 1 0 | 0 | 0 | 1! | 0 0 | 0 | 0 | 1! | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 1 | 505 | 16 | | 86 | 799 | 1 | | 1 | 20 | 4 | | 75 | 14 | 127 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 1 | 505 | 16 | | 86 | 799 | 1 | | 1 | 20 | 4 | | 75 | 14 | 127 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.86 | 0.86 | 0.86 | | 0.86 | 0.86 | 0.86 | | 0.86 | 0.86 | 0.86 | | 0.86 | 0.86 | 0.86 | |
| PHF Volume: | 1 | 587 | 19 | | 100 | 929 | 1 | | 1 | 23 | 5 | | 87 | 16 | 148 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 1 | 587 | 19 | | 100 | 929 | 1 | | 1 | 23 | 5 | | 87 | 16 | 148 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 1 | 587 | 19 | | 100 | 929 | 1 | | 1 | 23 | 5 | | 87 | 16 | 148 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.95 | 0.95 | | 0.95 | 0.95 | 0.95 | | 0.97 | 0.97 | 0.97 | | 0.81 | 0.81 | 0.81 | |
| Lanes: | 1.00 | 1.94 | 0.06 | | 1.00 | 1.99 | 0.01 | | 0.04 | 0.80 | 0.16 | | 0.35 | 0.06 | 0.59 | |
| Final Sat.: | 1805 | 3482 | 110 | | 1805 | 3605 | 5 | | 74 | 1478 | 296 | | 537 | 100 | 910 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.17 | 0.17 | | 0.06 | 0.26 | 0.26 | | 0.02 | 0.02 | 0.02 | | 0.16 | 0.16 | 0.16 | |
| Crit Moves: | **** | | | | | **** | | | | | | | | **** | | |
| Green/Cycle: | 0.00 | 0.42 | 0.42 | | 0.14 | 0.56 | 0.56 | | 0.35 | 0.35 | 0.35 | | 0.35 | 0.35 | 0.35 | |
| Volume/Cap: | 0.46 | 0.40 | 0.40 | | 0.40 | 0.46 | 0.46 | | 0.04 | 0.04 | 0.04 | | 0.46 | 0.46 | 0.46 | |
| Delay/Veh: | 146.6 | 20.4 | 20.4 | | 40.4 | 13.4 | 13.4 | | 21.4 | 21.4 | 21.4 | | 25.8 | 25.8 | 25.8 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 146.6 | 20.4 | 20.4 | | 40.4 | 13.4 | 13.4 | | 21.4 | 21.4 | 21.4 | | 25.8 | 25.8 | 25.8 | |
| LOS by Move: | F | C | C | | D | B | B | | C | C | C | | C | C | C | |
| HCM2kAvgQ: | 0 | 7 | 7 | | 3 | 9 | 9 | | 1 | 1 | 1 | | 6 | 6 | 6 | |

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

AM Existing Plus RIM Wed Jul 22, 2009 10:45:39 Page 15-1

Folsom South of US-50 Annexation
Existing Plus RIM AM

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

Intersection #13 Oak Avenue Prky / Haldion Wy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.434
Loss Time (sec): 9 Average Delay (sec/veh): 17.3
Optimal Cycle: 31 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Permitted | | | Permitted | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 0 | 1 | 1 0 | 1 0 | 1 | 1 0 | 0 0 | 1! | 0 0 | 0 0 | 1! | 0 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 41 | 484 | 77 | 38 | 799 | 10 | 16 | 23 | 61 | 130 | 5 | 32 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 41 | 484 | 77 | 38 | 799 | 10 | 16 | 23 | 61 | 130 | 5 | 32 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| PHF Volume: | 43 | 509 | 81 | 40 | 841 | 11 | 17 | 24 | 64 | 137 | 5 | 34 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 43 | 509 | 81 | 40 | 841 | 11 | 17 | 24 | 64 | 137 | 5 | 34 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 43 | 509 | 81 | 40 | 841 | 11 | 17 | 24 | 64 | 137 | 5 | 34 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.93 | 0.93 | 0.95 | 0.95 | 0.95 | 0.87 | 0.87 | 0.87 | 0.69 | 0.69 | 0.69 |
| Lanes: | 1.00 | 1.73 | 0.27 | 1.00 | 1.98 | 0.02 | 0.16 | 0.23 | 0.61 | 0.78 | 0.03 | 0.19 |
| Final Sat.: | 1805 | 3049 | 485 | 1805 | 3558 | 45 | 265 | 381 | 1010 | 1017 | 39 | 250 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.17 | 0.17 | 0.02 | 0.24 | 0.24 | 0.06 | 0.06 | 0.06 | 0.13 | 0.13 | 0.13 |
| Crit Moves: | **** | | | | **** | | | | | | **** | |
| Green/Cycle: | 0.06 | 0.53 | 0.53 | 0.07 | 0.54 | 0.54 | 0.31 | 0.31 | 0.31 | 0.31 | 0.31 | 0.31 |
| Volume/Cap: | 0.43 | 0.32 | 0.32 | 0.32 | 0.43 | 0.43 | 0.21 | 0.21 | 0.21 | 0.43 | 0.43 | 0.43 |
| Delay/Veh: | 48.7 | 13.4 | 13.4 | 45.6 | 13.7 | 13.7 | 25.6 | 25.6 | 25.6 | 28.2 | 28.2 | 28.2 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 48.7 | 13.4 | 13.4 | 45.6 | 13.7 | 13.7 | 25.6 | 25.6 | 25.6 | 28.2 | 28.2 | 28.2 |
| LOS by Move: | D | B | B | D | B | B | C | C | C | C | C | C |
| HCM2kAvgQ: | 1 | 5 | 5 | 1 | 8 | 8 | 2 | 2 | 2 | 5 | 5 | 5 |

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





AM Existing Plus RIM Wed Jul 22, 2009 10:45:39 Page 16-1

Folsom South of US-50 Annexation
Existing Plus RIM AM

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

Intersection #14 Folsom Blvd/ Iron Point Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.920
Loss Time (sec): 9 Average Delay (sec/veh): 28.5
Optimal Cycle: 114 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 0 0 | 2 | 0 1 | 1 0 | 2 | 0 0 | 0 0 | 0 | 0 0 | 2 0 | 0 | 0 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 1082 | 214 | 182 | 1837 | 0 | 0 | 0 | 0 | 856 | 0 | 102 |
| Growth Adj: | 1.00 | 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 | 1082 | 214 | 182 | 1837 | 0 | 0 | 0 | 0 | 856 | 0 | 102 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| PHF Volume: | 0 | 1202 | 238 | 202 | 2041 | 0 | 0 | 0 | 0 | 951 | 0 | 113 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 1202 | 238 | 202 | 2041 | 0 | 0 | 0 | 0 | 951 | 0 | 113 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 0 | 1202 | 238 | 202 | 2041 | 0 | 0 | 0 | 0 | 951 | 0 | 113 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 0.95 | 0.85 | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 0.92 | 1.00 | 0.85 |
| Lanes: | 0.00 | 2.00 | 1.00 | 1.00 | 2.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 1.00 |
| Final Sat.: | 0 | 3610 | 1615 | 1805 | 3610 | 0 | 0 | 0 | 0 | 3502 | 0 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.33 | 0.15 | 0.11 | 0.57 | 0.00 | 0.00 | 0.00 | 0.00 | 0.27 | 0.00 | 0.07 |
| Crit Moves: | **** | | | | **** | | | | | | **** | |
| Green/Cycle: | 0.00 | 0.46 | 0.76 | 0.15 | 0.61 | 0.00 | 0.00 | 0.00 | 0.00 | 0.30 | 0.00 | 0.30 |
| Volume/Cap: | 0.00 | 0.72 | 0.19 | 0.72 | 0.92 | 0.00 | 0.00 | 0.00 | 0.00 | 0.92 | 0.00 | 0.24 |
| Delay/Veh: | 0.0 | 23.5 | 3.6 | 49.3 | 23.9 | 0.0 | 0.0 | 0.0 | 0.0 | 46.9 | 0.0 | 27.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 23.5 | 3.6 | 49.3 | 23.9 | 0.0 | 0.0 | 0.0 | 0.0 | 46.9 | 0.0 | 27.0 |
| LOS by Move: | A | C | A | D | C | A | A | A | A | D | A | C |
| HCM2kAvgQ: | 0 | 16 | 2 | 6 | 30 | 0 | 0 | 0 | 0 | 15 | 0 | 2 |

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

AM Existing Plus RIM Wed Jul 22, 2009 10:45:39 Page 17-1

Folsom South of US-50 Annexation
Existing Plus RIM AM

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

Intersection #15 Prairie City Rd/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.813
Loss Time (sec): 12 Average Delay (sec/veh): 30.2
Optimal Cycle: 80 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ignore | | | | Ignore | | | | Ignore | | | | Ignore | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 2 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 581 | 927 | 136 | | 66 | 1343 | 63 | | 6 | 66 | 153 | | 55 | 757 | 391 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 581 | 927 | 136 | | 66 | 1343 | 63 | | 6 | 66 | 153 | | 55 | 757 | 391 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| PHF Adj: | 0.80 | 0.80 | 0.00 | | 0.80 | 0.80 | 0.00 | | 0.80 | 0.80 | 0.00 | | 0.80 | 0.80 | 0.00 | |
| PHF Volume: | 726 | 1159 | 0 | | 83 | 1679 | 0 | | 8 | 83 | 0 | | 69 | 946 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 726 | 1159 | 0 | | 83 | 1679 | 0 | | 8 | 83 | 0 | | 69 | 946 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| FinalVolume: | 726 | 1159 | 0 | | 83 | 1679 | 0 | | 8 | 83 | 0 | | 69 | 946 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.95 | 1.00 | | 0.92 | 0.91 | 1.00 | | 0.92 | 0.91 | 1.00 | | 0.92 | 0.91 | 1.00 | |
| Lanes: | 2.00 | 2.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | |
| Final Sat.: | 3502 | 3610 | 1900 | | 3502 | 5187 | 1900 | | 3502 | 5187 | 1900 | | 3502 | 5187 | 1900 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.21 | 0.32 | 0.00 | | 0.02 | 0.32 | 0.00 | | 0.00 | 0.02 | 0.00 | | 0.02 | 0.18 | 0.00 | |
| Crit Moves: | **** | | | | | **** | | | **** | | | | | **** | | |
| Green/Cycle: | 0.26 | 0.61 | 0.00 | | 0.04 | 0.40 | 0.00 | | 0.00 | 0.10 | 0.00 | | 0.13 | 0.22 | 0.00 | |
| Volume/Cap: | 0.81 | 0.53 | 0.00 | | 0.53 | 0.81 | 0.00 | | 0.81 | 0.16 | 0.00 | | 0.16 | 0.81 | 0.00 | |
| Delay/Veh: | 40.8 | 11.5 | 0.0 | | 50.1 | 29.4 | 0.0 | | 235.5 | 41.1 | 0.0 | | 39.2 | 41.3 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 40.8 | 11.5 | 0.0 | | 50.1 | 29.4 | 0.0 | | 235.5 | 41.1 | 0.0 | | 39.2 | 41.3 | 0.0 | |
| LOS by Move: | D | B | A | | D | C | A | | F | D | A | | D | D | A | |
| HCM2kAvgQ: | 11 | 10 | 0 | | 1 | 16 | 0 | | 0 | 1 | 0 | | 1 | 11 | 0 | |

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





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Folsom South of US-50 Annexation
Existing Plus RIM AM

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

Intersection #16 Grover Rd/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.515
Loss Time (sec): 12 Average Delay (sec/veh): 19.9
Optimal Cycle: 42 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Split Phase | | | | Split Phase | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 1! | 0 0 | 1 | 0 | 0 | 1 0 | 1 | 0 | 3 | 0 1 | 1 | 0 | 2 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 93 | 19 | 1 | | 73 | 53 | 95 | | 14 | 266 | 122 | | 32 | 1023 | 55 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 93 | 19 | 1 | | 73 | 53 | 95 | | 14 | 266 | 122 | | 32 | 1023 | 55 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.75 | 0.75 | 0.75 | | 0.75 | 0.75 | 0.75 | | 0.75 | 0.75 | 0.75 | | 0.75 | 0.75 | 0.75 | |
| PHF Volume: | 124 | 25 | 1 | | 97 | 71 | 127 | | 19 | 355 | 163 | | 43 | 1364 | 73 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 124 | 25 | 1 | | 97 | 71 | 127 | | 19 | 355 | 163 | | 43 | 1364 | 73 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 124 | 25 | 1 | | 97 | 71 | 127 | | 19 | 355 | 163 | | 43 | 1364 | 73 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.96 | 0.96 | 0.96 | | 0.95 | 0.90 | 0.90 | | 0.95 | 0.91 | 0.85 | | 0.95 | 0.90 | 0.90 | |
| Lanes: | 1.70 | 0.29 | 0.01 | | 1.00 | 0.36 | 0.64 | | 1.00 | 3.00 | 1.00 | | 1.00 | 2.85 | 0.15 | |
| Final Sat.: | 3096 | 521 | 27 | | 1805 | 615 | 1103 | | 1805 | 5187 | 1615 | | 1805 | 4883 | 263 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.05 | 0.05 | | 0.05 | 0.11 | 0.11 | | 0.01 | 0.07 | 0.10 | | 0.02 | 0.28 | 0.28 | |
| Crit Moves: | | **** | | | | **** | | | **** | | | | | **** | | |
| Green/Cycle: | 0.09 | 0.09 | 0.09 | | 0.22 | 0.22 | 0.22 | | 0.02 | 0.46 | 0.46 | | 0.11 | 0.54 | 0.54 | |
| Volume/Cap: | 0.42 | 0.52 | 0.52 | | 0.24 | 0.52 | 0.52 | | 0.52 | 0.15 | 0.22 | | 0.22 | 0.52 | 0.52 | |
| Delay/Veh: | 43.5 | 44.7 | 44.7 | | 32.2 | 35.3 | 35.3 | | 60.7 | 15.9 | 16.6 | | 41.4 | 14.7 | 14.7 | |
| 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: | 43.5 | 44.7 | 44.7 | | 32.2 | 35.3 | 35.3 | | 60.7 | 15.9 | 16.6 | | 41.4 | 14.7 | 14.7 | |
| LOS by Move: | D | D | D | | C | D | D | | E | B | B | | D | B | B | |
| HCM2kAvgQ: | 3 | 3 | 3 | | 3 | 6 | 6 | | 1 | 2 | 3 | | 1 | 10 | 10 | |

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

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Folsom South of US-50 Annexation
Existing Plus RIM AM

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

Intersection #17 McAdoo Dr/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.583
Loss Time (sec): 12 Average Delay (sec/veh): 23.7
Optimal Cycle: 47 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 | 0 | 0 0 | 1 | 0 | 0 | 0 1 | 1 | 0 | 3 | 0 0 | 0 | 0 | 2 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 125 | 0 | 313 | 69 | 298 | 0 | 0 | 847 | 68 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 0 | 0 | 0 | 125 | 0 | 313 | 69 | 298 | 0 | 0 | 847 | 68 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | | | | |
| PHF Volume: | 0 | 0 | 0 | 156 | 0 | 391 | 86 | 373 | 0 | 0 | 1059 | 85 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 0 | 0 | 0 | 156 | 0 | 391 | 86 | 373 | 0 | 0 | 1059 | 85 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| 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: | 0 | 0 | 0 | 156 | 0 | 391 | 86 | 373 | 0 | 0 | 1059 | 85 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 1.00 | 1.00 | 1.00 | 0.77 | 1.00 | 0.85 | 0.95 | 0.91 | 1.00 | 1.00 | 0.90 | 0.90 | | | | |
| Lanes: | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 3.00 | 0.00 | 0.00 | 2.78 | 0.22 | | | | |
| Final Sat.: | 0 | 0 | 0 | 1461 | 0 | 1615 | 1805 | 5187 | 0 | 0 | 4749 | 381 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.11 | 0.00 | 0.24 | 0.05 | 0.07 | 0.00 | 0.00 | 0.22 | 0.22 | | | | |
| Crit Moves: | | | | | | **** | **** | | | | **** | | | | | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | 0.42 | 0.00 | 0.42 | 0.08 | 0.46 | 0.00 | 0.00 | 0.38 | 0.38 | | | | |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.26 | 0.00 | 0.58 | 0.58 | 0.15 | 0.00 | 0.00 | 0.58 | 0.58 | | | | |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 19.3 | 0.0 | 23.9 | 50.1 | 15.5 | 0.0 | 0.0 | 25.0 | 25.0 | | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 19.3 | 0.0 | 23.9 | 50.1 | 15.5 | 0.0 | 0.0 | 25.0 | 25.0 | | | | |
| LOS by Move: | A | A | A | B | A | C | D | B | A | A | C | C | | | | |
| HCM2kAvgQ: | 0 | 0 | 0 | 3 | 0 | 10 | 3 | 2 | 0 | 0 | 10 | 10 | | | | |

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





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Folsom South of US-50 Annexation
Existing Plus RIM AM

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

Intersection #18 Oak Ave Pkwy/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.482
Loss Time (sec): 12 Average Delay (sec/veh): 31.3
Optimal Cycle: 40 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ignore | | | | Ignore | | | | Ovl | | | | Ignore | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 2 | 0 1 | 2 | 0 | 2 | 0 1 | 2 | 0 | 2 | 0 1 | 2 | 0 | 2 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 153 | 382 | 319 | 230 | 537 | 391 | 98 | 226 | 106 | 340 | 429 | 112 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 153 | 382 | 319 | 230 | 537 | 391 | 98 | 226 | 106 | 340 | 429 | 112 | | | | |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | | | | |
| PHF Adj: | 0.83 | 0.83 | 0.00 | 0.83 | 0.83 | 0.00 | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.00 | | | | |
| PHF Volume: | 184 | 460 | 0 | 277 | 647 | 0 | 118 | 272 | 128 | 410 | 517 | 0 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 184 | 460 | 0 | 277 | 647 | 0 | 118 | 272 | 128 | 410 | 517 | 0 | | | | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | | | | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | | | | |
| FinalVolume: | 184 | 460 | 0 | 277 | 647 | 0 | 118 | 272 | 128 | 410 | 517 | 0 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 0.92 | 0.95 | 1.00 | 0.92 | 0.95 | 1.00 | 0.92 | 0.95 | 0.85 | 0.92 | 0.95 | 1.00 | | | | |
| Lanes: | 2.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 | | | | |
| Final Sat.: | 3502 | 3610 | 1900 | 3502 | 3610 | 1900 | 3502 | 3610 | 1615 | 3502 | 3610 | 1900 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.05 | 0.13 | 0.00 | 0.08 | 0.18 | 0.00 | 0.03 | 0.08 | 0.08 | 0.12 | 0.14 | 0.00 | | | | |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | | | | | |
| Green/Cycle: | 0.11 | 0.30 | 0.00 | 0.18 | 0.37 | 0.00 | 0.08 | 0.16 | 0.27 | 0.24 | 0.32 | 0.00 | | | | |
| Volume/Cap: | 0.48 | 0.43 | 0.00 | 0.43 | 0.48 | 0.00 | 0.44 | 0.48 | 0.30 | 0.48 | 0.44 | 0.00 | | | | |
| Delay/Veh: | 42.8 | 28.6 | 0.0 | 36.6 | 24.3 | 0.0 | 45.3 | 39.1 | 29.7 | 32.9 | 27.0 | 0.0 | | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| AdjDel/Veh: | 42.8 | 28.6 | 0.0 | 36.6 | 24.3 | 0.0 | 45.3 | 39.1 | 29.7 | 32.9 | 27.0 | 0.0 | | | | |
| LOS by Move: | D | C | A | D | C | A | D | D | C | C | C | A | | | | |
| HCM2kAvgQ: | 3 | 6 | 0 | 4 | 8 | 0 | 2 | 4 | 3 | 5 | 6 | 0 | | | | |

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

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Folsom South of US-50 Annexation
Existing Plus RIM AM

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

Intersection #19 Rowberry Dr/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.489
Loss Time (sec): 12 Average Delay (sec/veh): 25.3
Optimal Cycle: 40 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Split Phase | | | | Split Phase | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Include | | | | Ovl | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 1 | 0 | 0 1 | 1 | 0 | 0 | 1 0 | 1 | 0 | 2 | 0 1 | 2 | 0 | 1 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 287 | 42 | 58 | | 1 | 73 | 48 | | 18 | 534 | 220 | | 163 | 554 | 1 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 287 | 42 | 58 | | 1 | 73 | 48 | | 18 | 534 | 220 | | 163 | 554 | 1 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.82 | 0.82 | 0.82 | | 0.82 | 0.82 | 0.82 | | 0.82 | 0.82 | 0.82 | | 0.82 | 0.82 | 0.82 | |
| PHF Volume: | 350 | 51 | 71 | | 1 | 89 | 59 | | 22 | 651 | 268 | | 199 | 676 | 1 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 350 | 51 | 71 | | 1 | 89 | 59 | | 22 | 651 | 268 | | 199 | 676 | 1 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 350 | 51 | 71 | | 1 | 89 | 59 | | 22 | 651 | 268 | | 199 | 676 | 1 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.96 | 0.96 | 0.85 | | 0.95 | 0.94 | 0.94 | | 0.95 | 0.95 | 0.85 | | 0.92 | 0.95 | 0.95 | |
| Lanes: | 1.74 | 0.26 | 1.00 | | 1.00 | 0.60 | 0.40 | | 1.00 | 2.00 | 1.00 | | 2.00 | 1.99 | 0.01 | |
| Final Sat.: | 3176 | 465 | 1615 | | 1805 | 1078 | 708 | | 1805 | 3610 | 1615 | | 3502 | 3603 | 7 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.11 | 0.11 | 0.04 | | 0.00 | 0.08 | 0.08 | | 0.01 | 0.18 | 0.17 | | 0.06 | 0.19 | 0.19 | |
| Crit Moves: | **** | | | | | | **** | | | **** | | | **** | | | |
| Green/Cycle: | 0.23 | 0.23 | 0.34 | | 0.17 | 0.17 | 0.17 | | 0.03 | 0.37 | 0.59 | | 0.12 | 0.46 | 0.46 | |
| Volume/Cap: | 0.49 | 0.49 | 0.13 | | 0.00 | 0.49 | 0.49 | | 0.41 | 0.49 | 0.28 | | 0.49 | 0.41 | 0.41 | |
| Delay/Veh: | 34.2 | 34.2 | 22.8 | | 34.5 | 38.9 | 38.9 | | 52.8 | 24.6 | 10.0 | | 42.3 | 18.4 | 18.4 | |
| 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: | 34.2 | 34.2 | 22.8 | | 34.5 | 38.9 | 38.9 | | 52.8 | 24.6 | 10.0 | | 42.3 | 18.4 | 18.4 | |
| LOS by Move: | C | C | C | | C | D | D | | D | C | B | | D | B | B | |
| HCM2kAvgQ: | 5 | 5 | 1 | | 0 | 5 | 5 | | 1 | 8 | 4 | | 3 | 7 | 7 | |

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





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Folsom South of US-50 Annexation
Existing Plus RIM AM

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

Intersection #20 Broadstone Pkwy/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.280
Loss Time (sec): 12 Average Delay (sec/veh): 20.2
Optimal Cycle: 30 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Split Phase | | | | Split Phase | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Ignore | | | | Include | | | | Ignore | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 1 | 0 | 0 1 | 2 | 0 | 1 | 0 1 | 1 | 0 | 2 | 0 1 | 2 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 7 | 2 | 1 | | 52 | 43 | 542 | | 256 | 276 | 55 | | 84 | 158 | 11 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 7 | 2 | 1 | | 52 | 43 | 542 | | 256 | 276 | 55 | | 84 | 158 | 11 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| PHF Adj: | 0.80 | 0.80 | 0.80 | | 0.80 | 0.80 | 0.00 | | 0.80 | 0.80 | 0.80 | | 0.80 | 0.80 | 0.00 | |
| PHF Volume: | 9 | 3 | 1 | | 65 | 54 | 0 | | 320 | 345 | 69 | | 105 | 198 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 9 | 3 | 1 | | 65 | 54 | 0 | | 320 | 345 | 69 | | 105 | 198 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| FinalVolume: | 9 | 3 | 1 | | 65 | 54 | 0 | | 320 | 345 | 69 | | 105 | 198 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.96 | 0.96 | 0.85 | | 0.92 | 1.00 | 1.00 | | 0.95 | 0.95 | 0.85 | | 0.92 | 0.91 | 1.00 | |
| Lanes: | 1.56 | 0.44 | 1.00 | | 2.00 | 1.00 | 1.00 | | 1.00 | 2.00 | 1.00 | | 2.00 | 3.00 | 1.00 | |
| Final Sat.: | 2846 | 813 | 1615 | | 3502 | 1900 | 1900 | | 1805 | 3610 | 1615 | | 3502 | 5187 | 1900 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | | 0.02 | 0.03 | 0.00 | | 0.18 | 0.10 | 0.04 | | 0.03 | 0.04 | 0.00 | |
| Crit Moves: | **** | | | | | **** | | | **** | | | | | **** | | |
| Green/Cycle: | 0.01 | 0.01 | 0.01 | | 0.10 | 0.10 | 0.00 | | 0.63 | 0.58 | 0.58 | | 0.18 | 0.14 | 0.00 | |
| Volume/Cap: | 0.28 | 0.28 | 0.07 | | 0.18 | 0.28 | 0.00 | | 0.28 | 0.16 | 0.07 | | 0.16 | 0.28 | 0.00 | |
| Delay/Veh: | 52.9 | 52.9 | 50.6 | | 41.4 | 42.4 | 0.0 | | 8.4 | 9.6 | 9.0 | | 34.5 | 39.0 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 52.9 | 52.9 | 50.6 | | 41.4 | 42.4 | 0.0 | | 8.4 | 9.6 | 9.0 | | 34.5 | 39.0 | 0.0 | |
| LOS by Move: | D | D | D | | D | D | A | | A | A | A | | C | D | A | |
| HCM2kAvgQ: | 0 | 0 | 0 | | 1 | 2 | 0 | | 4 | 2 | 1 | | 1 | 2 | 0 | |

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

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Folsom South of US-50 Annexation
Existing Plus RIM AM

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

Intersection #21 East Bidwell St/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.548
Loss Time (sec): 12 Average Delay (sec/veh): 19.5
Optimal Cycle: 44 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Ignore | | | Include | | | Ignore | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 2 | 0 | 3 | 0 | 1 | 2 | 0 | 3 | 0 | 1 | 2 | 0 | 2 | 1 | 0 | 2 | 0 | 3 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | | | | | |
| Base Vol: | 141 | 1386 | 94 | 33 | 1136 | 27 | 37 | 11 | 211 | 20 | 10 | 45 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 141 | 1386 | 94 | 33 | 1136 | 27 | 37 | 11 | 211 | 20 | 10 | 45 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 0.88 | 0.88 | 0.00 | 0.88 | 0.88 | 0.00 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.00 |
| PHF Volume: | 160 | 1575 | 0 | 38 | 1291 | 0 | 42 | 13 | 240 | 23 | 11 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 160 | 1575 | 0 | 38 | 1291 | 0 | 42 | 13 | 240 | 23 | 11 | 0 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| FinalVolume: | 160 | 1575 | 0 | 38 | 1291 | 0 | 42 | 13 | 240 | 23 | 11 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.91 | 1.00 | 0.92 | 0.91 | 1.00 | 0.92 | 0.78 | 0.78 | 0.92 | 0.91 | 1.00 |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 2.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3502 | 5187 | 1900 | 3502 | 5187 | 1900 | 3502 | 2967 | 1483 | 3502 | 5187 | 1900 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.05 | 0.30 | 0.00 | 0.01 | 0.25 | 0.00 | 0.01 | 0.00 | 0.16 | 0.01 | 0.00 | 0.00 |
| Crit Moves: | | **** | | **** | | | | | **** | **** | | |
| Green/Cycle: | 0.09 | 0.55 | 0.00 | 0.02 | 0.48 | 0.00 | 0.26 | 0.29 | 0.29 | 0.01 | 0.05 | 0.00 |
| Volume/Cap: | 0.51 | 0.55 | 0.00 | 0.55 | 0.51 | 0.00 | 0.05 | 0.01 | 0.55 | 0.55 | 0.05 | 0.00 |
| Delay/Veh: | 44.9 | 14.5 | 0.0 | 57.7 | 17.9 | 0.0 | 27.8 | 25.0 | 31.1 | 63.8 | 45.6 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 44.9 | 14.5 | 0.0 | 57.7 | 17.9 | 0.0 | 27.8 | 25.0 | 31.1 | 63.8 | 45.6 | 0.0 |
| LOS by Move: | D | B | A | E | B | A | C | C | C | E | D | A |
| HCM2kAvgQ: | 2 | 11 | 0 | 1 | 10 | 0 | 0 | 0 | 7 | 0 | 0 | 0 |

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

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Folsom South of US-50 Annexation
Existing Plus RIM AM

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

Intersection #22 Cavitt Dr/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.110
Loss Time (sec): 12 Average Delay (sec/veh): 23.1
Optimal Cycle: 25 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Permitted | | | Permitted | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 3 | 0 | 1 | 1 | 0 | 3 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | | | | | |
| Base Vol: | 32 | 2 | 6 | 2 | 3 | 81 | 16 | 87 | 52 | 16 | 114 | 4 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 32 | 2 | 6 | 2 | 3 | 81 | 16 | 87 | 52 | 16 | 114 | 4 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 34 | 2 | 6 | 2 | 3 | 86 | 17 | 93 | 55 | 17 | 121 | 4 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 34 | 2 | 6 | 2 | 3 | 86 | 17 | 93 | 55 | 17 | 121 | 4 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 34 | 2 | 6 | 2 | 3 | 86 | 17 | 93 | 55 | 17 | 121 | 4 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.71 | 0.71 | 0.85 | 0.95 | 0.95 | 0.85 | 0.95 | 0.91 | 0.85 | 0.95 | 0.91 | 0.85 |
| Lanes: | 1.88 | 0.12 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 |
| Final Sat.: | 2532 | 158 | 1615 | 1813 | 1813 | 1615 | 1805 | 5187 | 1615 | 1805 | 5187 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.01 | 0.00 | 0.00 | 0.00 | 0.05 | 0.01 | 0.02 | 0.03 | 0.01 | 0.02 | 0.00 |
| Crit Moves: | | | | | | **** | | | **** | **** | | |
| Green/Cycle: | 0.48 | 0.48 | 0.48 | 0.48 | 0.48 | 0.48 | 0.11 | 0.31 | 0.31 | 0.09 | 0.28 | 0.28 |
| Volume/Cap: | 0.03 | 0.03 | 0.01 | 0.00 | 0.00 | 0.11 | 0.08 | 0.06 | 0.11 | 0.11 | 0.08 | 0.01 |
| Delay/Veh: | 13.5 | 13.5 | 13.4 | 13.3 | 13.3 | 14.1 | 39.8 | 24.2 | 24.7 | 42.5 | 26.4 | 25.8 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 13.5 | 13.5 | 13.4 | 13.3 | 13.3 | 14.1 | 39.8 | 24.2 | 24.7 | 42.5 | 26.4 | 25.8 |
| LOS by Move: | B | B | B | B | B | B | D | C | C | D | C | C |
| HCM2kAvgQ: | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 0 |

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

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Folsom South of US-50 Annexation
Existing Plus RIM AM

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

Intersection #23 Serpa Way / Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.077
Loss Time (sec): 12 Average Delay (sec/veh): 25.3
Optimal Cycle: 24 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Include | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 1 | 0 | 1 | 2 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 3 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 42 | 3 | 7 | | 48 | 10 | 11 | | 20 | 42 | 20 | | 18 | 91 | 30 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 42 | 3 | 7 | | 48 | 10 | 11 | | 20 | 42 | 20 | | 18 | 91 | 30 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 45 | 3 | 7 | | 51 | 11 | 12 | | 21 | 45 | 21 | | 19 | 97 | 32 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 45 | 3 | 7 | | 51 | 11 | 12 | | 21 | 45 | 21 | | 19 | 97 | 32 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 45 | 3 | 7 | | 51 | 11 | 12 | | 21 | 45 | 21 | | 19 | 97 | 32 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 1.00 | 0.85 | | 0.92 | 0.92 | 0.92 | | 0.95 | 0.91 | 0.85 | | 0.95 | 0.91 | 0.85 | |
| Lanes: | 1.00 | 1.00 | 1.00 | | 2.00 | 0.48 | 0.52 | | 1.00 | 3.00 | 1.00 | | 1.00 | 3.00 | 1.00 | |
| Final Sat.: | 1805 | 1900 | 1615 | | 3502 | 833 | 917 | | 1805 | 5187 | 1615 | | 1805 | 5187 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.00 | 0.00 | | 0.01 | 0.01 | 0.01 | | 0.01 | 0.01 | 0.01 | | 0.01 | 0.02 | 0.02 | |
| Crit Moves: | **** | | | | | **** | | | **** | | | | | **** | | |
| Green/Cycle: | 0.32 | 0.05 | 0.27 | | 0.44 | 0.17 | 0.17 | | 0.15 | 0.18 | 0.50 | | 0.22 | 0.24 | 0.68 | |
| Volume/Cap: | 0.08 | 0.03 | 0.02 | | 0.03 | 0.08 | 0.08 | | 0.08 | 0.05 | 0.03 | | 0.05 | 0.08 | 0.03 | |
| Delay/Veh: | 23.7 | 45.3 | 26.9 | | 16.2 | 35.4 | 35.4 | | 36.5 | 34.2 | 12.8 | | 31.0 | 29.3 | 5.3 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 23.7 | 45.3 | 26.9 | | 16.2 | 35.4 | 35.4 | | 36.5 | 34.2 | 12.8 | | 31.0 | 29.3 | 5.3 | |
| LOS by Move: | C | D | C | | B | D | D | | D | C | B | | C | C | A | |
| HCM2kAvgQ: | 1 | 0 | 0 | | 0 | 1 | 1 | | 1 | 0 | 0 | | 0 | 1 | 0 | |

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





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Folsom South of US-50 Annexation
Existing Plus RIM AM

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

Intersection #24 Empire Ranch Road/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.358
Loss Time (sec): 12 Average Delay (sec/veh): 17.9
Optimal Cycle: 33 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 3 | 0 | 1 | 1 | 0 | 3 | 0 | 1 | 1 | 1 | 0 | 1 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 80 | 270 | 0 | | 2 | 831 | 44 | | 49 | 73 | 53 | | 0 | 99 | 7 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 80 | 270 | 0 | | 2 | 831 | 44 | | 49 | 73 | 53 | | 0 | 99 | 7 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.83 | 0.83 | 0.83 | | 0.83 | 0.83 | 0.83 | | 0.83 | 0.83 | 0.83 | | 0.83 | 0.83 | 0.83 | |
| PHF Volume: | 96 | 325 | 0 | | 2 | 1001 | 53 | | 59 | 88 | 64 | | 0 | 119 | 8 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 96 | 325 | 0 | | 2 | 1001 | 53 | | 59 | 88 | 64 | | 0 | 119 | 8 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 96 | 325 | 0 | | 2 | 1001 | 53 | | 59 | 88 | 64 | | 0 | 119 | 8 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.91 | 1.00 | | 0.95 | 0.91 | 0.85 | | 0.95 | 0.89 | 0.89 | | 1.00 | 0.94 | 0.94 | |
| Lanes: | 1.00 | 3.00 | 1.00 | | 1.00 | 3.00 | 1.00 | | 1.00 | 1.16 | 0.84 | | 1.00 | 1.87 | 0.13 | |
| Final Sat.: | 1805 | 5187 | 1900 | | 1805 | 5187 | 1615 | | 1805 | 1960 | 1423 | | 1900 | 3338 | 236 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.05 | 0.06 | 0.00 | | 0.00 | 0.19 | 0.03 | | 0.03 | 0.04 | 0.04 | | 0.00 | 0.04 | 0.04 | |
| Crit Moves: | **** | | | | | **** | | | **** | | | | | **** | | |
| Green/Cycle: | 0.15 | 0.67 | 0.00 | | 0.01 | 0.54 | 0.63 | | 0.09 | 0.19 | 0.19 | | 0.00 | 0.10 | 0.10 | |
| Volume/Cap: | 0.36 | 0.09 | 0.00 | | 0.09 | 0.36 | 0.05 | | 0.36 | 0.23 | 0.23 | | 0.00 | 0.36 | 0.36 | |
| Delay/Veh: | 39.0 | 5.7 | 0.0 | | 50.2 | 13.2 | 7.1 | | 44.0 | 34.4 | 34.4 | | 0.0 | 42.6 | 42.6 | |
| 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: | 39.0 | 5.7 | 0.0 | | 50.2 | 13.2 | 7.1 | | 44.0 | 34.4 | 34.4 | | 0.0 | 42.6 | 42.6 | |
| LOS by Move: | D | A | A | | D | B | A | | D | C | C | | A | D | D | |
| HCM2kAvgQ: | 3 | 1 | 0 | | 0 | 6 | 1 | | 2 | 2 | 2 | | 0 | 2 | 2 | |

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

AM Existing Plus RIM Wed Jul 22, 2009 10:45:40 Page 27-1

Folsom South of US-50 Annexation
Existing Plus RIM AM

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

Intersection #25 Prairie City Rd/ High School

Cycle (sec): 100 Critical Vol./Cap. (X): 0.685
Loss Time (sec): 12 Average Delay (sec/veh): 23.8
Optimal Cycle: 57 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 2 | 1 0 | 2 | 0 | 2 | 1 0 | 2 | 0 | 0 | 1 1 | 1 | 0 | 0 | 1 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 583 | 1534 | 69 | 435 | 1035 | 81 | 1 | 4 | 33 | 65 | 0 | 110 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 583 | 1534 | 69 | 435 | 1035 | 81 | 1 | 4 | 33 | 65 | 0 | 110 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | | | | |
| PHF Volume: | 729 | 1918 | 86 | 544 | 1294 | 101 | 1 | 5 | 41 | 81 | 0 | 138 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 729 | 1918 | 86 | 544 | 1294 | 101 | 1 | 5 | 41 | 81 | 0 | 138 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| 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: | 729 | 1918 | 86 | 544 | 1294 | 101 | 1 | 5 | 41 | 81 | 0 | 138 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 0.92 | 0.90 | 0.90 | 0.92 | 0.90 | 0.90 | 0.92 | 0.87 | 0.87 | 0.95 | 1.00 | 0.85 | | | | |
| Lanes: | 2.00 | 2.87 | 0.13 | 2.00 | 2.78 | 0.22 | 2.00 | 0.22 | 1.78 | 1.00 | 0.00 | 2.00 | | | | |
| Final Sat.: | 3502 | 4934 | 222 | 3502 | 4758 | 372 | 3502 | 356 | 2935 | 1805 | 0 | 3230 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.21 | 0.39 | 0.39 | 0.16 | 0.27 | 0.27 | 0.00 | 0.01 | 0.01 | 0.05 | 0.00 | 0.04 | | | | |
| Crit Moves: | | **** | | **** | | | | **** | | **** | | | | | | |
| Green/Cycle: | 0.34 | 0.57 | 0.57 | 0.23 | 0.45 | 0.45 | 0.00 | 0.02 | 0.02 | 0.07 | 0.00 | 0.09 | | | | |
| Volume/Cap: | 0.60 | 0.69 | 0.69 | 0.69 | 0.60 | 0.60 | 0.50 | 0.69 | 0.69 | 0.69 | 0.00 | 0.50 | | | | |
| Delay/Veh: | 28.0 | 16.0 | 16.0 | 37.9 | 21.3 | 21.3 | 156.3 | 74.1 | 74.1 | 61.1 | 0.0 | 45.1 | | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| AdjDel/Veh: | 28.0 | 16.0 | 16.0 | 37.9 | 21.3 | 21.3 | 156.3 | 74.1 | 74.1 | 61.1 | 0.0 | 45.1 | | | | |
| LOS by Move: | C | B | B | D | C | C | F | E | E | E | A | D | | | | |
| HCM2kAvgQ: | 9 | 15 | 15 | 8 | 11 | 11 | 0 | 2 | 2 | 4 | 0 | 3 | | | | |

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





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Folsom South of US-50 Annexation
Existing Plus RIM AM

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

Intersection #26 East Bidwell / Placerville Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.539
Loss Time (sec): 6 Average Delay (sec/veh): 8.3
Optimal Cycle: 29 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 | 2 | 1 0 | 1 | 0 | 3 | 0 0 | 0 | 0 | 0 | 0 0 | 0 | 0 | 0 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1754 | 0 | 0 | 1367 | 0 | 0 | 0 | 0 | 0 | 0 | 185 | | | | |
| Growth Adj: | 1.00 | 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 | 1754 | 0 | 0 | 1367 | 0 | 0 | 0 | 0 | 0 | 0 | 185 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | | | | |
| PHF Volume: | 0 | 1971 | 0 | 0 | 1536 | 0 | 0 | 0 | 0 | 0 | 0 | 208 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 0 | 1971 | 0 | 0 | 1536 | 0 | 0 | 0 | 0 | 0 | 0 | 208 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| FinalVolume: | 0 | 1971 | 0 | 0 | 1536 | 0 | 0 | 0 | 0 | 0 | 0 | 208 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 1.00 | 0.91 | 0.91 | 1.00 | 0.91 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.87 | | | | |
| Lanes: | 0.00 | 3.00 | 0.00 | 1.00 | 3.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.00 | | | | |
| Final Sat.: | 0 | 5187 | 0 | 1900 | 5187 | 0 | 0 | 0 | 0 | 0 | 0 | 1644 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.38 | 0.00 | 0.00 | 0.30 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.13 | | | | |
| Crit Moves: | | **** | | **** | | | | | | | | **** | | | | |
| Green/Cycle: | 0.00 | 0.71 | 0.00 | 0.00 | 0.71 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.23 | | | | |
| Volume/Cap: | 0.00 | 0.54 | 0.00 | 0.00 | 0.42 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.54 | | | | |
| Delay/Veh: | 0.0 | 7.2 | 0.0 | 0.0 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 35.0 | | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| AdjDel/Veh: | 0.0 | 7.2 | 0.0 | 0.0 | 6.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 35.0 | | | | |
| LOS by Move: | A | A | A | A | A | A | A | A | A | A | A | D | | | | |
| HCM2kAvgQ: | 0 | 10 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | | | | |

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

AM Existing Plus RIM Wed Jul 22, 2009 10:45:40 Page 29-1

Folsom South of US-50 Annexation
Existing Plus RIM AM

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

Intersection #27 Prairie City Rd/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.318
Loss Time (sec): 9 Average Delay (sec/veh): 19.0
Optimal Cycle: 26 Level of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Permitted | | | Permitted | | | Protected | | | Protected | | |
| Rights: | Include | | | Ovl | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 2 | 0 | 2 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 109 | 0 | 379 | 376 | 249 | 0 | 0 | 466 | 44 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 109 | 0 | 379 | 376 | 249 | 0 | 0 | 466 | 44 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 0 | 0 | 0 | 116 | 0 | 403 | 400 | 265 | 0 | 0 | 496 | 47 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 116 | 0 | 403 | 400 | 265 | 0 | 0 | 496 | 47 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 0 | 0 | 0 | 116 | 0 | 403 | 400 | 265 | 0 | 0 | 496 | 47 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 0.77 | 1.00 | 0.75 | 0.92 | 0.95 | 1.00 | 1.00 | 0.91 | 0.85 |
| Lanes: | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 2.00 | 2.00 | 2.00 | 0.00 | 0.00 | 3.00 | 1.00 |
| Final Sat.: | 0 | 0 | 0 | 1463 | 0 | 2842 | 3502 | 3610 | 0 | 0 | 5187 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.08 | 0.00 | 0.14 | 0.11 | 0.07 | 0.00 | 0.00 | 0.10 | 0.03 |
| Crit Moves: | | | | **** | | | **** | | | | **** | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | 0.25 | 0.00 | 0.61 | 0.36 | 0.66 | 0.00 | 0.00 | 0.30 | 0.30 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.32 | 0.00 | 0.23 | 0.32 | 0.11 | 0.00 | 0.00 | 0.32 | 0.10 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 31.1 | 0.0 | 9.0 | 23.3 | 6.2 | 0.0 | 0.0 | 27.1 | 25.3 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 31.1 | 0.0 | 9.0 | 23.3 | 6.2 | 0.0 | 0.0 | 27.1 | 25.3 |
| LOS by Move: | A | A | A | C | A | A | C | A | A | A | C | C |
| HCM2kAvgQ: | 0 | 0 | 0 | 3 | 0 | 3 | 5 | 2 | 0 | 0 | 4 | 1 |

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





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Folsom South of US-50 Annexation
Existing Plus RIM AM

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

Intersection #28 Scott Rd (South)/ White Rock Rd

Average Delay (sec/veh): 2.7 Worst Case Level Of Service: B[ 13.5]

| 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 | 3 | 0 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | | | |
| Base Vol: | 73 | 0 | 114 | | 0 | 0 | 0 | | 0 | 249 | 41 | | 50 | 556 | 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: | 73 | 0 | 114 | | 0 | 0 | 0 | | 0 | 249 | 41 | | 50 | 556 | 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: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | | |
| PHF Volume: | 78 | 0 | 121 | | 0 | 0 | 0 | | 0 | 265 | 44 | | 53 | 591 | 0 | | | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | | |
| FinalVolume: | 78 | 0 | 121 | | 0 | 0 | 0 | | 0 | 265 | 44 | | 53 | 591 | 0 | | | |
| Critical Gap Module: | | | | | | | | | | | | | | | | | | |
| Critical Gp: | 6.8 | 6.5 | 6.9 | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 4.1 | xxxx | xxxxx | | | | | | |
| FollowUpTim: | 3.5 | 4.0 | 3.3 | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 2.2 | xxxx | xxxxx | | | | | | |
| Capacity Module: | | | | | | | | | | | | | | | | | | |
| Cnflict Vol: | 590 | 985 | 154 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 309 | xxxx | xxxxx | | | | | | |
| Potent Cap.: | 443 | 250 | 870 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 1264 | xxxx | xxxxx | | | | | | |
| Move Cap.: | 429 | 240 | 870 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 1264 | xxxx | xxxxx | | | | | | |
| Volume/Cap: | 0.18 | 0.00 | 0.14 | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | 0.04 | xxxx | xxxx | | | | | | |
| Level Of Service Module: | | | | | | | | | | | | | | | | | | |
| 2Way95thQ: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 0.1 | xxxx | xxxxx | | | | | | |
| Control Del: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 8.0 | xxxx | xxxxx | | | | | | |
| LOS by Move: | * | * | * | * | * | * | * | * | * | A | * | * | | | | | | |
| Movement: | LT - | LTR - | RT | LT - | LTR - | RT | LT - | LTR - | RT | LT - | LTR - | RT | | | | | | |
| Shared Cap.: | xxxx | 621 | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | | | | |
| SharedQueue: | xxxxx | 1.4 | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | | | | |
| Shrd ConDel: | xxxxx | 13.5 | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | | | | |
| Shared LOS: | * | B | * | * | * | * | * | * | * | * | * | * | | | | | | |
| ApproachDel: | 13.5 | | | xxxxxx | | | xxxxxx | | | xxxxxx | | | | | | | | |
| ApproachLOS: | B | | | * | | | * | | | * | | | | | | | | |

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

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Folsom South of US-50 Annexation
Existing Plus RIM AM

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

Intersection #29 Scott Rd (North)/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.272
Loss Time (sec): 9 Average Delay (sec/veh): 19.4
Optimal Cycle: 25 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Ovl | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 1 | 0 0 | 1 | 0 | 0 | 0 2 | 2 | 0 | 2 | 0 0 | 0 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 2 | 0 | | 140 | 0 | 324 | | 126 | 311 | 0 | | 0 | 421 | 79 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 0 | 2 | 0 | | 140 | 0 | 324 | | 126 | 311 | 0 | | 0 | 421 | 79 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.86 | 0.86 | 0.86 | | 0.86 | 0.86 | 0.86 | | 0.86 | 0.86 | 0.86 | | 0.86 | 0.86 | 0.86 | |
| PHF Volume: | 0 | 2 | 0 | | 163 | 0 | 377 | | 147 | 362 | 0 | | 0 | 490 | 92 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 2 | 0 | | 163 | 0 | 377 | | 147 | 362 | 0 | | 0 | 490 | 92 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 0 | 2 | 0 | | 163 | 0 | 377 | | 147 | 362 | 0 | | 0 | 490 | 92 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 1.00 | 1.00 | | 0.77 | 1.00 | 0.75 | | 0.92 | 0.95 | 1.00 | | 1.00 | 0.91 | 0.85 | |
| Lanes: | 0.00 | 1.00 | 0.00 | | 1.00 | 0.00 | 2.00 | | 2.00 | 2.00 | 0.00 | | 0.00 | 3.00 | 1.00 | |
| Final Sat.: | 0 | 1900 | 0 | | 1457 | 0 | 2842 | | 3502 | 3610 | 0 | | 0 | 5187 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | | 0.11 | 0.00 | 0.13 | | 0.04 | 0.10 | 0.00 | | 0.00 | 0.09 | 0.06 | |
| Crit Moves: | | | | | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.00 | 0.41 | 0.00 | | 0.41 | 0.00 | 0.56 | | 0.15 | 0.50 | 0.00 | | 0.00 | 0.35 | 0.35 | |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | | 0.27 | 0.00 | 0.24 | | 0.27 | 0.20 | 0.00 | | 0.00 | 0.27 | 0.16 | |
| Delay/Veh: | 0.0 | 17.4 | 0.0 | | 19.8 | 0.0 | 11.1 | | 37.7 | 13.9 | 0.0 | | 0.0 | 23.7 | 22.8 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 17.4 | 0.0 | | 19.8 | 0.0 | 11.1 | | 37.7 | 13.9 | 0.0 | | 0.0 | 23.7 | 22.8 | |
| LOS by Move: | A | B | A | | B | A | B | | D | B | A | | A | C | C | |
| HCM2kAvgQ: | 0 | 0 | 0 | | 3 | 0 | 3 | | 2 | 3 | 0 | | 0 | 4 | 2 | |

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





AM Existing Plus RIM Wed Jul 22, 2009 10:45:40 Page 32-1

Folsom South of US-50 Annexation
Existing Plus RIM AM

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

Intersection #30 Placerville Rd/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.196
Loss Time (sec): 9 Average Delay (sec/veh): 11.4
Optimal Cycle: 23 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Split Phase | | | | Split Phase | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 1! | 0 0 | 1 | 1 | 0 | 0 1 | 1 | 0 | 2 | 0 1 | 1 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | | 176 | 0 | 21 | | 8 | 450 | 0 | | 0 | 442 | 15 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 0 | 0 | 0 | | 176 | 0 | 21 | | 8 | 450 | 0 | | 0 | 442 | 15 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.97 | 0.97 | 0.97 | | 0.97 | 0.97 | 0.97 | | 0.97 | 0.97 | 0.97 | | 0.97 | 0.97 | 0.97 | |
| PHF Volume: | 0 | 0 | 0 | | 181 | 0 | 22 | | 8 | 464 | 0 | | 0 | 456 | 15 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 0 | 0 | | 181 | 0 | 22 | | 8 | 464 | 0 | | 0 | 456 | 15 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 0 | 0 | 0 | | 181 | 0 | 22 | | 8 | 464 | 0 | | 0 | 456 | 15 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 1.00 | 1.00 | | 0.95 | 1.00 | 0.85 | | 0.95 | 0.95 | 1.00 | | 1.00 | 0.91 | 0.85 | |
| Lanes: | 0.00 | 1.00 | 0.00 | | 2.00 | 0.00 | 1.00 | | 1.00 | 2.00 | 1.00 | | 1.00 | 3.00 | 1.00 | |
| Final Sat.: | 0 | 1900 | 0 | | 3618 | 0 | 1615 | | 1805 | 3610 | 1900 | | 1900 | 5187 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | | 0.05 | 0.00 | 0.01 | | 0.00 | 0.13 | 0.00 | | 0.00 | 0.09 | 0.01 | |
| Crit Moves: | | | | | **** | | | | | **** | | | **** | | | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | | 0.26 | 0.00 | 0.29 | | 0.03 | 0.65 | 0.00 | | 0.00 | 0.62 | 0.88 | |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | | 0.20 | 0.00 | 0.05 | | 0.14 | 0.20 | 0.00 | | 0.00 | 0.14 | 0.01 | |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | | 29.3 | 0.0 | 25.7 | | 48.1 | 6.9 | 0.0 | | 0.0 | 7.8 | 0.8 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | | 29.3 | 0.0 | 25.7 | | 48.1 | 6.9 | 0.0 | | 0.0 | 7.8 | 0.8 | |
| LOS by Move: | A | A | A | | C | A | C | | D | A | A | | A | A | A | |
| HCM2kAvgQ: | 0 | 0 | 0 | | 2 | 0 | 0 | | 0 | 3 | 0 | | 0 | 2 | 0 | |

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

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Folsom South of US-50 Annexation
Existing Plus RIM AM

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

Intersection #31 Empire Ranch Rd/ North Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.204
Loss Time (sec): 12 Average Delay (sec/veh): 11.9
Optimal Cycle: 28 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Ovl | | | Ovl | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 2 | 0 | 3 | 0 | 1 | 2 | 0 | 3 | 0 | 1 | 2 | 0 | 1 | 0 | 1 | 2 | 0 | 1 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 334 | 16 | 78 | 436 | 250 | 96 | 2 | 0 | 14 | 3 | 44 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 334 | 16 | 78 | 436 | 250 | 96 | 2 | 0 | 14 | 3 | 44 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 0 | 375 | 18 | 88 | 490 | 281 | 108 | 2 | 0 | 16 | 3 | 49 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 375 | 18 | 88 | 490 | 281 | 108 | 2 | 0 | 16 | 3 | 49 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 0 | 375 | 18 | 88 | 490 | 281 | 108 | 2 | 0 | 16 | 3 | 49 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.97 | 0.91 | 0.85 | 0.92 | 0.91 | 0.85 | 0.92 | 1.00 | 1.00 | 0.92 | 1.00 | 0.85 |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 |
| Final Sat.: | 3686 | 5187 | 1615 | 3502 | 5187 | 1615 | 3502 | 1900 | 1900 | 3502 | 1900 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.07 | 0.01 | 0.03 | 0.09 | 0.17 | 0.03 | 0.00 | 0.00 | 0.00 | 0.00 | 0.03 |
| Crit Moves: | **** | | | | | **** | **** | | | | | **** |
| Green/Cycle: | 0.00 | 0.52 | 0.66 | 0.18 | 0.70 | 0.85 | 0.15 | 0.04 | 0.00 | 0.14 | 0.03 | 0.21 |
| Volume/Cap: | 0.00 | 0.14 | 0.02 | 0.14 | 0.13 | 0.20 | 0.20 | 0.03 | 0.00 | 0.03 | 0.06 | 0.15 |
| Delay/Veh: | 0.0 | 12.4 | 5.8 | 34.6 | 4.9 | 1.4 | 37.4 | 46.6 | 0.0 | 37.1 | 47.9 | 32.6 |
| 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: | 0.0 | 12.4 | 5.8 | 34.6 | 4.9 | 1.4 | 37.4 | 46.6 | 0.0 | 37.1 | 47.9 | 32.6 |
| LOS by Move: | A | B | A | C | A | A | D | D | A | D | D | C |
| HCM2kAvgQ: | 0 | 2 | 0 | 1 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 1 |

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





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Folsom South of US-50 Annexation
Existing Plus RIM AM

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

Intersection #32 Prairie City Rd/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.455
Loss Time (sec): 9 Average Delay (sec/veh): 20.2
Optimal Cycle: 32 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Permitted | | | Permitted | | |
| Rights: | Ovl | | | Ovl | | | Ovl | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 0 | 0 | 3 | 0 | 1 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 755 | 125 | 297 | 460 | 0 | 0 | 0 | 0 | 166 | 0 | 633 |
| Growth Adj: | 1.00 | 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 | 755 | 125 | 297 | 460 | 0 | 0 | 0 | 0 | 166 | 0 | 633 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 0 | 848 | 140 | 334 | 517 | 0 | 0 | 0 | 0 | 187 | 0 | 711 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 848 | 140 | 334 | 517 | 0 | 0 | 0 | 0 | 187 | 0 | 711 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 0 | 848 | 140 | 334 | 517 | 0 | 0 | 0 | 0 | 187 | 0 | 711 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 0.91 | 0.85 | 0.92 | 0.91 | 1.00 | 1.00 | 1.00 | 1.00 | 0.59 | 1.00 | 0.75 |
| Lanes: | 0.00 | 3.00 | 1.00 | 2.00 | 3.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 2.00 |
| Final Sat.: | 0 | 5187 | 1615 | 3502 | 5187 | 0 | 0 | 0 | 0 | 2230 | 0 | 2842 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.16 | 0.09 | 0.10 | 0.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.08 | 0.00 | 0.25 |
| Crit Moves: | | **** | | **** | | | | | | | | **** |
| Green/Cycle: | 0.00 | 0.36 | 0.36 | 0.21 | 0.57 | 0.00 | 0.00 | 0.00 | 0.00 | 0.34 | 0.00 | 0.55 |
| Volume/Cap: | 0.00 | 0.45 | 0.24 | 0.45 | 0.18 | 0.00 | 0.00 | 0.00 | 0.00 | 0.25 | 0.00 | 0.45 |
| Delay/Veh: | 0.0 | 24.7 | 22.7 | 35.0 | 10.3 | 0.0 | 0.0 | 0.0 | 0.0 | 23.9 | 0.0 | 13.7 |
| 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: | 0.0 | 24.7 | 22.7 | 35.0 | 10.3 | 0.0 | 0.0 | 0.0 | 0.0 | 23.9 | 0.0 | 13.7 |
| LOS by Move: | A | C | C | C | B | A | A | A | A | C | A | B |
| HCM2kAvgQ: | 0 | 7 | 3 | 5 | 3 | 0 | 0 | 0 | 0 | 2 | 0 | 7 |

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

AM Existing Plus RIM Wed Jul 22, 2009 10:45:40 Page 35-1

Folsom South of US-50 Annexation
Existing Plus RIM AM

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

Intersection #33 Oak Ave Pkwy/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.413
Loss Time (sec): 12 Average Delay (sec/veh): 27.1
Optimal Cycle: 36 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 2 | 0 | 1 | 2 | 0 | 2 | 0 | 1 | 2 | 0 | 2 | 0 | 1 | |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 182 | 230 | 50 | | 254 | 201 | 224 | | 113 | 275 | 46 | | 20 | 480 | 142 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 182 | 230 | 50 | | 254 | 201 | 224 | | 113 | 275 | 46 | | 20 | 480 | 142 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 204 | 258 | 56 | | 285 | 226 | 252 | | 127 | 309 | 52 | | 22 | 539 | 160 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 204 | 258 | 56 | | 285 | 226 | 252 | | 127 | 309 | 52 | | 22 | 539 | 160 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 204 | 258 | 56 | | 285 | 226 | 252 | | 127 | 309 | 52 | | 22 | 539 | 160 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.95 | 0.85 | | 0.92 | 0.95 | 0.85 | | 0.92 | 0.95 | 0.85 | | 0.92 | 0.95 | 0.85 | |
| Lanes: | 2.00 | 2.00 | 1.00 | | 2.00 | 2.00 | 1.00 | | 2.00 | 2.00 | 1.00 | | 2.00 | 2.00 | 1.00 | |
| Final Sat.: | 3502 | 3610 | 1615 | | 3502 | 3610 | 1615 | | 3502 | 3610 | 1615 | | 3502 | 3610 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.06 | 0.07 | 0.03 | | 0.08 | 0.06 | 0.16 | | 0.04 | 0.09 | 0.03 | | 0.01 | 0.15 | 0.10 | |
| Crit Moves: | **** | | | | | | **** | | **** | | | | | **** | | |
| Green/Cycle: | 0.14 | 0.20 | 0.23 | | 0.23 | 0.29 | 0.38 | | 0.09 | 0.42 | 0.56 | | 0.03 | 0.36 | 0.59 | |
| Volume/Cap: | 0.41 | 0.36 | 0.15 | | 0.36 | 0.22 | 0.41 | | 0.41 | 0.20 | 0.06 | | 0.20 | 0.41 | 0.17 | |
| Delay/Veh: | 39.7 | 34.6 | 30.7 | | 32.6 | 27.0 | 23.4 | | 44.1 | 18.6 | 10.1 | | 48.1 | 24.2 | 9.4 | |
| 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: | 39.7 | 34.6 | 30.7 | | 32.6 | 27.0 | 23.4 | | 44.1 | 18.6 | 10.1 | | 48.1 | 24.2 | 9.4 | |
| LOS by Move: | D | C | C | | C | C | C | | D | B | B | | D | C | A | |
| HCM2kAvgQ: | 3 | 4 | 1 | | 4 | 3 | 6 | | 2 | 3 | 1 | | 0 | 6 | 2 | |

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





AM Existing Plus RIM Wed Jul 22, 2009 10:45:40 Page 36-1

Folsom South of US-50 Annexation
Existing Plus RIM AM

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

Intersection #34 RowberryDr/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.345
Loss Time (sec): 12 Average Delay (sec/veh): 12.8
Optimal Cycle: 33 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Split Phase | | | | Split Phase | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 1! | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 2 | 0 | 2 | 0 | 1 | |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | | 308 | 0 | 13 | | 37 | 542 | 0 | | 0 | 629 | 372 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 0 | 0 | 0 | | 308 | 0 | 13 | | 37 | 542 | 0 | | 0 | 629 | 372 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 0 | 0 | 0 | | 346 | 0 | 15 | | 42 | 609 | 0 | | 0 | 707 | 418 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 0 | 0 | | 346 | 0 | 15 | | 42 | 609 | 0 | | 0 | 707 | 418 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 0 | 0 | 0 | | 346 | 0 | 15 | | 42 | 609 | 0 | | 0 | 707 | 418 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 1.00 | 1.00 | | 0.95 | 1.00 | 0.85 | | 0.92 | 0.95 | 1.00 | | 1.00 | 0.95 | 0.85 | |
| Lanes: | 0.00 | 1.00 | 0.00 | | 2.00 | 0.00 | 1.00 | | 2.00 | 2.00 | 1.00 | | 1.00 | 2.00 | 1.00 | |
| Final Sat.: | 0 | 1900 | 0 | | 3618 | 0 | 1615 | | 3502 | 3610 | 1900 | | 1900 | 3610 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | | 0.10 | 0.00 | 0.01 | | 0.01 | 0.17 | 0.00 | | 0.00 | 0.20 | 0.26 | |
| Crit Moves: | | | | | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | | 0.28 | 0.00 | 0.31 | | 0.03 | 0.60 | 0.00 | | 0.00 | 0.57 | 0.85 | |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | | 0.34 | 0.00 | 0.03 | | 0.34 | 0.28 | 0.00 | | 0.00 | 0.34 | 0.31 | |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | | 29.1 | 0.0 | 23.9 | | 48.9 | 9.6 | 0.0 | | 0.0 | 11.7 | 1.7 | |
| 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: | 0.0 | 0.0 | 0.0 | | 29.1 | 0.0 | 23.9 | | 48.9 | 9.6 | 0.0 | | 0.0 | 11.7 | 1.7 | |
| LOS by Move: | A | A | A | | C | A | C | | D | A | A | | A | B | A | |
| HCM2kAvgQ: | 0 | 0 | 0 | | 4 | 0 | 0 | | 1 | 5 | 0 | | 0 | 6 | 3 | |

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

Folsom South of US-50 Annexation
Existing Plus RIM AM

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

Intersection #35 1st St/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.525
Loss Time (sec): 12 Average Delay (sec/veh): 26.2
Optimal Cycle: 42 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Ovl | | | | Include | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 0 | 1 0 | 1 | 0 | 1 | 0 1 | 1 | 0 | 2 | 1 0 | 1 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 309 | 49 | 0 | | 85 | 20 | 161 | | 231 | 391 | 144 | | 0 | 527 | 162 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 309 | 49 | 0 | | 85 | 20 | 161 | | 231 | 391 | 144 | | 0 | 527 | 162 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 347 | 55 | 0 | | 96 | 22 | 181 | | 260 | 439 | 162 | | 0 | 592 | 182 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 347 | 55 | 0 | | 96 | 22 | 181 | | 260 | 439 | 162 | | 0 | 592 | 182 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 347 | 55 | 0 | | 96 | 22 | 181 | | 260 | 439 | 162 | | 0 | 592 | 182 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 1.00 | 1.00 | | 0.95 | 1.00 | 0.85 | | 0.95 | 0.87 | 0.87 | | 1.00 | 0.91 | 0.85 | |
| Lanes: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 2.19 | 0.81 | | 1.00 | 3.00 | 1.00 | |
| Final Sat.: | 1805 | 1900 | 0 | | 1805 | 1900 | 1615 | | 1805 | 3639 | 1340 | | 1900 | 5187 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.19 | 0.03 | 0.00 | | 0.05 | 0.01 | 0.11 | | 0.14 | 0.12 | 0.12 | | 0.00 | 0.11 | 0.11 | |
| Crit Moves: | **** | | | | | **** | | | **** | | | | | **** | | |
| Green/Cycle: | 0.37 | 0.14 | 0.00 | | 0.25 | 0.02 | 0.30 | | 0.27 | 0.49 | 0.49 | | 0.00 | 0.22 | 0.47 | |
| Volume/Cap: | 0.53 | 0.21 | 0.00 | | 0.21 | 0.53 | 0.38 | | 0.53 | 0.25 | 0.25 | | 0.00 | 0.53 | 0.24 | |
| Delay/Veh: | 25.6 | 38.7 | 0.0 | | 29.8 | 59.8 | 28.4 | | 31.8 | 14.8 | 14.8 | | 0.0 | 35.0 | 16.1 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 25.6 | 38.7 | 0.0 | | 29.8 | 59.8 | 28.4 | | 31.8 | 14.8 | 14.8 | | 0.0 | 35.0 | 16.1 | |
| LOS by Move: | C | D | A | | C | E | C | | C | B | B | | A | D | B | |
| HCM2kAvgQ: | 9 | 2 | 0 | | 2 | 1 | 5 | | 7 | 4 | 4 | | 0 | 6 | 3 | |

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





Folsom South of US-50 Annexation
Existing Plus RIM AM

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

Intersection #36 2nd St/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.357
Loss Time (sec): 12 Average Delay (sec/veh): 24.6
Optimal Cycle: 33 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 0 | 1 0 | 2 | 0 | 1 | 0 1 | 1 | 0 | 2 | 1 0 | 1 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 50 | 39 | | 123 | 22 | 113 | | 154 | 337 | 0 | | 26 | 566 | 232 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 0 | 50 | 39 | | 123 | 22 | 113 | | 154 | 337 | 0 | | 26 | 566 | 232 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 0 | 56 | 44 | | 138 | 25 | 127 | | 173 | 379 | 0 | | 29 | 636 | 261 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 56 | 44 | | 138 | 25 | 127 | | 173 | 379 | 0 | | 29 | 636 | 261 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 0 | 56 | 44 | | 138 | 25 | 127 | | 173 | 379 | 0 | | 29 | 636 | 261 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.93 | 0.93 | | 0.92 | 1.00 | 0.85 | | 0.95 | 0.91 | 0.91 | | 0.95 | 0.91 | 0.85 | |
| Lanes: | 1.00 | 0.56 | 0.44 | | 2.00 | 1.00 | 1.00 | | 1.00 | 3.00 | 0.00 | | 1.00 | 3.00 | 1.00 | |
| Final Sat.: | 1900 | 997 | 778 | | 3502 | 1900 | 1615 | | 1805 | 5187 | 0 | | 1805 | 5187 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.06 | 0.06 | | 0.04 | 0.01 | 0.08 | | 0.10 | 0.07 | 0.00 | | 0.02 | 0.12 | 0.16 | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.00 | 0.16 | 0.16 | | 0.11 | 0.27 | 0.27 | | 0.27 | 0.50 | 0.00 | | 0.11 | 0.34 | 0.45 | |
| Volume/Cap: | 0.00 | 0.36 | 0.36 | | 0.36 | 0.05 | 0.29 | | 0.36 | 0.15 | 0.00 | | 0.15 | 0.36 | 0.36 | |
| Delay/Veh: | 0.0 | 38.4 | 38.4 | | 41.8 | 27.2 | 29.4 | | 30.1 | 13.5 | 0.0 | | 40.5 | 24.7 | 18.1 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 38.4 | 38.4 | | 41.8 | 27.2 | 29.4 | | 30.1 | 13.5 | 0.0 | | 40.5 | 24.7 | 18.1 | |
| LOS by Move: | A | D | D | | D | C | C | | C | B | A | | D | C | B | |
| HCM2kAvgQ: | 0 | 3 | 3 | | 2 | 1 | 3 | | 4 | 2 | 0 | | 1 | 5 | 5 | |

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

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Folsom South of US-50 Annexation
Existing Plus RIM AM

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

Intersection #37 3rd St/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.271
Loss Time (sec): 0 Average Delay (sec/veh): 20.0
Optimal Cycle: 31 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Ovl | | | | Include | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 0 | 1 0 | 2 | 0 | 1 | 0 1 | 1 | 0 | 2 | 1 0 | 1 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 72 | 9 | 86 | | 117 | 6 | 100 | | 33 | 443 | 67 | | 88 | 682 | 116 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 72 | 9 | 86 | | 117 | 6 | 100 | | 33 | 443 | 67 | | 88 | 682 | 116 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 81 | 10 | 97 | | 131 | 7 | 112 | | 37 | 498 | 75 | | 99 | 766 | 130 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 81 | 10 | 97 | | 131 | 7 | 112 | | 37 | 498 | 75 | | 99 | 766 | 130 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 81 | 10 | 97 | | 131 | 7 | 112 | | 37 | 498 | 75 | | 99 | 766 | 130 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.86 | 0.86 | | 0.92 | 1.00 | 0.85 | | 0.95 | 0.89 | 0.89 | | 0.95 | 0.91 | 0.85 | |
| Lanes: | 1.00 | 0.09 | 0.91 | | 2.00 | 1.00 | 1.00 | | 1.00 | 2.61 | 0.39 | | 1.00 | 3.00 | 1.00 | |
| Final Sat.: | 1805 | 156 | 1486 | | 3502 | 1900 | 1615 | | 1805 | 4415 | 668 | | 1805 | 5187 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.07 | 0.07 | | 0.04 | 0.00 | 0.07 | | 0.02 | 0.11 | 0.11 | | 0.05 | 0.15 | 0.08 | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.18 | 0.24 | 0.24 | | 0.14 | 0.20 | 0.27 | | 0.08 | 0.42 | 0.42 | | 0.20 | 0.55 | 0.68 | |
| Volume/Cap: | 0.25 | 0.27 | 0.27 | | 0.27 | 0.02 | 0.25 | | 0.27 | 0.27 | 0.27 | | 0.27 | 0.27 | 0.12 | |
| Delay/Veh: | 35.5 | 31.3 | 31.3 | | 38.8 | 32.3 | 28.7 | | 44.7 | 19.1 | 19.1 | | 34.0 | 12.2 | 5.5 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 35.5 | 31.3 | 31.3 | | 38.8 | 32.3 | 28.7 | | 44.7 | 19.1 | 19.1 | | 34.0 | 12.2 | 5.5 | |
| LOS by Move: | D | C | C | | D | C | C | | D | B | B | | C | B | A | |
| HCM2kAvgQ: | 2 | 3 | 3 | | 2 | 0 | 3 | | 1 | 4 | 4 | | 2 | 4 | 1 | |

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





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Folsom South of US-50 Annexation
Existing Plus RIM AM

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

Intersection #38 Scott Rd (North)/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.510
Loss Time (sec): 12 Average Delay (sec/veh): 28.9
Optimal Cycle: 41 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 281 | 434 | 59 | | 396 | 763 | 382 | | 452 | 133 | 61 | | 58 | 223 | 128 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 281 | 434 | 59 | | 396 | 763 | 382 | | 452 | 133 | 61 | | 58 | 223 | 128 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 316 | 488 | 66 | | 445 | 857 | 429 | | 508 | 149 | 69 | | 65 | 251 | 144 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 316 | 488 | 66 | | 445 | 857 | 429 | | 508 | 149 | 69 | | 65 | 251 | 144 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 316 | 488 | 66 | | 445 | 857 | 429 | | 508 | 149 | 69 | | 65 | 251 | 144 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.91 | 0.85 | | 0.92 | 0.91 | 0.85 | | 0.92 | 0.91 | 0.85 | | 0.92 | 0.91 | 0.85 | |
| Lanes: | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | |
| Final Sat.: | 3502 | 5187 | 1615 | | 3502 | 5187 | 1615 | | 3502 | 5187 | 1615 | | 3502 | 5187 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.09 | 0.09 | 0.04 | | 0.13 | 0.17 | 0.27 | | 0.15 | 0.03 | 0.04 | | 0.02 | 0.05 | 0.09 | |
| Crit Moves: | **** | | | | | **** | | | **** | | | | | **** | | |
| Green/Cycle: | 0.18 | 0.21 | 0.36 | | 0.29 | 0.32 | 0.61 | | 0.28 | 0.23 | 0.41 | | 0.15 | 0.09 | 0.38 | |
| Volume/Cap: | 0.51 | 0.44 | 0.11 | | 0.44 | 0.51 | 0.44 | | 0.51 | 0.13 | 0.10 | | 0.13 | 0.51 | 0.23 | |
| Delay/Veh: | 38.0 | 34.5 | 21.3 | | 29.4 | 27.6 | 10.8 | | 30.4 | 30.5 | 18.4 | | 37.0 | 44.0 | 21.1 | |
| 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: | 38.0 | 34.5 | 21.3 | | 29.4 | 27.6 | 10.8 | | 30.4 | 30.5 | 18.4 | | 37.0 | 44.0 | 21.1 | |
| LOS by Move: | D | C | C | | C | C | B | | C | C | B | | D | D | C | |
| HCM2kAvgQ: | 4 | 5 | 1 | | 6 | 8 | 7 | | 7 | 1 | 1 | | 1 | 3 | 3 | |

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

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Folsom South of US-50 Annexation
Existing Plus RIM AM

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

Intersection #39 4th St/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.185
Loss Time (sec): 12 Average Delay (sec/veh): 26.3
Optimal Cycle: 27 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Ovl | | | Include | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 58 | 66 | 46 | 16 | 23 | 19 | 194 | 216 | 41 | 60 | 180 | 88 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 58 | 66 | 46 | 16 | 23 | 19 | 194 | 216 | 41 | 60 | 180 | 88 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 65 | 74 | 52 | 18 | 26 | 21 | 218 | 243 | 46 | 67 | 202 | 99 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 65 | 74 | 52 | 18 | 26 | 21 | 218 | 243 | 46 | 67 | 202 | 99 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 65 | 74 | 52 | 18 | 26 | 21 | 218 | 243 | 46 | 67 | 202 | 99 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 1.00 | 0.85 | 0.95 | 1.00 | 0.85 | 0.92 | 0.89 | 0.89 | 0.95 | 0.91 | 0.85 |
| Lanes: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 2.52 | 0.48 | 1.00 | 3.00 | 1.00 |
| Final Sat.: | 1805 | 1900 | 1615 | 1805 | 1900 | 1615 | 3502 | 4255 | 808 | 1805 | 5187 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.04 | 0.03 | 0.01 | 0.01 | 0.01 | 0.06 | 0.06 | 0.06 | 0.04 | 0.04 | 0.06 |
| Crit Moves: | **** | | | | **** | | **** | | | | | **** |
| Green/Cycle: | 0.19 | 0.21 | 0.21 | 0.05 | 0.07 | 0.41 | 0.34 | 0.37 | 0.37 | 0.24 | 0.28 | 0.33 |
| Volume/Cap: | 0.19 | 0.18 | 0.15 | 0.18 | 0.19 | 0.03 | 0.19 | 0.15 | 0.15 | 0.15 | 0.14 | 0.19 |
| Delay/Veh: | 33.9 | 32.4 | 32.2 | 46.0 | 44.2 | 17.7 | 23.6 | 21.1 | 21.1 | 30.0 | 27.3 | 24.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 33.9 | 32.4 | 32.2 | 46.0 | 44.2 | 17.7 | 23.6 | 21.1 | 21.1 | 30.0 | 27.3 | 24.0 |
| LOS by Move: | C | C | C | D | D | B | C | C | C | C | C | C |
| HCM2kAvgQ: | 2 | 2 | 1 | 1 | 1 | 0 | 2 | 2 | 2 | 2 | 2 | 2 |

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





AM Existing Plus RIM Wed Jul 22, 2009 10:45:40 Page 42-1

Folsom South of US-50 Annexation
Existing Plus RIM AM

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

Intersection #40 Placerville Rd/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.217
Loss Time (sec): 12 Average Delay (sec/veh): 14.6
Optimal Cycle: 28 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 86 | 24 | 0 | 0 | 0 | 0 | 278 | 0 | 19 | 328 | 60 |
| Growth Adj: | 1.00 | 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 | 86 | 24 | 0 | 0 | 0 | 0 | 278 | 0 | 19 | 328 | 60 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 0 | 97 | 27 | 0 | 0 | 0 | 0 | 312 | 0 | 21 | 369 | 67 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 97 | 27 | 0 | 0 | 0 | 0 | 312 | 0 | 21 | 369 | 67 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 0 | 97 | 27 | 0 | 0 | 0 | 0 | 312 | 0 | 21 | 369 | 67 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 0.97 | 0.97 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 0.95 | 0.93 | 0.93 |
| Lanes: | 1.00 | 0.78 | 0.22 | 1.00 | 1.00 | 0.00 | 1.00 | 2.00 | 0.00 | 1.00 | 1.69 | 0.31 |
| Final Sat.: | 1900 | 1436 | 401 | 1900 | 1900 | 0 | 1900 | 3610 | 0 | 1805 | 2982 | 545 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.07 | 0.07 | 0.00 | 0.00 | 0.00 | 0.00 | 0.09 | 0.00 | 0.01 | 0.12 | 0.12 |
| Crit Moves: | | **** | | | | | **** | | | | **** | |
| Green/Cycle: | 0.00 | 0.31 | 0.31 | 0.00 | 0.00 | 0.00 | 0.00 | 0.50 | 0.00 | 0.07 | 0.57 | 0.57 |
| Volume/Cap: | 0.00 | 0.22 | 0.22 | 0.00 | 0.00 | 0.00 | 0.00 | 0.17 | 0.00 | 0.17 | 0.22 | 0.22 |
| Delay/Veh: | 0.0 | 25.7 | 25.7 | 0.0 | 0.0 | 0.0 | 0.0 | 13.7 | 0.0 | 44.6 | 10.6 | 10.6 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 25.7 | 25.7 | 0.0 | 0.0 | 0.0 | 0.0 | 13.7 | 0.0 | 44.6 | 10.6 | 10.6 |
| LOS by Move: | A | C | C | A | A | A | A | B | A | D | B | B |
| HCM2kAvgQ: | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 3 | 3 |

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

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Folsom South of US-50 Annexation
Existing Plus RIM AM

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

Intersection #41 Hillside Dr/ Easton Valley Pkwy

Average Delay (sec/veh): 2.5 Worst Case Level Of Service: C[ 17.2]

| 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 | | | | Ignore | | | | Include | | | | Ignore | | | |
| Lanes: | 0 | 0 | 0 | 0 0 | 1 | 0 | 0 | 0 1 | 1 | 0 | 1 | 0 0 | 0 | 0 | 1 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | | 25 | 0 | 64 | | 134 | 155 | 0 | | 0 | 291 | 95 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 0 | 0 | 0 | | 25 | 0 | 64 | | 134 | 155 | 0 | | 0 | 291 | 95 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.00 | |
| PHF Volume: | 0 | 0 | 0 | | 28 | 0 | 0 | | 151 | 174 | 0 | | 0 | 327 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| FinalVolume: | 0 | 0 | 0 | | 28 | 0 | 0 | | 151 | 174 | 0 | | 0 | 327 | 0 | |
| Critical Gap Module: | | | | | | | | | | | | | | | | |
| Critical Gp: | xxxxx | xxxx | xxxxx | | 6.4 | xxxx | 6.2 | | 4.1 | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | |
| FollowUpTim: | xxxxx | xxxx | xxxxx | | 3.5 | xxxx | 3.3 | | 2.2 | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | |
| Capacity Module: | | | | | | | | | | | | | | | | |
| Cnflict Vol: | xxxx | xxxx | xxxxx | | 802 | xxxx | 327 | | 327 | xxxx | xxxxx | | xxxx | xxxx | xxxxx | |
| Potent Cap.: | xxxx | xxxx | xxxxx | | 356 | xxxx | 719 | | 1244 | xxxx | xxxxx | | xxxx | xxxx | xxxxx | |
| Move Cap.: | xxxx | xxxx | xxxxx | | 323 | xxxx | 719 | | 1244 | xxxx | xxxxx | | xxxx | xxxx | xxxxx | |
| Volume/Cap: | xxxx | xxxx | xxxx | | 0.09 | xxxx | 0.00 | | 0.12 | xxxx | xxxx | | xxxx | xxxx | xxxx | |
| Level Of Service Module: | | | | | | | | | | | | | | | | |
| 2Way95thQ: | xxxx | xxxx | xxxxx | | 0.3 | xxxx | xxxxx | | 0.4 | xxxx | xxxxx | | xxxx | xxxx | xxxxx | |
| Control Del: | xxxxx | xxxx | xxxxx | | 17.2 | xxxx | xxxxx | | 8.3 | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | |
| LOS by Move: | * | * | * | | C | * | * | | A | * | * | | * | * | * | |
| Movement: | LT - | LTR - | RT | | LT - | LTR - | RT | | LT - | LTR - | RT | | LT - | LTR - | RT | |
| Shared Cap.: | xxxx | xxxx | xxxxx | | xxxx | xxxx | xxxxx | | xxxx | xxxx | xxxxx | | xxxx | xxxx | xxxxx | |
| SharedQueue: | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | |
| Shrd ConDel: | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | |
| Shared LOS: | * | * | * | | * | * | * | | * | * | * | | * | * | * | |
| ApproachDel: | xxxxxx | | | | 17.2 | | | | xxxxxx | | | | xxxxxx | | | |
| ApproachLOS: | * | | | | C | | | | * | | | | * | | | |

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





AM Existing Plus RIM Wed Jul 22, 2009 10:45:40 Page 44-1

Folsom South of US-50 Annexation
Existing Plus RIM AM

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

Intersection #42 Empire Ranch Rd/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.248
Loss Time (sec): 12 Average Delay (sec/veh): 22.7
Optimal Cycle: 29 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Split Phase | | | | Split Phase | | | |
| Rights: | Include | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 2 | 1 0 | 1 | 0 | 3 | 0 1 | 1 | 1 | 0 | 0 1 | 0 | 1 | 0 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 40 | 136 | 22 | | 140 | 85 | 224 | | 90 | 43 | 9 | | 11 | 52 | 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: | 40 | 136 | 22 | | 140 | 85 | 224 | | 90 | 43 | 9 | | 11 | 52 | 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: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 45 | 153 | 25 | | 157 | 96 | 252 | | 101 | 48 | 10 | | 12 | 58 | 138 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 45 | 153 | 25 | | 157 | 96 | 252 | | 101 | 48 | 10 | | 12 | 58 | 138 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 45 | 153 | 25 | | 157 | 96 | 252 | | 101 | 48 | 10 | | 12 | 58 | 138 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.89 | 0.89 | | 0.95 | 0.91 | 0.85 | | 0.97 | 0.97 | 0.85 | | 0.99 | 0.99 | 0.85 | |
| Lanes: | 1.00 | 2.58 | 0.42 | | 1.00 | 3.00 | 1.00 | | 1.35 | 0.65 | 1.00 | | 0.17 | 0.83 | 1.00 | |
| Final Sat.: | 1805 | 4371 | 707 | | 1805 | 5187 | 1615 | | 2487 | 1188 | 1615 | | 329 | 1554 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.03 | 0.03 | | 0.09 | 0.02 | 0.16 | | 0.04 | 0.04 | 0.01 | | 0.04 | 0.04 | 0.09 | |
| Crit Moves: | **** | | | | | | **** | | **** | | | | | **** | | |
| Green/Cycle: | 0.10 | 0.16 | 0.16 | | 0.40 | 0.46 | 0.63 | | 0.16 | 0.16 | 0.26 | | 0.15 | 0.15 | 0.55 | |
| Volume/Cap: | 0.25 | 0.22 | 0.22 | | 0.22 | 0.04 | 0.25 | | 0.25 | 0.25 | 0.02 | | 0.25 | 0.25 | 0.15 | |
| Delay/Veh: | 42.2 | 36.5 | 36.5 | | 19.7 | 14.6 | 8.3 | | 36.7 | 36.7 | 27.3 | | 37.9 | 37.9 | 10.9 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 42.2 | 36.5 | 36.5 | | 19.7 | 14.6 | 8.3 | | 36.7 | 36.7 | 27.3 | | 37.9 | 37.9 | 10.9 | |
| LOS by Move: | D | D | D | | B | B | A | | D | D | C | | D | D | B | |
| HCM2kAvgQ: | 1 | 2 | 2 | | 3 | 1 | 3 | | 2 | 2 | 0 | | 2 | 2 | 2 | |

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

Folsom South of US-50 Annexation
Existing Plus RIM AM

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

Intersection #43 Prairie City Rd/Middle Rd

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: B[ 12.1]

| 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 | 2 | 1 0 | 1 | 0 | 3 | 0 0 | 0 | 0 | 0 | 0 0 | 1 | 0 | 0 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 778 | | 3 | 19 | 585 | | 0 | 0 | | 0 | 0 | 5 | | 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 | 778 | | 3 | 19 | 585 | | 0 | 0 | | 0 | 0 | 5 | | 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: | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 |
| PHF Volume: | 0 | 874 | | 3 | 21 | 657 | | 0 | 0 | | 0 | 0 | 6 | | 0 | 40 |
| Reduct Vol: | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 |
| FinalVolume: | 0 | 874 | | 3 | 21 | 657 | | 0 | 0 | | 0 | 0 | 6 | | 0 | 40 |
| Critical Gap Module: | | | | | | | | | | | | | | | | |
| Critical Gp: | xxxxx | xxxx | xxxxx | | 4.1 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | 6.8 | xxxx | | 6.9 |
| FollowUpTim: | xxxxx | xxxx | xxxxx | | 2.2 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | 3.5 | xxxx | | 3.3 |
| Capacity Module: | | | | | | | | | | | | | | | | |
| Cnflict Vol: | xxxx | xxxx | xxxxx | | 878 | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | 1138 | xxxx | | 293 |
| Potent Cap.: | xxxx | xxxx | xxxxx | | 778 | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | 198 | xxxx | | 709 |
| Move Cap.: | xxxx | xxxx | xxxxx | | 778 | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | 194 | xxxx | | 709 |
| Volume/Cap: | xxxx | xxxx | xxxx | | 0.03 | xxxx | xxxx | xxxx | xxxx | xxxx | | | 0.03 | xxxx | | 0.06 |
| Level Of Service Module: | | | | | | | | | | | | | | | | |
| 2Way95thQ: | xxxx | xxxx | xxxxx | | 0.1 | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | 0.1 | xxxx | | 0.2 |
| Control Del: | xxxxx | xxxx | xxxxx | | 9.8 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | 24.1 | xxxx | | 10.4 |
| LOS by Move: | * | * | | * | A | * | | * | * | | * | | C | * | | B |
| Movement: | LT - | LTR - | RT | | LT - | LTR - | RT | | LT - | LTR - | RT | | LT - | LTR - | RT | |
| Shared Cap.: | xxxx | xxxx | xxxxx | | xxxx | xxxx | xxxxx | | xxxx | xxxx | xxxxx | | xxxx | xxxx | xxxxx | |
| SharedQueue: | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | |
| Shrd ConDel: | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | |
| Shared LOS: | * | * | * | | * | * | * | | * | * | * | | * | * | * | |
| ApproachDel: | xxxxxx | | | | xxxxxx | | | | xxxxxx | | | | 12.1 | | | |
| ApproachLOS: | * | | | | * | | | | * | | | | B | | | |

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





Folsom South of US-50 Annexation
Existing Plus RIM AM

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

Intersection #44 Oak Ave Pkwy/Middle Rd

Average Delay (sec/veh): 1.5 Worst Case Level Of Service: C[ 16.1]

| 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 | | | | Ignore | | | | Include | | | |
| Lanes: | 1 | 0 | 1 | 1 0 | 1 | 0 | 1 | 1 0 | 1 | 0 | 1 | 0 1 | 1 | 0 | 0 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 36 | 404 | | 0 | 10 | 226 | | 31 | 29 | | 1 | 28 | 1 | | 1 | 29 |
| Growth Adj: | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| Initial Bse: | 36 | 404 | | 0 | 10 | 226 | | 31 | 29 | | 1 | 28 | 1 | | 1 | 29 |
| User Adj: | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 0.00 | 1.00 | | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | | 0.89 | 0.00 | 0.89 | | 0.89 | 0.89 |
| PHF Volume: | 40 | 454 | | 0 | 11 | 254 | | 35 | 33 | | 1 | 0 | 1 | | 1 | 33 |
| Reduct Vol: | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 |
| FinalVolume: | 40 | 454 | | 0 | 11 | 254 | | 35 | 33 | | 1 | 0 | 1 | | 1 | 33 |
| Critical Gap Module: | | | | | | | | | | | | | | | | |
| Critical Gp: | 4.1 | xxxx | xxxxx | | 4.1 | xxxx | xxxxx | | 7.5 | 6.5 | | 6.9 | 7.5 | 6.5 | | 6.9 |
| FollowUpTim: | 2.2 | xxxx | xxxxx | | 2.2 | xxxx | xxxxx | | 3.5 | 4.0 | | 3.3 | 3.5 | 4.0 | | 3.3 |
| Capacity Module: | | | | | | | | | | | | | | | | |
| Cnflict Vol: | 289 | xxxx | xxxxx | | 454 | xxxx | xxxxx | | 602 | 829 | | 144 | 685 | 846 | | 227 |
| Potent Cap.: | 1285 | xxxx | xxxxx | | 1117 | xxxx | xxxxx | | 388 | 308 | | 883 | 338 | 301 | | 782 |
| Move Cap.: | 1285 | xxxx | xxxxx | | 1117 | xxxx | xxxxx | | 359 | 296 | | 883 | 327 | 289 | | 782 |
| Volume/Cap: | 0.03 | xxxx | xxxx | | 0.01 | xxxx | xxxx | | 0.09 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.04 |
| Level Of Service Module: | | | | | | | | | | | | | | | | |
| 2Way95thQ: | 0.1 | xxxx | xxxxx | | 0.0 | xxxx | xxxxx | | 0.3 | 0.0 | xxxxx | | 0.0 | xxxx | xxxxx | |
| Control Del: | 7.9 | xxxx | xxxxx | | 8.3 | xxxx | xxxxx | | 16.0 | 17.2 | xxxxx | | 16.1 | xxxx | xxxxx | |
| LOS by Move: | A | * | | * | A | * | | * | C | C | | * | C | * | | * |
| Movement: | LT - | LTR - | RT | | LT - | LTR - | RT | | LT - | LTR - | RT | | LT - | LTR - | RT | |
| Shared Cap.: | xxxx | xxxx | xxxxx | | xxxx | xxxx | xxxxx | | xxxx | xxxx | xxxxx | | xxxx | xxxx | | 740 |
| SharedQueue: | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | | 0.1 |
| Shrd ConDel: | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | | 10.1 |
| Shared LOS: | * | * | * | | * | * | * | | * | * | * | | * | * | | B |
| ApproachDel: | xxxxxx | | | | xxxxxx | | | | 16.1 | | | | 10.3 | | | |
| ApproachLOS: | * | | | | * | | | | C | | | | B | | | |

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

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Folsom South of US-50 Annexation
Existing Plus RIM AM

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

Intersection #45 Scott Rd (North)/ Street "B"

Cycle (sec): 100 Critical Vol./Cap. (X): 0.592
Loss Time (sec): 12 Average Delay (sec/veh): 28.2
Optimal Cycle: 48 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 | 0 2 | 0 1 | 1 | 0 2 | 0 1 | 1 | 0 0 | 1 0 | 1 | 0 0 | 1 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 40 | 430 | 32 | 141 | 730 | 11 | 2 | 43 | 31 | 24 | 52 | 342 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 40 | 430 | 32 | 141 | 730 | 11 | 2 | 43 | 31 | 24 | 52 | 342 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 45 | 483 | 36 | 158 | 820 | 12 | 2 | 48 | 35 | 27 | 58 | 384 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 45 | 483 | 36 | 158 | 820 | 12 | 2 | 48 | 35 | 27 | 58 | 384 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 45 | 483 | 36 | 158 | 820 | 12 | 2 | 48 | 35 | 27 | 58 | 384 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.95 | 0.85 | 0.95 | 0.95 | 0.85 | 0.95 | 0.94 | 0.94 | 0.95 | 0.87 | 0.87 |
| Lanes: | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 0.58 | 0.42 | 1.00 | 0.13 | 0.87 |
| Final Sat.: | 1805 | 3610 | 1615 | 1805 | 3610 | 1615 | 1805 | 1034 | 746 | 1805 | 218 | 1435 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.13 | 0.02 | 0.09 | 0.23 | 0.01 | 0.00 | 0.05 | 0.05 | 0.01 | 0.27 | 0.27 |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | |
| Green/Cycle: | 0.04 | 0.26 | 0.26 | 0.17 | 0.38 | 0.38 | 0.00 | 0.34 | 0.34 | 0.11 | 0.45 | 0.45 |
| Volume/Cap: | 0.59 | 0.52 | 0.09 | 0.52 | 0.59 | 0.02 | 0.59 | 0.14 | 0.14 | 0.14 | 0.59 | 0.59 |
| Delay/Veh: | 58.9 | 32.4 | 28.3 | 39.5 | 25.3 | 19.2 | 192.4 | 22.7 | 22.7 | 40.5 | 21.8 | 21.8 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 58.9 | 32.4 | 28.3 | 39.5 | 25.3 | 19.2 | 192.4 | 22.7 | 22.7 | 40.5 | 21.8 | 21.8 |
| LOS by Move: | E | C | C | D | C | B | F | C | C | D | C | C |
| HCM2kAvgQ: | 1 | 6 | 1 | 4 | 10 | 0 | 1 | 2 | 2 | 1 | 11 | 11 |

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





AM Existing Plus RIM Wed Jul 22, 2009 10:45:40 Page 48-1

Folsom South of US-50 Annexation
Existing Plus RIM AM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #46 East Rd/Street "B"

Cycle (sec): 100 Critical Vol./Cap. (X): 0.526
Loss Time (sec): 12 Average Delay (sec/veh): 11.8
Optimal Cycle: 0 Level Of Service: B

| 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 0 | 1 0 | 1 | 0 0 | 1 0 | 1 | 0 0 | 1 0 | 1 | 0 0 | 1 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 108 | 68 | 6 | 10 | 68 | 23 | 21 | 129 | 40 | 12 | 255 | 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: | 108 | 68 | 6 | 10 | 68 | 23 | 21 | 129 | 40 | 12 | 255 | 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: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 121 | 76 | 7 | 11 | 76 | 26 | 24 | 145 | 45 | 13 | 287 | 40 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 121 | 76 | 7 | 11 | 76 | 26 | 24 | 145 | 45 | 13 | 287 | 40 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 121 | 76 | 7 | 11 | 76 | 26 | 24 | 145 | 45 | 13 | 287 | 40 |
| 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 | 0.92 | 0.08 | 1.00 | 0.75 | 0.25 | 1.00 | 0.76 | 0.24 | 1.00 | 0.88 | 0.12 |
| Final Sat.: | 510 | 508 | 45 | 490 | 405 | 137 | 541 | 461 | 143 | 559 | 544 | 77 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.24 | 0.15 | 0.15 | 0.02 | 0.19 | 0.19 | 0.04 | 0.31 | 0.31 | 0.02 | 0.53 | 0.53 |
| Crit Moves: | **** | | | | **** | | | **** | | | **** | |
| Delay/Veh: | 11.3 | 9.8 | 9.8 | 9.7 | 10.1 | 10.1 | 9.3 | 10.8 | 10.8 | 9.1 | 14.1 | 14.1 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 11.3 | 9.8 | 9.8 | 9.7 | 10.1 | 10.1 | 9.3 | 10.8 | 10.8 | 9.1 | 14.1 | 14.1 |
| LOS by Move: | B | A | A | A | B | B | A | B | B | A | B | B |
| ApproachDel: | 10.7 | | | 10.1 | | | 10.7 | | | 13.9 | | |
| Delay Adj: | 1.00 | | | 1.00 | | | 1.00 | | | 1.00 | | |
| ApprAdjDel: | 10.7 | | | 10.1 | | | 10.7 | | | 13.9 | | |
| LOS by Appr: | B | | | B | | | B | | | B | | |
| AllWayAvgQ: | 0.3 | 0.2 | 0.2 | 0.0 | 0.2 | 0.2 | 0.0 | 0.4 | 0.4 | 0.0 | 1.0 | 1.0 |

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

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Folsom South of US-50 Annexation
Existing Plus RIM AM

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

Intersection #47 Prairie City Rd/Street "A"

Average Delay (sec/veh): 2.7 Worst Case Level Of Service: C[ 17.0]

| 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 | 1 | 0 | 2 | 0 0 | 0 | 0 | 0 | 0 0 | 1 | 0 | 0 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 626 | 17 | | 49 | 540 | 0 | | 0 | 0 | 0 | | 48 | 0 | 154 | |
| Growth Adj: | 1.00 | 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 | 626 | 17 | | 49 | 540 | 0 | | 0 | 0 | 0 | | 48 | 0 | 154 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 0 | 703 | 19 | | 55 | 607 | 0 | | 0 | 0 | 0 | | 54 | 0 | 173 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| FinalVolume: | 0 | 703 | 19 | | 55 | 607 | 0 | | 0 | 0 | 0 | | 54 | 0 | 173 | |
| Critical Gap Module: | | | | | | | | | | | | | | | | |
| Critical Gp: | xxxxx | xxxx | xxxxx | | 4.1 | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | 6.8 | xxxx | 6.9 | |
| FollowUpTim: | xxxxx | xxxx | xxxxx | | 2.2 | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | 3.5 | xxxx | 3.3 | |
| Capacity Module: | | | | | | | | | | | | | | | | |
| Cnflict Vol: | xxxx | xxxx | xxxxx | | 722 | xxxx | xxxxx | | xxxx | xxxx | xxxxx | | 1126 | xxxx | 361 | |
| Potent Cap.: | xxxx | xxxx | xxxxx | | 889 | xxxx | xxxxx | | xxxx | xxxx | xxxxx | | 202 | xxxx | 641 | |
| Move Cap.: | xxxx | xxxx | xxxxx | | 889 | xxxx | xxxxx | | xxxx | xxxx | xxxxx | | 192 | xxxx | 641 | |
| Volume/Cap: | xxxx | xxxx | xxxx | | 0.06 | xxxx | xxxx | | xxxx | xxxx | xxxx | | 0.28 | xxxx | 0.27 | |
| Level Of Service Module: | | | | | | | | | | | | | | | | |
| 2Way95thQ: | xxxx | xxxx | xxxxx | | 0.2 | xxxx | xxxxx | | xxxx | xxxx | xxxxx | | 1.1 | xxxx | 1.1 | |
| Control Del: | xxxxx | xxxx | xxxxx | | 9.3 | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | 30.9 | xxxx | 12.7 | |
| LOS by Move: | * | * | * | | A | * | * | | * | * | * | | D | * | B | |
| Movement: | LT - | LTR - | RT | | LT - | LTR - | RT | | LT - | LTR - | RT | | LT - | LTR - | RT | |
| Shared Cap.: | xxxx | xxxx | xxxxx | | xxxx | xxxx | xxxxx | | xxxx | xxxx | xxxxx | | xxxx | xxxx | xxxxx | |
| SharedQueue: | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | |
| Shrd ConDel: | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | |
| Shared LOS: | * | * | * | | * | * | * | | * | * | * | | * | * | * | |
| ApproachDel: | xxxxxx | | | | xxxxxx | | | | xxxxxx | | | | 17.0 | | | |
| ApproachLOS: | * | | | | * | | | | * | | | | C | | | |

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

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Folsom South of US-50 Annexation
Existing Plus RIM AM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #48 Oak Ave Pkwy/Street "A"

Cycle (sec): 100 Critical Vol./Cap. (X): 0.299
Loss Time (sec): 12 Average Delay (sec/veh): 11.4
Optimal Cycle: 0 Level Of Service: B

| 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 | 0 | 1 0 | 1 | 0 | 0 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 33 | 219 | 45 | | 48 | 187 | 31 | | 71 | 75 | 53 | | 68 | 44 | 103 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 33 | 219 | 45 | | 48 | 187 | 31 | | 71 | 75 | 53 | | 68 | 44 | 103 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 37 | 246 | 51 | | 54 | 210 | 35 | | 80 | 84 | 60 | | 76 | 49 | 116 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 37 | 246 | 51 | | 54 | 210 | 35 | | 80 | 84 | 60 | | 76 | 49 | 116 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 37 | 246 | 51 | | 54 | 210 | 35 | | 80 | 84 | 60 | | 76 | 49 | 116 | |
| 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 | 1.66 | 0.34 | | 1.00 | 1.72 | 0.28 | | 1.00 | 0.59 | 0.41 | | 1.00 | 0.30 | 0.70 | |
| Final Sat.: | 471 | 853 | 179 | | 465 | 867 | 146 | | 476 | 313 | 221 | | 478 | 166 | 388 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.08 | 0.29 | 0.28 | | 0.12 | 0.24 | 0.24 | | 0.17 | 0.27 | 0.27 | | 0.16 | 0.30 | 0.30 | |
| Crit Moves: | | **** | | | | **** | | | | **** | | | | **** | | |
| Delay/Veh: | 10.6 | 11.9 | 11.6 | | 10.9 | 11.5 | 11.3 | | 11.2 | 11.2 | 11.2 | | 11.1 | 11.3 | 11.3 | |
| Delay Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 10.6 | 11.9 | 11.6 | | 10.9 | 11.5 | 11.3 | | 11.2 | 11.2 | 11.2 | | 11.1 | 11.3 | 11.3 | |
| LOS by Move: | B | B | B | | B | B | B | | B | B | B | | B | B | B | |
| ApproachDel: | 11.7 | | | | 11.3 | | | | 11.2 | | | | 11.2 | | | |
| Delay Adj: | 1.00 | | | | 1.00 | | | | 1.00 | | | | 1.00 | | | |
| ApprAdjDel: | 11.7 | | | | 11.3 | | | | 11.2 | | | | 11.2 | | | |
| LOS by Appr: | B | | | | B | | | | B | | | | B | | | |
| AllWayAvgQ: | 0.1 | 0.4 | 0.3 | | 0.1 | 0.3 | 0.3 | | 0.2 | 0.3 | 0.3 | | 0.2 | 0.4 | 0.4 | |

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

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Folsom South of US-50 Annexation
Existing Plus RIM AM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #49 West Rd/Street "A"

Cycle (sec): 100 Critical Vol./Cap. (X): 0.335
Loss Time (sec): 9 Average Delay (sec/veh): 9.5
Optimal Cycle: 0 Level Of Service: A

| 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 | | | | Ignore | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Lanes: | 0 | 0 | 1! | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 4 | 15 | 15 | | 79 | 5 | 59 | | 77 | 145 | 2 | | 8 | 78 | 146 | |
| Growth Adj: | 1.00 | 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 | 15 | 15 | | 79 | 5 | 59 | | 77 | 145 | 2 | | 8 | 78 | 146 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 4 | 17 | 17 | | 89 | 6 | 0 | | 87 | 163 | 2 | | 9 | 88 | 164 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 4 | 17 | 17 | | 89 | 6 | 0 | | 87 | 163 | 2 | | 9 | 88 | 164 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 4 | 17 | 17 | | 89 | 6 | 0 | | 87 | 163 | 2 | | 9 | 88 | 164 | |
| 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: | 0.12 | 0.44 | 0.44 | | 0.94 | 0.06 | 1.00 | | 1.00 | 0.99 | 0.01 | | 1.00 | 0.35 | 0.65 | |
| Final Sat.: | 70 | 262 | 262 | | 514 | 33 | 661 | | 627 | 680 | 9 | | 623 | 261 | 489 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.06 | 0.06 | 0.06 | | 0.17 | 0.17 | 0.00 | | 0.14 | 0.24 | 0.24 | | 0.01 | 0.34 | 0.34 | |
| Crit Moves: | **** | | | | **** | | | | | **** | | | | **** | | |
| Delay/Veh: | 9.0 | 9.0 | 9.0 | | 10.1 | 10.1 | 0.0 | | 9.2 | 9.4 | 9.4 | | 8.4 | 9.7 | 9.7 | |
| 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: | 9.0 | 9.0 | 9.0 | | 10.1 | 10.1 | 0.0 | | 9.2 | 9.4 | 9.4 | | 8.4 | 9.7 | 9.7 | |
| LOS by Move: | A | A | A | | B | B | * | | A | A | A | | A | A | A | |
| ApproachDel: | 9.0 | | | | 10.1 | | | | 9.3 | | | | 9.6 | | | |
| Delay Adj: | 1.00 | | | | 1.00 | | | | 1.00 | | | | 1.00 | | | |
| ApprAdjDel: | 9.0 | | | | 10.1 | | | | 9.3 | | | | 9.6 | | | |
| LOS by Appr: | A | | | | B | | | | A | | | | A | | | |
| AllWayAvgQ: | 0.1 | 0.1 | 0.1 | | 0.2 | 0.2 | 0.0 | | 0.2 | 0.3 | 0.3 | | 0.0 | 0.5 | 0.5 | |

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





AM Existing Plus RIM Wed Jul 22, 2009 10:45:40 Page 52-1

Folsom South of US-50 Annexation
Existing Plus RIM AM

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

Intersection #50 Scott Rd (North)/ Street "A"

Cycle (sec): 100 Critical Vol./Cap. (X): 0.531
Loss Time (sec): 12 Average Delay (sec/veh): 30.2
Optimal Cycle: 43 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 2 | 0 | 1 | 1 | 0 | 2 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 1 0 1 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 18 | 207 | 46 | | 233 | 388 | 49 | | 113 | 126 | 19 | | 83 | 159 | 269 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 18 | 207 | 46 | | 233 | 388 | 49 | | 113 | 126 | 19 | | 83 | 159 | 269 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 20 | 233 | 52 | | 262 | 436 | 55 | | 127 | 142 | 21 | | 93 | 179 | 302 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 20 | 233 | 52 | | 262 | 436 | 55 | | 127 | 142 | 21 | | 93 | 179 | 302 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 20 | 233 | 52 | | 262 | 436 | 55 | | 127 | 142 | 21 | | 93 | 179 | 302 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.95 | 0.85 | | 0.95 | 0.95 | 0.85 | | 0.95 | 1.00 | 0.85 | | 0.95 | 1.00 | 0.85 | |
| Lanes: | 1.00 | 2.00 | 1.00 | | 1.00 | 2.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Final Sat.: | 1805 | 3610 | 1615 | | 1805 | 3610 | 1615 | | 1805 | 1900 | 1615 | | 1805 | 1900 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.06 | 0.03 | | 0.15 | 0.12 | 0.03 | | 0.07 | 0.07 | 0.01 | | 0.05 | 0.09 | 0.19 | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | | **** | |
| Green/Cycle: | 0.03 | 0.12 | 0.12 | | 0.27 | 0.36 | 0.36 | | 0.13 | 0.29 | 0.29 | | 0.20 | 0.35 | 0.35 | |
| Volume/Cap: | 0.33 | 0.53 | 0.26 | | 0.53 | 0.33 | 0.09 | | 0.53 | 0.26 | 0.05 | | 0.26 | 0.27 | 0.53 | |
| Delay/Veh: | 50.5 | 42.5 | 40.6 | | 32.0 | 23.4 | 21.2 | | 42.7 | 27.8 | 25.8 | | 34.2 | 23.3 | 26.7 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 50.5 | 42.5 | 40.6 | | 32.0 | 23.4 | 21.2 | | 42.7 | 27.8 | 25.8 | | 34.2 | 23.3 | 26.7 | |
| LOS by Move: | D | D | D | | C | C | C | | D | C | C | | C | C | C | |
| HCM2kAvgQ: | 1 | 4 | 1 | | 7 | 5 | 1 | | 4 | 3 | 0 | | 3 | 4 | 8 | |

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

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Folsom South of US-50 Annexation
Existing Plus RIM AM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #51 East Rd/Street "A"

Cycle (sec): 100 Critical Vol./Cap. (X): 0.419
Loss Time (sec): 12 Average Delay (sec/veh): 10.1
Optimal Cycle: 0 Level Of Service: B

| 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 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 38 | 8 | 9 | | 7 | 10 | 39 | | 29 | 137 | 37 | | 16 | 245 | 19 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 38 | 8 | 9 | | 7 | 10 | 39 | | 29 | 137 | 37 | | 16 | 245 | 19 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 43 | 9 | 10 | | 8 | 11 | 44 | | 33 | 154 | 42 | | 18 | 275 | 21 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 43 | 9 | 10 | | 8 | 11 | 44 | | 33 | 154 | 42 | | 18 | 275 | 21 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 43 | 9 | 10 | | 8 | 11 | 44 | | 33 | 154 | 42 | | 18 | 275 | 21 | |
| 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 | 0.47 | 0.53 | | 1.00 | 0.20 | 0.80 | | 1.00 | 0.79 | 0.21 | | 1.00 | 0.93 | 0.07 | |
| Final Sat.: | 526 | 283 | 319 | | 525 | 127 | 495 | | 624 | 556 | 150 | | 634 | 656 | 51 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.08 | 0.03 | 0.03 | | 0.01 | 0.09 | 0.09 | | 0.05 | 0.28 | 0.28 | | 0.03 | 0.42 | 0.42 | |
| Crit Moves: | **** | | | | | **** | | | | **** | | | | | **** | |
| Delay/Veh: | 9.6 | 8.4 | 8.4 | | 9.2 | 8.5 | 8.5 | | 8.6 | 9.5 | 9.5 | | 8.4 | 11.2 | 11.2 | |
| Delay Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 9.6 | 8.4 | 8.4 | | 9.2 | 8.5 | 8.5 | | 8.6 | 9.5 | 9.5 | | 8.4 | 11.2 | 11.2 | |
| LOS by Move: | A | A | A | | A | A | A | | A | A | A | | A | B | B | |
| ApproachDel: | 9.2 | | | | 8.6 | | | | 9.4 | | | | 11.0 | | | |
| Delay Adj: | 1.00 | | | | 1.00 | | | | 1.00 | | | | 1.00 | | | |
| ApprAdjDel: | 9.2 | | | | 8.6 | | | | 9.4 | | | | 11.0 | | | |
| LOS by Appr: | A | | | | A | | | | A | | | | B | | | |
| AllWayAvgQ: | 0.1 | 0.0 | 0.0 | | 0.0 | 0.1 | 0.1 | | 0.1 | 0.4 | 0.4 | | 0.0 | 0.7 | 0.7 | |

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





AM Existing Plus RIM Wed Jul 22, 2009 10:45:40 Page 54-1

Folsom South of US-50 Annexation
Existing Plus RIM AM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #52 Placerville Rd/ Street "A"

Cycle (sec): 100 Critical Vol./Cap. (X): 0.347
Loss Time (sec): 12 Average Delay (sec/veh): 10.2
Optimal Cycle: 0 Level Of Service: B

| 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 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 73 | 173 | 17 | | 48 | 85 | 1 | | 1 | 35 | 85 | | 30 | 47 | 131 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 73 | 173 | 17 | | 48 | 85 | 1 | | 1 | 35 | 85 | | 30 | 47 | 131 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 82 | 194 | 19 | | 54 | 96 | 1 | | 1 | 39 | 96 | | 34 | 53 | 147 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 82 | 194 | 19 | | 54 | 96 | 1 | | 1 | 39 | 96 | | 34 | 53 | 147 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 82 | 194 | 19 | | 54 | 96 | 1 | | 1 | 39 | 96 | | 34 | 53 | 147 | |
| 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 | 0.91 | 0.09 | | 1.00 | 0.99 | 0.01 | | 1.00 | 0.29 | 0.71 | | 1.00 | 0.26 | 0.74 | |
| Final Sat.: | 560 | 561 | 55 | | 537 | 576 | 7 | | 523 | 179 | 435 | | 538 | 169 | 470 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.15 | 0.35 | 0.35 | | 0.10 | 0.17 | 0.17 | | 0.00 | 0.22 | 0.22 | | 0.06 | 0.31 | 0.31 | |
| Crit Moves: | | **** | | | | **** | | | | **** | | | | **** | | |
| Delay/Veh: | 9.9 | 11.1 | 11.1 | | 9.7 | 9.6 | 9.6 | | 9.2 | 9.6 | 9.6 | | 9.5 | 10.3 | 10.3 | |
| Delay Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 9.9 | 11.1 | 11.1 | | 9.7 | 9.6 | 9.6 | | 9.2 | 9.6 | 9.6 | | 9.5 | 10.3 | 10.3 | |
| LOS by Move: | A | B | B | | A | A | A | | A | A | A | | A | B | B | |
| ApproachDel: | 10.7 | | | | 9.7 | | | | 9.6 | | | | 10.2 | | | |
| Delay Adj: | 1.00 | | | | 1.00 | | | | 1.00 | | | | 1.00 | | | |
| ApprAdjDel: | 10.7 | | | | 9.7 | | | | 9.6 | | | | 10.2 | | | |
| LOS by Appr: | B | | | | A | | | | A | | | | B | | | |
| AllWayAvgQ: | 0.2 | 0.5 | 0.5 | | 0.1 | 0.2 | 0.2 | | 0.0 | 0.2 | 0.2 | | 0.1 | 0.4 | 0.4 | |

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

AM Existing Plus RIM Wed Jul 22, 2009 10:45:41 Page 55-1

Folsom South of US-50 Annexation
Existing Plus RIM AM

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

Intersection #53 Empire Ranch Rd/Street "A"

Average Delay (sec/veh): 4.8 Worst Case Level Of Service: B[ 10.5]

| 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 | 1 | 1 0 | 1 | 0 | 1 | 1 0 | 1 | 0 | 0 | 1 0 | 1 | 0 | 0 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 21 | 115 | 8 | | 17 | 46 | 30 | | 45 | 10 | 19 | | 18 | 20 | 43 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 21 | 115 | 8 | | 17 | 46 | 30 | | 45 | 10 | 19 | | 18 | 20 | 43 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 24 | 129 | 9 | | 19 | 52 | 34 | | 51 | 11 | 21 | | 20 | 22 | 48 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| FinalVolume: | 24 | 129 | 9 | | 19 | 52 | 34 | | 51 | 11 | 21 | | 20 | 22 | 48 | |
| Critical Gap Module: | | | | | | | | | | | | | | | | |
| Critical Gp: | 4.1 | xxxx | xxxxx | | 4.1 | xxxx | xxxxx | | 7.5 | 6.5 | 6.9 | | 7.5 | 6.5 | 6.9 | |
| FollowUpTim: | 2.2 | xxxx | xxxxx | | 2.2 | xxxx | xxxxx | | 3.5 | 4.0 | 3.3 | | 3.5 | 4.0 | 3.3 | |
| Capacity Module: | | | | | | | | | | | | | | | | |
| Cnflict Vol: | 85 | xxxx | xxxxx | | 138 | xxxx | xxxxx | | 230 | 292 | 43 | | 251 | 304 | 69 | |
| Potent Cap.: | 1524 | xxxx | xxxxx | | 1458 | xxxx | xxxxx | | 711 | 622 | 1025 | | 688 | 612 | 986 | |
| Move Cap.: | 1524 | xxxx | xxxxx | | 1458 | xxxx | xxxxx | | 643 | 604 | 1025 | | 649 | 595 | 986 | |
| Volume/Cap: | 0.02 | xxxx | xxxx | | 0.01 | xxxx | xxxx | | 0.08 | 0.02 | 0.02 | | 0.03 | 0.04 | 0.05 | |
| Level Of Service Module: | | | | | | | | | | | | | | | | |
| 2Way95thQ: | 0.0 | xxxx | xxxxx | | 0.0 | xxxx | xxxxx | | 0.3 | xxxx | xxxxx | | 0.1 | xxxx | xxxxx | |
| Control Del: | 7.4 | xxxx | xxxxx | | 7.5 | xxxx | xxxxx | | 11.1 | xxxx | xxxxx | | 10.7 | xxxx | xxxxx | |
| LOS by Move: | A | * | * | | A | * | * | | B | * | * | | B | * | * | |
| Movement: | LT - | LTR - | RT | | LT - | LTR - | RT | | LT - | LTR - | RT | | LT - | LTR - | RT | |
| Shared Cap.: | xxxx | xxxx | xxxxx | | xxxx | xxxx | xxxxx | | xxxx | xxxx | 827 | | xxxx | xxxx | 816 | |
| SharedQueue: | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | 0.1 | | xxxxx | xxxx | 0.3 | |
| Shrd ConDel: | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | 9.5 | | xxxxx | xxxx | 9.8 | |
| Shared LOS: | * | * | * | | * | * | * | | * | * | A | | * | * | A | |
| ApproachDel: | xxxxxx | | | | xxxxxx | | | | 10.5 | | | | 10.0 | | | |
| ApproachLOS: | * | | | | * | | | | B | | | | B | | | |

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





AM Existing Plus RIM Wed Jul 22, 2009 10:45:41 Page 56-1

Folsom South of US-50 Annexation
Existing Plus RIM AM

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

Intersection #54 Scott Rd (North)/South Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.240
Loss Time (sec): 12 Average Delay (sec/veh): 25.6
Optimal Cycle: 29 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 2 | 0 1 | 1 | 0 | 2 | 0 1 | 0 | 1 | 0 | 0 1 | 0 | 1 | 0 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 13 | 140 | 52 | | 101 | 363 | 26 | | 48 | 4 | 36 | | 65 | 2 | 83 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 13 | 140 | 52 | | 101 | 363 | 26 | | 48 | 4 | 36 | | 65 | 2 | 83 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 15 | 157 | 58 | | 113 | 408 | 29 | | 54 | 4 | 40 | | 73 | 2 | 93 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 15 | 157 | 58 | | 113 | 408 | 29 | | 54 | 4 | 40 | | 73 | 2 | 93 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 15 | 157 | 58 | | 113 | 408 | 29 | | 54 | 4 | 40 | | 73 | 2 | 93 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.95 | 0.85 | | 0.95 | 0.95 | 0.85 | | 0.96 | 0.96 | 0.85 | | 0.95 | 0.95 | 0.85 | |
| Lanes: | 1.00 | 2.00 | 1.00 | | 1.00 | 2.00 | 1.00 | | 0.92 | 0.08 | 1.00 | | 0.97 | 0.03 | 1.00 | |
| Final Sat.: | 1805 | 3610 | 1615 | | 1805 | 3610 | 1615 | | 1677 | 140 | 1615 | | 1758 | 54 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.04 | 0.04 | | 0.06 | 0.11 | 0.02 | | 0.03 | 0.03 | 0.03 | | 0.04 | 0.04 | 0.06 | |
| Crit Moves: | **** | | | | | **** | | | **** | | | | | | **** | |
| Green/Cycle: | 0.03 | 0.21 | 0.21 | | 0.30 | 0.47 | 0.47 | | 0.13 | 0.16 | 0.16 | | 0.21 | 0.24 | 0.24 | |
| Volume/Cap: | 0.24 | 0.21 | 0.18 | | 0.21 | 0.24 | 0.04 | | 0.24 | 0.20 | 0.15 | | 0.20 | 0.17 | 0.24 | |
| Delay/Veh: | 49.1 | 33.0 | 32.9 | | 26.5 | 15.8 | 14.3 | | 39.2 | 36.5 | 36.1 | | 32.7 | 30.3 | 30.9 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 49.1 | 33.0 | 32.9 | | 26.5 | 15.8 | 14.3 | | 39.2 | 36.5 | 36.1 | | 32.7 | 30.3 | 30.9 | |
| LOS by Move: | D | C | C | | C | B | B | | D | D | D | | C | C | C | |
| HCM2kAvgQ: | 0 | 2 | 1 | | 2 | 4 | 0 | | 2 | 2 | 1 | | 2 | 2 | 2 | |

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

AM Existing Plus RIM Wed Jul 22, 2009 10:45:41 Page 57-1

Folsom South of US-50 Annexation
Existing Plus RIM AM

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

Intersection #55 Oak Ave Pkwy/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.241
Loss Time (sec): 9 Average Delay (sec/veh): 14.3
Optimal Cycle: 24 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Ovl | | | | Include | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 2 | 0 | 2 | 0 | 0 | |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | | 109 | 0 | 83 | | 97 | 303 | 0 | | 0 | 567 | 194 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 0 | 0 | 0 | | 109 | 0 | 83 | | 97 | 303 | 0 | | 0 | 567 | 194 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 0 | 0 | 0 | | 122 | 0 | 93 | | 109 | 340 | 0 | | 0 | 637 | 218 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 0 | 0 | | 122 | 0 | 93 | | 109 | 340 | 0 | | 0 | 637 | 218 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 0 | 0 | 0 | | 122 | 0 | 93 | | 109 | 340 | 0 | | 0 | 637 | 218 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 1.00 | 1.00 | | 0.60 | 1.00 | 0.85 | | 0.92 | 0.95 | 1.00 | | 1.00 | 0.91 | 0.85 | |
| Lanes: | 0.00 | 0.00 | 0.00 | | 2.00 | 0.00 | 1.00 | | 2.00 | 2.00 | 0.00 | | 0.00 | 3.00 | 1.00 | |
| Final Sat.: | 0 | 0 | 0 | | 2285 | 0 | 1615 | | 3502 | 3610 | 0 | | 0 | 5187 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | | 0.05 | 0.00 | 0.06 | | 0.03 | 0.09 | 0.00 | | 0.00 | 0.12 | 0.13 | |
| Crit Moves: | | | | | **** | | | | **** | | | | | | **** | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | | 0.22 | 0.00 | 0.35 | | 0.13 | 0.69 | 0.00 | | 0.00 | 0.56 | 0.56 | |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | | 0.24 | 0.00 | 0.16 | | 0.24 | 0.14 | 0.00 | | 0.00 | 0.22 | 0.24 | |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | | 32.2 | 0.0 | 22.5 | | 39.4 | 5.4 | 0.0 | | 0.0 | 11.1 | 11.4 | |
| 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: | 0.0 | 0.0 | 0.0 | | 32.2 | 0.0 | 22.5 | | 39.4 | 5.4 | 0.0 | | 0.0 | 11.1 | 11.4 | |
| LOS by Move: | A | A | A | | C | A | C | | D | A | A | | A | B | B | |
| HCM2kAvgQ: | 0 | 0 | 0 | | 2 | 0 | 2 | | 1 | 2 | 0 | | 0 | 3 | 3 | |

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





AM Existing Plus RIM Wed Jul 22, 2009 10:45:41 Page 58-1

Folsom South of US-50 Annexation
Existing Plus RIM AM

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

Intersection #56 Empire Ranch Rd/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.213
Loss Time (sec): 9 Average Delay (sec/veh): 6.3
Optimal Cycle: 23 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Ovl | | | | Include | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | | 69 | 0 | 16 | | 7 | 431 | 0 | | 0 | 721 | 96 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 0 | 0 | 0 | | 69 | 0 | 16 | | 7 | 431 | 0 | | 0 | 721 | 96 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 0 | 0 | 0 | | 78 | 0 | 18 | | 8 | 484 | 0 | | 0 | 810 | 108 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 0 | 0 | | 78 | 0 | 18 | | 8 | 484 | 0 | | 0 | 810 | 108 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 0 | 0 | 0 | | 78 | 0 | 18 | | 8 | 484 | 0 | | 0 | 810 | 108 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 1.00 | 1.00 | | 0.61 | 1.00 | 0.85 | | 0.95 | 0.95 | 1.00 | | 1.00 | 0.91 | 0.85 | |
| Lanes: | 0.00 | 0.00 | 0.00 | | 2.00 | 0.00 | 1.00 | | 1.00 | 2.00 | 0.00 | | 0.00 | 3.00 | 1.00 | |
| Final Sat.: | 0 | 0 | 0 | | 2337 | 0 | 1615 | | 1805 | 3610 | 0 | | 0 | 5187 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | | 0.03 | 0.00 | 0.01 | | 0.00 | 0.13 | 0.00 | | 0.00 | 0.16 | 0.07 | |
| Crit Moves: | | | | | **** | | | | **** | | | | | | **** | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | | 0.16 | 0.00 | 0.18 | | 0.02 | 0.75 | 0.00 | | 0.00 | 0.73 | 0.73 | |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | | 0.21 | 0.00 | 0.06 | | 0.21 | 0.18 | 0.00 | | 0.00 | 0.21 | 0.09 | |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | | 37.1 | 0.0 | 34.4 | | 51.1 | 3.5 | 0.0 | | 0.0 | 4.2 | 3.8 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | | 37.1 | 0.0 | 34.4 | | 51.1 | 3.5 | 0.0 | | 0.0 | 4.2 | 3.8 | |
| LOS by Move: | A | A | A | | D | A | C | | D | A | A | | A | A | A | |
| HCM2kAvgQ: | 0 | 0 | 0 | | 1 | 0 | 0 | | 0 | 2 | 0 | | 0 | 3 | 1 | |

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

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Folsom South of US-50 Annexation
Existing Plus RIM AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #57 Hazel Blvd/ Gold Country

Cycle (sec): 100 Critical Vol./Cap. (X): 0.719
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 81 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Split Phase | | | | Split Phase | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 3 | 0 | 1 | 1 | 0 | 3 | 0 | 1 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | | | | |
| Base Vol: | 197 | 890 | 6 | | 3 | 2559 | 418 | | 126 | 4 | 243 | | 1 | 2 | 2 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 197 | 890 | 6 | | 3 | 2559 | 418 | | 126 | 4 | 243 | | 1 | 2 | 2 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | | | |
| PHF Volume: | 197 | 890 | 6 | | 3 | 2559 | 418 | | 126 | 4 | 243 | | 1 | 2 | 2 | | | | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | | | |
| Reduced Vol: | 197 | 890 | 6 | | 3 | 2559 | 418 | | 126 | 4 | 243 | | 1 | 2 | 2 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | | | |
| 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: | 197 | 890 | 6 | | 3 | 2559 | 418 | | 126 | 4 | 243 | | 1 | 2 | 2 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | | | |
| Adjustment: | 1.00 | 0.72 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | | | |
| Lanes: | 2.00 | 3.00 | 1.00 | | 1.00 | 3.00 | 1.00 | | 2.00 | 0.03 | 1.97 | | 1.00 | 0.50 | 0.50 | | | | |
| Final Sat.: | 3000 | 3240 | 1500 | | 1500 | 4500 | 1500 | | 3000 | 49 | 2951 | | 1500 | 750 | 750 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.07 | 0.27 | 0.00 | | 0.00 | 0.57 | 0.28 | | 0.04 | 0.08 | 0.08 | | 0.00 | 0.00 | 0.00 | | | | |
| Crit Volume: | 99 | | | | | 853 | | | | 123 | | | | 4 | | | | | |
| Crit Moves: | **** | | | | | **** | | | | **** | | | | **** | | | | | |





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Folsom South of US-50 Annexation
Existing Plus RIM AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #58 Hazel Ave/ Folsom Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.640
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 63 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Split Phase | | | | Split Phase | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 2 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | |
| Volume Module: | | | | | | | | | | | | | | | | | | | |
| Base Vol: | 7 | 26 | 2 | | 318 | 148 | 360 | | 87 | 119 | 25 | | 10 | 634 | 398 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 7 | 26 | 2 | | 318 | 148 | 360 | | 87 | 119 | 25 | | 10 | 634 | 398 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | | | |
| PHF Volume: | 7 | 26 | 2 | | 318 | 148 | 360 | | 87 | 119 | 25 | | 10 | 634 | 398 | | | | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | | | |
| Reduced Vol: | 7 | 26 | 2 | | 318 | 148 | 360 | | 87 | 119 | 25 | | 10 | 634 | 398 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | | | |
| 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: | 7 | 26 | 2 | | 318 | 148 | 360 | | 87 | 119 | 25 | | 10 | 634 | 398 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | | | |
| Adjustment: | 0.95 | 0.95 | 0.95 | | 0.95 | 0.95 | 0.95 | | 0.95 | 0.95 | 0.95 | | 0.95 | 0.95 | 0.95 | | | | |
| Lanes: | 1.00 | 0.93 | 0.07 | | 1.53 | 0.72 | 1.75 | | 2.00 | 1.65 | 0.35 | | 1.00 | 1.00 | 1.00 | | | | |
| Final Sat.: | 1425 | 1323 | 102 | | 2188 | 1020 | 2492 | | 2850 | 2355 | 495 | | 1425 | 1425 | 1425 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.02 | 0.02 | | 0.15 | 0.15 | 0.14 | | 0.03 | 0.05 | 0.05 | | 0.01 | 0.44 | 0.28 | | | | |
| Crit Volume: | | | 28 | | 207 | | | | 43 | | | | | 634 | | | | | |
| Crit Moves: | | | **** | | **** | | | | **** | | | | | **** | | | | | |

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-------------------------------------------------------------------------------
                        Folsom South of US-50 Annexation
                              Existing Plus RIM AM
-------------------------------------------------------------------------------
                       Level Of Service Computation Report
              2000 HCM Unsignalized Method (Base Volume Alternative)
*******************************************************************************
Intersection #59 Grant Line Rd/ White Rock Rd
*******************************************************************************
Average Delay (sec/veh):      4.6       Worst Case Level Of Service: F[ 78.7]
*******************************************************************************
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  1  0  0  0    0  0  0  1  0    0  0  1! 0  0    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     225  549     0     0  203   545    52    0     9     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:  225  549     0     0  203   545    52    0     9     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:     0.95 0.95  0.95  0.95 0.95  0.95  0.95 0.95  0.95  0.95 0.95  0.95
PHF Volume:   237  578     0     0  214   574    55    0     9     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:  237  578     0     0  214   574    55    0     9     0    0     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.4  6.5   6.2 xxxxx xxxx xxxxx
FollowUpTim:  2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5  4.0   3.3 xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  787 xxxx xxxxx  xxxx xxxx xxxxx  1552 1552   501  xxxx xxxx xxxxx
Potent Cap.:  841 xxxx xxxxx  xxxx xxxx xxxxx   126  115   574  xxxx xxxx xxxxx
Move Cap.:    841 xxxx xxxxx  xxxx xxxx xxxxx    94   77   574  xxxx xxxx xxxxx
Volume/Cap:  0.28 xxxx  xxxx  xxxx xxxx  xxxx  0.58 0.00  0.02  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    1.2 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del: 11.0 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    B    *     *     *    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  108 xxxxx  xxxx xxxx xxxxx
SharedQueue:  1.2 xxxx xxxxx xxxxx xxxx xxxxx xxxxx  2.9 xxxxx xxxxx xxxx xxxxx
Shrd ConDel: 11.0 xxxx xxxxx xxxxx xxxx xxxxx xxxxx 78.7 xxxxx xxxxx xxxx xxxxx
Shared LOS:     B    *     *     *    *     *     *    F     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx             78.7           xxxxxx
ApproachLOS:         *                *                F                *
*******************************************************************************
Note: Queue reported is the number of cars per lane.
*******************************************************************************
```





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AM Existing Plus RIM       Wed Jul 22, 2009 10:45:41                Page 62-1
-------------------------------------------------------------------------------
                        Folsom South of US-50 Annexation
                              Existing Plus RIM AM
-------------------------------------------------------------------------------
                       Level Of Service Computation Report
             Circular 212 Planning Method (Base Volume Alternative)
*******************************************************************************
Intersection #60 Grantline Rd/ Sunrise Rd
*******************************************************************************
Cycle (sec):          100                Critical Vol./Cap. (X):         0.832
Loss Time (sec):        0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        136                Level Of Service:                   D
*******************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase      Protected        Protected
Rights:           Include          Include          Ovl              Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
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
Lanes:        0  0  1! 0  0    0  0  1! 0  0    1  0  1  0  1    1  0  1  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      17   16     6     2    1   245   632  493     9     4  329    18
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   17   16     6     2    1   245   632  493     9     4  329    18
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    17   16     6     2    1   245   632  493     9     4  329    18
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   17   16     6     2    1   245   632  493     9     4  329    18
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   17   16     6     2    1   245   632  493     9     4  329    18
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
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:       0.44 0.41  0.15  0.01 0.01  0.98  1.00 1.00  1.00  1.00 1.00  1.00
Final Sat.:   654  615   231    12    6  1482  1500 1500  1500  1500 1500  1500
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.03 0.03  0.03  0.17 0.17  0.17  0.42 0.33  0.01  0.00 0.22  0.01
Crit Volume:              39                 248   632                   329
Crit Moves:              ****               ****  ****                  ****
*******************************************************************************
```

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Folsom South of US-50 Annexation
Existing Plus RIM AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #65 Sunrise Blvd/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.666
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 68 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 2 | 0 1 | 2 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 644 | 986 | 64 | | 176 | 660 | 518 | | 253 | 216 | 312 | | 75 | 476 | 152 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 644 | 986 | 64 | | 176 | 660 | 518 | | 253 | 216 | 312 | | 75 | 476 | 152 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Volume: | 644 | 986 | 64 | | 176 | 660 | 518 | | 253 | 216 | 312 | | 75 | 476 | 152 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 644 | 986 | 64 | | 176 | 660 | 518 | | 253 | 216 | 312 | | 75 | 476 | 152 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 644 | 986 | 64 | | 176 | 660 | 518 | | 253 | 216 | 312 | | 75 | 476 | 152 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | |
| 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: | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 2.00 | 1.00 | | 2.00 | 3.00 | 1.00 | |
| Final Sat.: | 3000 | 4500 | 1500 | | 3000 | 4500 | 1500 | | 3000 | 3000 | 1500 | | 3000 | 4500 | 1500 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.21 | 0.22 | 0.04 | | 0.06 | 0.15 | 0.35 | | 0.08 | 0.07 | 0.21 | | 0.03 | 0.11 | 0.10 | |
| Crit Volume: | 322 | | | | | | 518 | | 0 | | | | | 159 | | |
| Crit Moves: | **** | | | | | | **** | | **** | | | | | **** | | |

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Folsom South of US-50 Annexation
Existing Plus RIM AM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #66 Fitzgerald Road / White Rock Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.785
Loss Time (sec): 0 Average Delay (sec/veh): 17.3
Optimal Cycle: 0 Level Of Service: C

| 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: | 0 | 0 | 1! | 0 | 0 | 0 | 1! | 0 | 0 | 1 | 0 | 0 1 | 0 | 0 | 1! | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 82 | 62 | 11 | | 11 | 16 | 47 | | 43 | 138 | 149 | | 20 | 482 | 46 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 82 | 62 | 11 | | 11 | 16 | 47 | | 43 | 138 | 149 | | 20 | 482 | 46 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Volume: | 82 | 62 | 11 | | 11 | 16 | 47 | | 43 | 138 | 149 | | 20 | 482 | 46 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 82 | 62 | 11 | | 11 | 16 | 47 | | 43 | 138 | 149 | | 20 | 482 | 46 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 82 | 62 | 11 | | 11 | 16 | 47 | | 43 | 138 | 149 | | 20 | 482 | 46 | |
| 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: | 0.53 | 0.40 | 0.07 | | 0.15 | 0.22 | 0.63 | | 1.00 | 0.48 | 0.52 | | 0.04 | 0.88 | 0.08 | |
| Final Sat.: | 280 | 212 | 38 | | 79 | 115 | 337 | | 557 | 309 | 334 | | 25 | 614 | 59 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.29 | 0.29 | 0.29 | | 0.14 | 0.14 | 0.14 | | 0.08 | 0.45 | 0.45 | | 0.79 | 0.79 | 0.79 | |
| Crit Moves: | | **** | | | | **** | | | | | **** | | **** | | | |
| Delay/Veh: | 11.4 | 11.4 | 11.4 | | 9.8 | 9.8 | 9.8 | | 9.5 | 12.1 | 12.1 | | 23.4 | 23.4 | 23.4 | |
| Delay Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 11.4 | 11.4 | 11.4 | | 9.8 | 9.8 | 9.8 | | 9.5 | 12.1 | 12.1 | | 23.4 | 23.4 | 23.4 | |
| LOS by Move: | B | B | B | | A | A | A | | A | B | B | | C | C | C | |
| ApproachDel: | 11.4 | | | | 9.8 | | | | 11.8 | | | | 23.4 | | | |
| Delay Adj: | 1.00 | | | | 1.00 | | | | 1.00 | | | | 1.00 | | | |
| ApprAdjDel: | 11.4 | | | | 9.8 | | | | 11.8 | | | | 23.4 | | | |
| LOS by Appr: | B | | | | A | | | | B | | | | C | | | |
| AllWayAvgQ: | 0.3 | 0.3 | 0.3 | | 0.1 | 0.1 | 0.1 | | 0.1 | 0.7 | 0.7 | | 3.0 | 3.0 | 3.0 | |

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

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-------------------------------------------------------------------------------
                        Folsom South of US-50 Annexation
                              Existing Plus RIM AM
-------------------------------------------------------------------------------
                      Level Of Service Computation Report
              Circular 212 Planning Method (Base Volume Alternative)
*******************************************************************************
Intersection #67 Sunrise Blvd/ Douglas Rd
*******************************************************************************
Cycle (sec):          100                Critical Vol./Cap. (X):          0.775
Loss Time (sec):        0                Average Delay (sec/veh):       xxxxxx
Optimal Cycle:        101                Level Of Service:                    C
*******************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include           Ovl            Include           Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
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
Lanes:        1  0  1  1  0    1  0  2  0  1    0  0  1! 0  0    0  1  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     155 1212    50   118  436    96   232   32    28    26   85   240
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  155 1212    50   118  436    96   232   32    28    26   85   240
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   155 1212    50   118  436    96   232   32    28    26   85   240
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  155 1212    50   118  436    96   232   32    28    26   85   240
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  155 1212    50   118  436    96   232   32    28    26   85   240
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
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 1.92  0.08  1.00 2.00  1.00  0.79 0.11  0.10  0.23 0.77  1.00
Final Sat.:  1500 2881   119  1500 3000  1500  1192  164   144   351 1149  1500
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.10 0.42  0.42  0.08 0.15  0.06  0.19 0.19  0.19  0.07 0.07  0.16
Crit Volume:             631     0                 292                       240
Crit Moves:             ****  ****                ****                      ****
*******************************************************************************
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-------------------------------------------------------------------------------
                        Folsom South of US-50 Annexation
                              Existing Plus RIM AM
-------------------------------------------------------------------------------
                      Level Of Service Computation Report
            2000 HCM Unsignalized Method (Base Volume Alternative)
*******************************************************************************
Intersection #68 Grant Line Rd/ Douglas Rd
*******************************************************************************
Average Delay (sec/veh):      4.0       Worst Case Level Of Service: C[ 23.7]
*******************************************************************************
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  1  0  0  0    0  0  0  1  0    0  0  1! 0  0    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     184  539     0     0  177    57    66    0    52     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:  184  539     0     0  177    57    66    0    52     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:   184  539     0     0  177    57    66    0    52     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:  184  539     0     0  177    57    66    0    52     0    0     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.4  6.5   6.2 xxxxx xxxx xxxxx
FollowUpTim:  2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5  4.0   3.3 xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  234 xxxx xxxxx  xxxx xxxx xxxxx  1113 1113   206  xxxx xxxx xxxxx
Potent Cap.: 1345 xxxx xxxxx  xxxx xxxx xxxxx   233  210   840  xxxx xxxx xxxxx
Move Cap.:   1345 xxxx xxxxx  xxxx xxxx xxxxx   206  178   840  xxxx xxxx xxxxx
Volume/Cap:  0.14 xxxx  xxxx  xxxx xxxx  xxxx  0.32 0.00  0.06  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.5 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:  8.1 xxxx xxxxx xxxxx 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
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  308 xxxxx  xxxx xxxx xxxxx
SharedQueue:  0.5 xxxx xxxxx xxxxx xxxx xxxxx xxxxx  1.7 xxxxx xxxxx xxxx xxxxx
Shrd ConDel:  8.1 xxxx xxxxx xxxxx xxxx xxxxx xxxxx 23.7 xxxxx xxxxx xxxx xxxxx
Shared LOS:     A    *     *     *    *     *     *    C     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx             23.7           xxxxxx
ApproachLOS:         *                *                C                *
*******************************************************************************
Note: Queue reported is the number of cars per lane.
*******************************************************************************
```

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AM Existing Plus RIM       Wed Jul 22, 2009 10:45:41                Page 67-1
-------------------------------------------------------------------------------
                        Folsom South of US-50 Annexation
                              Existing Plus RIM AM
-------------------------------------------------------------------------------
                       Level Of Service Computation Report
              2000 HCM 4-Way Stop Method (Base Volume Alternative)
*******************************************************************************
Intersection #69 Grant Line Road / Kiefer Boulevard
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap. (X):         0.784
Loss Time (sec):       0                Average Delay (sec/veh):        17.2
Optimal Cycle:         0                Level Of Service:                  C
*******************************************************************************
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:        0  0  1! 0  0    0  0  1! 0  0    0  0  1! 0  0    0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       9  551   18    20  248    1     1    1    1    15    0  200
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:    9  551   18    20  248    1     1    1    1    15    0  200
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:     9  551   18    20  248    1     1    1    1    15    0  200
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:    9  551   18    20  248    1     1    1    1    15    0  200
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
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:    9  551   18    20  248    1     1    1    1    15    0  200
------------|---------------||---------------||---------------||---------------|
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:       0.02 0.95 0.03  0.07 0.92 0.01  0.34 0.33 0.33  0.07 0.00 0.93
Final Sat.:    11  703   23    50  614    2   169  169  169    43    0  579
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.78 0.78 0.78  0.40 0.40 0.40  0.01 0.01 0.01  0.35 xxxx 0.35
Crit Moves:  ****            ****            ****            ****
Delay/Veh:   22.3 22.3 22.3  11.5 11.5 11.5   9.2  9.2  9.2  10.7  0.0 10.7
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:  22.3 22.3 22.3  11.5 11.5 11.5   9.2  9.2  9.2  10.7  0.0 10.7
LOS by Move:    C    C    C     B    B    B     A    A    A     B    *    B
ApproachDel:      22.3             11.5             9.2             10.7
Delay Adj:        1.00             1.00            1.00             1.00
ApprAdjDel:       22.3             11.5             9.2             10.7
LOS by Appr:         C                B               A                B
AllWayAvgQ:   3.0  3.0  3.0   0.6  0.6  0.6   0.0  0.0  0.0   0.4  0.4  0.4
*******************************************************************************
Note: Queue reported is the number of cars per lane.
*******************************************************************************
```





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AM Existing Plus RIM       Wed Jul 22, 2009 10:45:41                Page 68-1
-------------------------------------------------------------------------------
                        Folsom South of US-50 Annexation
                              Existing Plus RIM AM
-------------------------------------------------------------------------------
                       Level Of Service Computation Report
              2000 HCM Unsignalized Method (Base Volume Alternative)
*******************************************************************************
Intersection #83 White Rock Rd/ Carson Crossing Rd
*******************************************************************************
Average Delay (sec/veh):      0.5       Worst Case Level Of Service: D[ 26.9]
*******************************************************************************
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    0  0  0  1  0    1  0  1  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      14    0    8     0    0    0     0  696   14     2  495    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:   14    0    8     0    0    0     0  696   14     2  495    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:     0.84 0.84 0.84  0.84 0.84 0.84  0.84 0.84 0.84  0.84 0.84 0.84
PHF Volume:    17    0   10     0    0    0     0  829   17     2  589    0
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
FinalVolume:   17    0   10     0    0    0     0  829   17     2  589    0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  6.4  6.5   6.2 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5  4.0   3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 1431 1431   837  xxxx xxxx xxxxx  xxxx xxxx xxxxx   845 xxxx xxxxx
Potent Cap.:  150  136   370  xxxx xxxx xxxxx  xxxx xxxx xxxxx   800 xxxx xxxxx
Move Cap.:    149  135   370  xxxx xxxx xxxxx  xxxx xxxx xxxxx   800 xxxx xxxxx
Volume/Cap:  0.11 0.00  0.03  xxxx xxxx  xxxx  xxxx xxxx  xxxx  0.00 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.0 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx   9.5 xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     *    *     *     A    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx  191 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx  0.5 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx 26.9 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    D     *     *    *     *     *    *     *     *    *     *
ApproachDel:      26.9            xxxxxx            xxxxxx            xxxxxx
ApproachLOS:         D                 *                 *                 *
*******************************************************************************
Note: Queue reported is the number of cars per lane.
*******************************************************************************
```

AM Existing Plus RIM Wed Jul 22, 2009 10:45:41 Page 69-1

Folsom South of US-50 Annexation
Existing Plus RIM AM

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

Intersection #84 White Rock Rd/ Stonebriar Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.500
Loss Time (sec): 12 Average Delay (sec/veh): 18.4
Optimal Cycle: 41 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Split Phase | | | | Split Phase | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 0 | 1 0 | 1 | 0 | 1 | 0 1 | 1 | 0 | 0 | 1 0 | 0 | 0 | 1! | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 73 | 533 | 1 | | 68 | 418 | 16 | | 54 | 1 | 58 | | 13 | 1 | 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: | 73 | 533 | 1 | | 68 | 418 | 16 | | 54 | 1 | 58 | | 13 | 1 | 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: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 82 | 599 | 1 | | 76 | 470 | 18 | | 61 | 1 | 65 | | 15 | 1 | 42 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 82 | 599 | 1 | | 76 | 470 | 18 | | 61 | 1 | 65 | | 15 | 1 | 42 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 82 | 599 | 1 | | 76 | 470 | 18 | | 61 | 1 | 65 | | 15 | 1 | 42 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.93 | 0.98 | 0.98 | | 0.93 | 0.98 | 0.83 | | 0.95 | 0.85 | 0.85 | | 0.89 | 0.89 | 0.89 | |
| Lanes: | 1.00 | 0.99 | 0.01 | | 1.00 | 1.00 | 1.00 | | 1.00 | 0.02 | 0.98 | | 0.25 | 0.02 | 0.73 | |
| Final Sat.: | 1769 | 1859 | 3 | | 1769 | 1862 | 1583 | | 1805 | 27 | 1593 | | 431 | 33 | 1227 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.05 | 0.32 | 0.32 | | 0.04 | 0.25 | 0.01 | | 0.03 | 0.04 | 0.04 | | 0.03 | 0.03 | 0.03 | |
| Crit Moves: | | **** | | | **** | | | | | | **** | | | **** | | |
| Green/Cycle: | 0.11 | 0.64 | 0.64 | | 0.09 | 0.62 | 0.62 | | 0.08 | 0.08 | 0.08 | | 0.07 | 0.07 | 0.07 | |
| Volume/Cap: | 0.41 | 0.50 | 0.50 | | 0.50 | 0.41 | 0.02 | | 0.41 | 0.50 | 0.50 | | 0.50 | 0.50 | 0.50 | |
| Delay/Veh: | 42.6 | 9.7 | 9.7 | | 46.2 | 10.0 | 7.4 | | 45.5 | 46.9 | 46.9 | | 48.4 | 48.4 | 48.4 | |
| 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: | 42.6 | 9.7 | 9.7 | | 46.2 | 10.0 | 7.4 | | 45.5 | 46.9 | 46.9 | | 48.4 | 48.4 | 48.4 | |
| LOS by Move: | D | A | A | | D | B | A | | D | D | D | | D | D | D | |
| HCM2kAvgQ: | 3 | 10 | 10 | | 3 | 7 | 0 | | 2 | 2 | 2 | | 2 | 2 | 2 | |

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





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Folsom South of US-50 Annexation
Existing Plus RIM AM

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

Intersection #85 White Rock Rd/ Windfield Way

Average Delay (sec/veh): 3.7 Worst Case Level Of Service: E[ 36.3]

| 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 1 | 0 | 1 | 0 | 1 0 | 1 | 0 | 2 | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 50 | 0 | 57 | | 0 | 0 | 4 | | 7 | 397 | 336 | | 123 | 448 | 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: | 50 | 0 | 57 | | 0 | 0 | 4 | | 7 | 397 | 336 | | 123 | 448 | 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: | 0.91 | 0.91 | 0.91 | | 0.91 | 0.91 | 0.91 | | 0.91 | 0.91 | 0.91 | | 0.91 | 0.91 | 0.91 | |
| PHF Volume: | 55 | 0 | 63 | | 0 | 0 | 4 | | 8 | 436 | 369 | | 135 | 492 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| FinalVolume: | 55 | 0 | 63 | | 0 | 0 | 4 | | 8 | 436 | 369 | | 135 | 492 | 0 | |
| Critical Gap Module: | | | | | | | | | | | | | | | | |
| Critical Gp: | 7.5 | 6.5 | 6.9 | xxxxx | xxxx | 6.9 | | 4.1 | xxxx | xxxxx | | 4.1 | xxxx | xxxxx | | |
| FollowUpTim: | 3.5 | 4.0 | 3.3 | xxxxx | xxxx | 3.3 | | 2.2 | xxxx | xxxxx | | 2.2 | xxxx | xxxxx | | |
| Capacity Module: | | | | | | | | | | | | | | | | |
| Cnflict Vol: | 1153 | 1399 | 403 | xxxx | xxxx | 246 | | 492 | xxxx | xxxxx | | 805 | xxxx | xxxxx | | |
| Potent Cap.: | 155 | 142 | 603 | xxxx | xxxx | 760 | | 1082 | xxxx | xxxxx | | 828 | xxxx | xxxxx | | |
| Move Cap.: | 134 | 118 | 603 | xxxx | xxxx | 760 | | 1082 | xxxx | xxxxx | | 828 | xxxx | xxxxx | | |
| Volume/Cap: | 0.41 | 0.00 | 0.10 | xxxx | xxxx | 0.01 | | 0.01 | xxxx | xxxx | | 0.16 | xxxx | xxxx | | |
| Level Of Service Module: | | | | | | | | | | | | | | | | |
| 2Way95thQ: | xxxx | xxxx | xxxxx | xxxx | xxxx | 0.0 | | 0.0 | xxxx | xxxxx | | 0.6 | xxxx | xxxxx | | |
| Control Del: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | 9.8 | | 8.4 | xxxx | xxxxx | | 10.2 | xxxx | xxxxx | | |
| LOS by Move: | * | * | * | * | * | A | | A | * | * | | B | * | * | | |
| Movement: | LT - | LTR - | RT | LT - | LTR - | RT | | LT - | LTR - | RT | | LT - | LTR - | RT | | |
| Shared Cap.: | xxxx | 229 | xxxxx | xxxx | xxxx | xxxxx | | xxxx | xxxx | xxxxx | | xxxx | xxxx | xxxxx | | |
| SharedQueue: | xxxxx | 2.7 | xxxxx | xxxxx | xxxx | xxxxx | | 0.0 | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | |
| Shrd ConDel: | xxxxx | 36.3 | xxxxx | xxxxx | xxxx | xxxxx | | 8.4 | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | |
| Shared LOS: | * | E | * | * | * | * | | A | * | * | | * | * | * | | |
| ApproachDel: | 36.3 | | | 9.8 | | | | xxxxxx | | | | xxxxxx | | | | |
| ApproachLOS: | E | | | A | | | | * | | | | * | | | | |

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

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Folsom South of US-50 Annexation
Existing Plus RIM AM

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

Intersection #86 White Rock Rd/ Latrobe Rd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.560
Loss Time (sec): 12 Average Delay (sec/veh): 29.4
Optimal Cycle: 46 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Include | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 4 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 1 | 1 0 | 2 | 0 | 2 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 59 | 362 | 68 | | 72 | 1093 | 426 | | 279 | 86 | 16 | | 167 | 261 | 226 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 59 | 362 | 68 | | 72 | 1093 | 426 | | 279 | 86 | 16 | | 167 | 261 | 226 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 66 | 407 | 76 | | 81 | 1228 | 479 | | 313 | 97 | 18 | | 188 | 293 | 254 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 66 | 407 | 76 | | 81 | 1228 | 479 | | 313 | 97 | 18 | | 188 | 293 | 254 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 66 | 407 | 76 | | 81 | 1228 | 479 | | 313 | 97 | 18 | | 188 | 293 | 254 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.93 | 0.89 | 0.83 | | 0.90 | 0.89 | 0.83 | | 0.90 | 0.91 | 0.91 | | 0.92 | 0.95 | 0.85 | |
| Lanes: | 1.00 | 4.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 1.69 | 0.31 | | 2.00 | 2.00 | 1.00 | |
| Final Sat.: | 1769 | 6778 | 1583 | | 3432 | 5083 | 1583 | | 3432 | 2911 | 542 | | 3502 | 3610 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.06 | 0.05 | | 0.02 | 0.24 | 0.30 | | 0.09 | 0.03 | 0.03 | | 0.05 | 0.08 | 0.16 | |
| Crit Moves: | **** | | | | | **** | | | **** | | | | | | **** | |
| Green/Cycle: | 0.07 | 0.36 | 0.61 | | 0.14 | 0.43 | 0.59 | | 0.16 | 0.15 | 0.15 | | 0.25 | 0.24 | 0.38 | |
| Volume/Cap: | 0.56 | 0.17 | 0.08 | | 0.17 | 0.56 | 0.51 | | 0.56 | 0.22 | 0.22 | | 0.22 | 0.34 | 0.41 | |
| Delay/Veh: | 60.2 | 26.4 | 9.8 | | 45.6 | 25.9 | 14.6 | | 47.5 | 44.7 | 44.7 | | 36.0 | 38.1 | 27.9 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 60.2 | 26.4 | 9.8 | | 45.6 | 25.9 | 14.6 | | 47.5 | 44.7 | 44.7 | | 36.0 | 38.1 | 27.9 | |
| LOS by Move: | E | C | A | | D | C | B | | D | D | D | | D | D | C | |
| HCM2kAvgQ: | 3 | 3 | 1 | | 1 | 12 | 10 | | 5 | 2 | 2 | | 3 | 4 | 7 | |

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





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Folsom South of US-50 Annexation
Existing Plus RIM AM

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

Intersection #87 White Rock Rd/ Valley View Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.472
Loss Time (sec): 12 Average Delay (sec/veh): 16.8
Optimal Cycle: 39 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Split Phase | | | | Split Phase | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 0 | 1 0 | 1 | 0 | 0 | 1 0 | 1 | 0 | 0 | 1 0 | 1 | 0 | 0 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 130 | 10 | 43 | | 11 | 11 | 11 | | 8 | 173 | 57 | | 23 | 479 | 34 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 130 | 10 | 43 | | 11 | 11 | 11 | | 8 | 173 | 57 | | 23 | 479 | 34 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.87 | 0.87 | 0.87 | | 0.87 | 0.87 | 0.87 | | 0.87 | 0.87 | 0.87 | | 0.87 | 0.87 | 0.87 | |
| PHF Volume: | 149 | 11 | 49 | | 13 | 13 | 13 | | 9 | 199 | 66 | | 26 | 551 | 39 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 149 | 11 | 49 | | 13 | 13 | 13 | | 9 | 199 | 66 | | 26 | 551 | 39 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 149 | 11 | 49 | | 13 | 13 | 13 | | 9 | 199 | 66 | | 26 | 551 | 39 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.88 | 0.88 | | 0.95 | 0.93 | 0.93 | | 0.95 | 0.96 | 0.96 | | 0.95 | 0.99 | 0.99 | |
| Lanes: | 1.00 | 0.19 | 0.81 | | 1.00 | 0.50 | 0.50 | | 1.00 | 0.75 | 0.25 | | 1.00 | 0.93 | 0.07 | |
| Final Sat.: | 1805 | 315 | 1353 | | 1805 | 879 | 879 | | 1805 | 1376 | 453 | | 1805 | 1756 | 125 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.08 | 0.04 | 0.04 | | 0.01 | 0.01 | 0.01 | | 0.01 | 0.14 | 0.14 | | 0.01 | 0.31 | 0.31 | |
| Crit Moves: | **** | | | | | **** | | | **** | | | | | **** | | |
| Green/Cycle: | 0.18 | 0.18 | 0.18 | | 0.03 | 0.03 | 0.03 | | 0.01 | 0.61 | 0.61 | | 0.06 | 0.66 | 0.66 | |
| Volume/Cap: | 0.47 | 0.21 | 0.21 | | 0.23 | 0.47 | 0.47 | | 0.47 | 0.24 | 0.24 | | 0.24 | 0.47 | 0.47 | |
| Delay/Veh: | 38.2 | 35.7 | 35.7 | | 49.5 | 54.1 | 54.1 | | 66.2 | 8.9 | 8.9 | | 45.7 | 8.5 | 8.5 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 38.2 | 35.7 | 35.7 | | 49.5 | 54.1 | 54.1 | | 66.2 | 8.9 | 8.9 | | 45.7 | 8.5 | 8.5 | |
| LOS by Move: | D | D | D | | D | D | D | | E | A | A | | D | A | A | |
| HCM2kAvgQ: | 5 | 2 | 2 | | 1 | 1 | 1 | | 0 | 4 | 4 | | 1 | 9 | 9 | |

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

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Folsom South of US-50 Annexation
Existing Plus RIM AM

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

Intersection #88 El Dorado Hills Blvd/Serrano Prky

Cycle (sec): 100 Critical Vol./Cap. (X): 0.827
Loss Time (sec): 12 Average Delay (sec/veh): 31.5
Optimal Cycle: 84 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Split Phase | | | Split Phase | | |
| Rights: | Ignore | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 | 0 | 2 | 0 1 | 1 | 0 | 1 1 | 0 | 1 | 0 0 | 1 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 40 | 540 | 246 | 85 | 1251 | 18 | 17 | 17 | 81 | 649 | 16 | 45 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 40 | 540 | 246 | 85 | 1251 | 18 | 17 | 17 | 81 | 649 | 16 | 45 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | 0.00 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 45 | 607 | 0 | 96 | 1406 | 20 | 19 | 19 | 91 | 729 | 18 | 51 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 45 | 607 | 0 | 96 | 1406 | 20 | 19 | 19 | 91 | 729 | 18 | 51 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 45 | 607 | 0 | 96 | 1406 | 20 | 19 | 19 | 91 | 729 | 18 | 51 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 | 0.95 | 0.95 | 0.88 | 0.88 | 0.95 | 0.95 | 0.95 |
| Lanes: | 1.00 | 2.00 | 1.00 | 1.00 | 1.97 | 0.03 | 1.00 | 0.17 | 0.83 | 1.84 | 0.04 | 0.12 |
| Final Sat.: | 1805 | 3610 | 1900 | 1805 | 3552 | 51 | 1805 | 289 | 1376 | 3315 | 75 | 210 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.17 | 0.00 | 0.05 | 0.40 | 0.40 | 0.01 | 0.07 | 0.07 | 0.22 | 0.24 | 0.24 |
| Crit Moves: | **** | | | | **** | | | **** | | | **** | |
| Green/Cycle: | 0.03 | 0.39 | 0.00 | 0.12 | 0.48 | 0.48 | 0.08 | 0.08 | 0.08 | 0.29 | 0.29 | 0.29 |
| Volume/Cap: | 0.83 | 0.43 | 0.00 | 0.43 | 0.83 | 0.83 | 0.13 | 0.83 | 0.83 | 0.76 | 0.83 | 0.83 |
| Delay/Veh: | 111.3 | 22.8 | 0.0 | 42.1 | 25.9 | 25.9 | 43.2 | 78.1 | 78.1 | 35.4 | 39.1 | 39.1 |
| 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: | 111.3 | 22.8 | 0.0 | 42.1 | 25.9 | 25.9 | 43.2 | 78.1 | 78.1 | 35.4 | 39.1 | 39.1 |
| LOS by Move: | F | C | A | D | C | C | D | E | E | D | D | D |
| HCM2kAvgQ: | 2 | 7 | 0 | 3 | 22 | 22 | 1 | 6 | 6 | 13 | 15 | 15 |

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





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Folsom South of US-50 Annexation
Existing Plus RIM AM

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

Intersection #89 El Dorado Hills Blvd/Saratoga Way

Cycle (sec): 100 Critical Vol./Cap. (X): 0.660
Loss Time (sec): 12 Average Delay (sec/veh): 22.7
Optimal Cycle: 54 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Split Phase | | | Split Phase | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 | 0 | 2 | 1 0 | 1 | 0 | 1 1 | 0 | 1 | 0 0 | 1 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 68 | 685 | 51 | 200 | 1356 | 7 | 15 | 19 | 150 | 47 | 11 | 61 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 68 | 685 | 51 | 200 | 1356 | 7 | 15 | 19 | 150 | 47 | 11 | 61 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| PHF Volume: | 72 | 721 | 54 | 211 | 1427 | 7 | 16 | 20 | 158 | 49 | 12 | 64 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 72 | 721 | 54 | 211 | 1427 | 7 | 16 | 20 | 158 | 49 | 12 | 64 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 72 | 721 | 54 | 211 | 1427 | 7 | 16 | 20 | 158 | 49 | 12 | 64 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.90 | 0.90 | 0.95 | 0.95 | 0.95 | 0.98 | 0.98 | 0.85 | 0.95 | 0.87 | 0.87 |
| Lanes: | 1.00 | 2.79 | 0.21 | 1.00 | 1.99 | 0.01 | 1.00 | 1.00 | 1.00 | 1.00 | 0.15 | 0.85 |
| Final Sat.: | 1805 | 4779 | 356 | 1805 | 3588 | 19 | 1858 | 1858 | 1615 | 1805 | 253 | 1405 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.15 | 0.15 | 0.12 | 0.40 | 0.40 | 0.01 | 0.01 | 0.10 | 0.03 | 0.05 | 0.05 |
| Crit Moves: | **** | | | | **** | | | | **** | | | **** |
| Green/Cycle: | 0.06 | 0.37 | 0.37 | 0.29 | 0.60 | 0.60 | 0.15 | 0.15 | 0.15 | 0.07 | 0.07 | 0.07 |
| Volume/Cap: | 0.66 | 0.40 | 0.40 | 0.40 | 0.66 | 0.66 | 0.06 | 0.07 | 0.66 | 0.40 | 0.66 | 0.66 |
| Delay/Veh: | 60.1 | 23.2 | 23.2 | 29.1 | 13.9 | 13.9 | 36.6 | 36.7 | 46.9 | 46.6 | 58.7 | 58.7 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 60.1 | 23.2 | 23.2 | 29.1 | 13.9 | 13.9 | 36.6 | 36.7 | 46.9 | 46.6 | 58.7 | 58.7 |
| LOS by Move: | E | C | C | C | B | B | D | D | D | D | E | E |
| HCM2kAvgQ: | 2 | 6 | 6 | 5 | 15 | 15 | 0 | 1 | 6 | 2 | 4 | 4 |

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

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Folsom South of US-50 Annexation
Existing Plus RIM AM

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

Intersection #90 El Dorado Hills Blvd/Park Drive

Cycle (sec): 100 Critical Vol./Cap. (X): 0.482
Loss Time (sec): 9 Average Delay (sec/veh): 11.5
Optimal Cycle: 33 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 2 | 1 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 824 | 152 | | 62 | 1652 | 0 | | 0 | 0 | | 0 | 226 | | 0 | 38 |
| Growth Adj: | 1.00 | 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 | 824 | 152 | | 62 | 1652 | 0 | | 0 | 0 | | 0 | 226 | | 0 | 38 |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 |
| PHF Adj: | 0.95 | 0.95 | 0.95 | | 0.95 | 0.95 | 0.95 | | 0.95 | 0.95 | | 0.95 | 0.95 | | 0.95 | 0.95 |
| PHF Volume: | 0 | 867 | 160 | | 65 | 1739 | 0 | | 0 | 0 | | 0 | 238 | | 0 | 40 |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 |
| Reduced Vol: | 0 | 867 | 160 | | 65 | 1739 | 0 | | 0 | 0 | | 0 | 238 | | 0 | 40 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 |
| FinalVolume: | 0 | 867 | 160 | | 65 | 1739 | 0 | | 0 | 0 | | 0 | 238 | | 0 | 40 |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | | 1900 | 1900 | | 1900 | 1900 |
| Adjustment: | 1.00 | 0.89 | 0.89 | | 0.95 | 0.91 | 1.00 | | 1.00 | 1.00 | | 1.00 | 0.60 | | 1.00 | 0.85 |
| Lanes: | 0.00 | 2.53 | 0.47 | | 1.00 | 3.00 | 0.00 | | 0.00 | 0.00 | | 0.00 | 2.00 | | 0.00 | 1.00 |
| Final Sat.: | 0 | 4278 | 789 | | 1805 | 5187 | 0 | | 0 | 0 | | 0 | 2293 | | 0 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.20 | 0.20 | | 0.04 | 0.34 | 0.00 | | 0.00 | 0.00 | | 0.00 | 0.10 | | 0.00 | 0.02 |
| Crit Moves: | **** | | | | | **** | | | | | | | **** | | | |
| Green/Cycle: | 0.00 | 0.59 | 0.59 | | 0.11 | 0.69 | 0.00 | | 0.00 | 0.00 | | 0.00 | 0.22 | | 0.00 | 0.22 |
| Volume/Cap: | 0.00 | 0.34 | 0.34 | | 0.34 | 0.48 | 0.00 | | 0.00 | 0.00 | | 0.00 | 0.48 | | 0.00 | 0.12 |
| Delay/Veh: | 0.0 | 10.6 | 10.6 | | 42.6 | 7.1 | 0.0 | | 0.0 | 0.0 | | 0.0 | 35.1 | | 0.0 | 31.7 |
| 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: | 0.0 | 10.6 | 10.6 | | 42.6 | 7.1 | 0.0 | | 0.0 | 0.0 | | 0.0 | 35.1 | | 0.0 | 31.7 |
| LOS by Move: | A | B | B | | D | A | A | | A | A | | A | D | | A | C |
| HCM2kAvgQ: | 0 | 6 | 6 | | 2 | 9 | 0 | | 0 | 0 | | 0 | 4 | | 0 | 1 |

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





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Folsom South of US-50 Annexation
Existing Plus RIM AM

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

Intersection #91 Latrobe Rd/ Town Center Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.425
Loss Time (sec): 12 Average Delay (sec/veh): 16.0
Optimal Cycle: 36 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 3 | 0 | 1 | 2 | 0 | 3 | 0 | 1 | 2 | 0 | 1 | 1 | 0 | 1 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | | | |
| Base Vol: | 59 | 767 | 72 | | 502 | 1395 | 393 | | 23 | 4 | | 7 | 87 | | 64 | 279 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 |
| Initial Bse: | 59 | 767 | 72 | | 502 | 1395 | 393 | | 23 | 4 | | 7 | 87 | | 64 | 279 |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 |
| PHF Adj: | 0.93 | 0.93 | 0.93 | | 0.93 | 0.93 | 0.93 | | 0.93 | 0.93 | | 0.93 | 0.93 | | 0.93 | 0.93 |
| PHF Volume: | 63 | 825 | 77 | | 540 | 1500 | 423 | | 25 | 4 | | 8 | 94 | | 69 | 300 |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 |
| Reduced Vol: | 63 | 825 | 77 | | 540 | 1500 | 423 | | 25 | 4 | | 8 | 94 | | 69 | 300 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 |
| 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: | 63 | 825 | 77 | | 540 | 1500 | 423 | | 25 | 4 | | 8 | 94 | | 69 | 300 |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | | 1900 | 1900 | | 1900 | 1900 |
| Adjustment: | 0.90 | 0.89 | 0.83 | | 0.90 | 0.89 | 0.83 | | 0.92 | 0.86 | | 0.86 | 0.95 | | 1.00 | 0.85 |
| Lanes: | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 |
| Final Sat.: | 3432 | 5083 | 1583 | | 3432 | 5083 | 1583 | | 3502 | 1634 | | 1634 | 1805 | | 1900 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.16 | 0.05 | | 0.16 | 0.30 | 0.27 | | 0.01 | 0.00 | | 0.00 | 0.05 | | 0.04 | 0.19 |
| Crit Moves: | | **** | | | **** | | | | | **** | | | **** | | | |
| Green/Cycle: | 0.04 | 0.38 | 0.38 | | 0.37 | 0.71 | 0.71 | | 0.02 | 0.01 | | 0.01 | 0.12 | | 0.11 | 0.48 |
| Volume/Cap: | 0.42 | 0.43 | 0.13 | | 0.43 | 0.42 | 0.38 | | 0.34 | 0.43 | | 0.74 | 0.43 | | 0.34 | 0.39 |
| Delay/Veh: | 48.4 | 23.0 | 20.2 | | 23.8 | 6.1 | 6.0 | | 51.0 | 59.6 | | 153.5 | 42.0 | | 42.3 | 17.1 |
| 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: | 48.4 | 23.0 | 20.2 | | 23.8 | 6.1 | 6.0 | | 51.0 | 59.6 | | 153.5 | 42.0 | | 42.3 | 17.1 |
| LOS by Move: | D | C | C | | C | A | A | | D | E | | F | D | | D | B |
| HCM2kAvgQ: | 1 | 7 | 1 | | 6 | 7 | 5 | | 1 | 1 | | 1 | 3 | | 2 | 6 |

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

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Folsom South of US-50 Annexation
Existing Plus RIM AM

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

Intersection #92 Hazel Blvd/ Tributary- WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.809
Loss Time (sec): 9 Average Delay (sec/veh): 28.4
Optimal Cycle: 71 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Permitted | | | Permitted | | |
| Rights: | Ignore | | | Ovl | | | Ovl | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 | 0 3 | 0 1 | 0 | 0 3 | 0 1 | 0 | 0 0 | 0 1 | 1 | 0 0 | 1 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 359 | 533 | 339 | 0 | 1372 | 158 | 0 | 0 | 294 | 85 | 83 | 552 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 359 | 533 | 339 | 0 | 1372 | 158 | 0 | 0 | 294 | 85 | 83 | 552 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | 0.00 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 403 | 599 | 0 | 0 | 1542 | 178 | 0 | 0 | 330 | 96 | 93 | 620 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 403 | 599 | 0 | 0 | 1542 | 178 | 0 | 0 | 330 | 96 | 93 | 620 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 403 | 599 | 0 | 0 | 1542 | 178 | 0 | 0 | 330 | 96 | 93 | 620 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.91 | 1.00 | 1.00 | 0.91 | 0.85 | 1.00 | 1.00 | 0.87 | 0.78 | 0.87 | 0.87 |
| Lanes: | 1.00 | 3.00 | 1.00 | 0.00 | 3.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 | 0.26 | 1.74 |
| Final Sat.: | 1805 | 5187 | 1900 | 0 | 5187 | 1615 | 0 | 0 | 1644 | 1484 | 432 | 2874 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.22 | 0.12 | 0.00 | 0.00 | 0.30 | 0.11 | 0.00 | 0.00 | 0.20 | 0.06 | 0.22 | 0.22 |
| Crit Moves: | **** | | | | **** | | | | | | **** | |
| Green/Cycle: | 0.28 | 0.64 | 0.00 | 0.00 | 0.37 | 0.37 | 0.00 | 0.00 | 0.54 | 0.27 | 0.27 | 0.27 |
| Volume/Cap: | 0.81 | 0.18 | 0.00 | 0.00 | 0.81 | 0.30 | 0.00 | 0.00 | 0.37 | 0.24 | 0.81 | 0.81 |
| Delay/Veh: | 43.3 | 7.2 | 0.0 | 0.0 | 31.2 | 22.8 | 0.0 | 0.0 | 13.3 | 29.1 | 39.9 | 39.9 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 43.3 | 7.2 | 0.0 | 0.0 | 31.2 | 22.8 | 0.0 | 0.0 | 13.3 | 29.1 | 39.9 | 39.9 |
| LOS by Move: | D | A | A | A | C | C | A | A | B | C | D | D |
| HCM2kAvgQ: | 12 | 3 | 0 | 0 | 16 | 4 | 0 | 0 | 6 | 2 | 13 | 13 |

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





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Folsom South of US-50 Annexation
Existing Plus RIM AM

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

Intersection #93 Hazel Ave/ EB US-50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.624
Loss Time (sec): 9 Average Delay (sec/veh): 20.6
Optimal Cycle: 43 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Permitted | | | Permitted | | |
| Rights: | Ignore | | | Ignore | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 0 | 0 2 | 0 1 | 0 | 0 2 | 0 1 | 1 | 0 1! | 0 1 | 0 | 0 0 | 0 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 446 | 76 | 0 | 703 | 923 | 789 | 0 | 133 | 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 | 446 | 76 | 0 | 703 | 923 | 789 | 0 | 133 | 0 | 0 | 0 |
| User Adj: | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | 0.00 | 0.89 | 0.89 | 0.00 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 0 | 0 | 0 | 0 | 790 | 0 | 887 | 0 | 149 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 0 | 790 | 0 | 887 | 0 | 149 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 0 | 0 | 0 | 790 | 0 | 887 | 0 | 149 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 0.72 | 1.00 | 0.72 | 1.00 | 1.00 | 1.00 |
| Lanes: | 0.00 | 2.00 | 1.00 | 0.00 | 2.00 | 1.00 | 1.86 | 0.00 | 1.14 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 0 | 3610 | 1900 | 0 | 3610 | 1900 | 2541 | 0 | 1567 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.00 | 0.22 | 0.00 | 0.35 | 0.00 | 0.10 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | | | | | **** | | **** | | | | | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | 0.00 | 0.35 | 0.00 | 0.56 | 0.00 | 0.56 | 0.00 | 0.00 | 0.00 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.00 | 0.62 | 0.00 | 0.62 | 0.00 | 0.17 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 0.0 | 28.0 | 0.0 | 15.7 | 0.0 | 10.8 | 0.0 | 0.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 0.0 | 28.0 | 0.0 | 15.7 | 0.0 | 10.8 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | A | A | A | A | C | A | B | A | B | A | A | A |
| HCM2kAvgQ: | 0 | 0 | 0 | 0 | 10 | 0 | 11 | 0 | 2 | 0 | 0 | 0 |

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

AM Existing Plus RIM Wed Jul 22, 2009 10:45:41 Page 79-1

Folsom South of US-50 Annexation
Existing Plus RIM AM

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

Intersection #94 Folsom Blvd/ WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.466
Loss Time (sec): 9 Average Delay (sec/veh): 7.9
Optimal Cycle: 32 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Ignore | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 1 | 1 | 0 | 1! | 0 | 1 | 0 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 4 | 1230 | 0 | | 0 | 1578 | 1481 | | 84 | 0 | 171 | | 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: | 4 | 1230 | 0 | | 0 | 1578 | 1481 | | 84 | 0 | 171 | | 0 | 0 | 0 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 4 | 1382 | 0 | | 0 | 1773 | 0 | | 94 | 0 | 192 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 4 | 1382 | 0 | | 0 | 1773 | 0 | | 94 | 0 | 192 | | 0 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 4 | 1382 | 0 | | 0 | 1773 | 0 | | 94 | 0 | 192 | | 0 | 0 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.91 | 1.00 | | 1.00 | 0.91 | 1.00 | | 0.76 | 1.00 | 0.76 | | 1.00 | 1.00 | 1.00 | |
| Lanes: | 1.00 | 3.00 | 0.00 | | 0.00 | 3.00 | 1.00 | | 1.33 | 0.00 | 1.67 | | 0.00 | 0.00 | 0.00 | |
| Final Sat.: | 1805 | 5187 | 0 | | 0 | 5187 | 1900 | | 1928 | 0 | 2423 | | 0 | 0 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.27 | 0.00 | | 0.00 | 0.34 | 0.00 | | 0.05 | 0.00 | 0.08 | | 0.00 | 0.00 | 0.00 | |
| Crit Moves: | **** | | | | | **** | | | | | **** | | | | | |
| Green/Cycle: | 0.01 | 0.74 | 0.00 | | 0.00 | 0.73 | 0.00 | | 0.17 | 0.00 | 0.17 | | 0.00 | 0.00 | 0.00 | |
| Volume/Cap: | 0.47 | 0.36 | 0.00 | | 0.00 | 0.47 | 0.00 | | 0.29 | 0.00 | 0.47 | | 0.00 | 0.00 | 0.00 | |
| Delay/Veh: | 81.2 | 4.7 | 0.0 | | 0.0 | 5.5 | 0.0 | | 36.3 | 0.0 | 37.9 | | 0.0 | 0.0 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 81.2 | 4.7 | 0.0 | | 0.0 | 5.5 | 0.0 | | 36.3 | 0.0 | 37.9 | | 0.0 | 0.0 | 0.0 | |
| LOS by Move: | F | A | A | | A | A | A | | D | A | D | | A | A | A | |
| HCM2kAvgQ: | 0 | 5 | 0 | | 0 | 7 | 0 | | 2 | 0 | 4 | | 0 | 0 | 0 | |

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





AM Existing Plus RIM Wed Jul 22, 2009 10:45:41 Page 80-1

Folsom South of US-50 Annexation
Existing Plus RIM AM

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

Intersection #95 Folsom Blvd/ EB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 1.000
Loss Time (sec): 9 Average Delay (sec/veh): 47.8
Optimal Cycle: 180 Level Of Service: D

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Ignore | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 1 | 3 | 0 | 0 | 0 | 1 | 0 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 83 | 321 | 0 | | 0 | 1524 | 226 | | 955 | 0 | 48 | | 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: | 83 | 321 | 0 | | 0 | 1524 | 226 | | 955 | 0 | 48 | | 0 | 0 | 0 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 93 | 361 | 0 | | 0 | 1712 | 254 | | 1073 | 0 | 0 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 93 | 361 | 0 | | 0 | 1712 | 254 | | 1073 | 0 | 0 | | 0 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 93 | 361 | 0 | | 0 | 1712 | 254 | | 1073 | 0 | 0 | | 0 | 0 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.95 | 1.00 | | 1.00 | 0.95 | 0.85 | | 0.49 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Lanes: | 1.00 | 2.00 | 0.00 | | 0.00 | 2.00 | 1.00 | | 3.00 | 0.00 | 1.00 | | 0.00 | 0.00 | 0.00 | |
| Final Sat.: | 1805 | 3610 | 0 | | 0 | 3610 | 1615 | | 2792 | 0 | 1900 | | 0 | 0 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.05 | 0.10 | 0.00 | | 0.00 | 0.47 | 0.16 | | 0.38 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | |
| Crit Moves: | **** | | | | | **** | | | **** | | | | | | | |
| Green/Cycle: | 0.05 | 0.53 | 0.00 | | 0.00 | 0.47 | 0.47 | | 0.38 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | |
| Volume/Cap: | 1.00 | 0.19 | 0.00 | | 0.00 | 1.00 | 0.33 | | 1.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | |
| Delay/Veh: | 140.7 | 12.5 | 0.0 | | 0.0 | 48.1 | 16.7 | | 58.4 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 140.7 | 12.5 | 0.0 | | 0.0 | 48.1 | 16.7 | | 58.4 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | |
| LOS by Move: | F | B | A | | A | D | B | | E | A | A | | A | A | A | |
| HCM2kAvgQ: | 6 | 3 | 0 | | 0 | 33 | 5 | | 15 | 0 | 0 | | 0 | 0 | 0 | |

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

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Folsom South of US-50 Annexation
Existing Plus RIM AM

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

Intersection #96 Prairie City/ WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.884
Loss Time (sec): 6 Average Delay (sec/veh): 27.5
Optimal Cycle: 85 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Ignore | | | | Ignore | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 | 2 | 0 1 | 0 | 0 | 2 | 0 1 | 0 | 0 | 0 | 0 0 | 2 | 0 | 0 | 0 2 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1510 | 373 | 0 | 500 | 39 | 0 | 0 | 0 | 83 | 0 | 1078 | | | | |
| Growth Adj: | 1.00 | 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 | 1510 | 373 | 0 | 500 | 39 | 0 | 0 | 0 | 83 | 0 | 1078 | | | | |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.96 | 0.96 | 0.00 | 0.96 | 0.96 | 0.00 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | | | | |
| PHF Volume: | 0 | 1573 | 0 | 0 | 521 | 0 | 0 | 0 | 0 | 86 | 0 | 1123 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 0 | 1573 | 0 | 0 | 521 | 0 | 0 | 0 | 0 | 86 | 0 | 1123 | | | | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| FinalVolume: | 0 | 1573 | 0 | 0 | 521 | 0 | 0 | 0 | 0 | 86 | 0 | 1123 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 0.64 | 1.00 | 0.75 | | | | |
| Lanes: | 0.00 | 2.00 | 1.00 | 0.00 | 2.00 | 1.00 | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 2.00 | | | | |
| Final Sat.: | 0 | 3610 | 1900 | 0 | 3610 | 1900 | 0 | 0 | 0 | 2425 | 0 | 2842 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.44 | 0.00 | 0.00 | 0.14 | 0.00 | 0.00 | 0.00 | 0.00 | 0.04 | 0.00 | 0.40 | | | | |
| Crit Moves: | | **** | | | | | | | | | | **** | | | | |
| Green/Cycle: | 0.00 | 0.49 | 0.00 | 0.00 | 0.49 | 0.00 | 0.00 | 0.00 | 0.00 | 0.45 | 0.00 | 0.45 | | | | |
| Volume/Cap: | 0.00 | 0.88 | 0.00 | 0.00 | 0.29 | 0.00 | 0.00 | 0.00 | 0.00 | 0.08 | 0.00 | 0.88 | | | | |
| Delay/Veh: | 0.0 | 28.4 | 0.0 | 0.0 | 15.1 | 0.0 | 0.0 | 0.0 | 0.0 | 15.9 | 0.0 | 32.9 | | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| AdjDel/Veh: | 0.0 | 28.4 | 0.0 | 0.0 | 15.1 | 0.0 | 0.0 | 0.0 | 0.0 | 15.9 | 0.0 | 32.9 | | | | |
| LOS by Move: | A | C | A | A | B | A | A | A | A | B | A | C | | | | |
| HCM2kAvgQ: | 0 | 24 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 1 | 0 | 21 | | | | |

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





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Folsom South of US-50 Annexation
Existing Plus RIM AM

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

Intersection #97 Prairie City/ EB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.505
Loss Time (sec): 6 Average Delay (sec/veh): 15.7
Optimal Cycle: 27 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 | 3 | 0 1 | 0 | 0 | 3 | 0 1 | 1 | 1 | 0 | 0 2 | 0 | 0 | 0 | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1324 | 60 | 0 | 583 | 0 | 587 | 2 | 130 | 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 | 1324 | 60 | 0 | 583 | 0 | 587 | 2 | 130 | 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: | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | | | | |
| PHF Volume: | 0 | 1455 | 66 | 0 | 641 | 0 | 645 | 2 | 143 | 0 | 0 | 0 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 0 | 1455 | 66 | 0 | 641 | 0 | 645 | 2 | 143 | 0 | 0 | 0 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| FinalVolume: | 0 | 1455 | 66 | 0 | 641 | 0 | 645 | 2 | 143 | 0 | 0 | 0 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 1.00 | 0.91 | 0.85 | 1.00 | 0.91 | 1.00 | 0.88 | 0.88 | 0.75 | 1.00 | 1.00 | 1.00 | | | | |
| Lanes: | 0.00 | 3.00 | 1.00 | 0.00 | 3.00 | 1.00 | 1.99 | 0.01 | 2.00 | 0.00 | 0.00 | 0.00 | | | | |
| Final Sat.: | 0 | 5187 | 1615 | 0 | 5187 | 1900 | 3325 | 11 | 2842 | 0 | 0 | 0 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.28 | 0.04 | 0.00 | 0.12 | 0.00 | 0.19 | 0.19 | 0.05 | 0.00 | 0.00 | 0.00 | | | | |
| Crit Moves: | | **** | | | | | | **** | | | | | | | | |
| Green/Cycle: | 0.00 | 0.56 | 0.56 | 0.00 | 0.56 | 0.00 | 0.38 | 0.38 | 0.38 | 0.00 | 0.00 | 0.00 | | | | |
| Volume/Cap: | 0.00 | 0.50 | 0.07 | 0.00 | 0.22 | 0.00 | 0.50 | 0.50 | 0.13 | 0.00 | 0.00 | 0.00 | | | | |
| Delay/Veh: | 0.0 | 13.9 | 10.3 | 0.0 | 11.3 | 0.0 | 23.8 | 23.8 | 20.0 | 0.0 | 0.0 | 0.0 | | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| AdjDel/Veh: | 0.0 | 13.9 | 10.3 | 0.0 | 11.3 | 0.0 | 23.8 | 23.8 | 20.0 | 0.0 | 0.0 | 0.0 | | | | |
| LOS by Move: | A | B | B | A | B | A | C | C | C | A | A | A | | | | |
| HCM2kAvgQ: | 0 | 10 | 1 | 0 | 4 | 0 | 8 | 8 | 2 | 0 | 0 | 0 | | | | |

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

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Folsom South of US-50 Annexation
Existing Plus RIM AM

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

Intersection #98 East Bidwell St/ WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.557
Loss Time (sec): 6 Average Delay (sec/veh): 19.7
Optimal Cycle: 30 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Ignore | | | | Ignore | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 851 | 327 | | 0 | 1103 | 232 | | 0 | 0 | 0 | | 682 | 0 | 759 | |
| Growth Adj: | 1.00 | 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 | 851 | 327 | | 0 | 1103 | 232 | | 0 | 0 | 0 | | 682 | 0 | 759 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.99 | 0.99 | 0.00 | | 0.99 | 0.99 | 0.00 | | 0.99 | 0.99 | 0.99 | | 0.99 | 0.99 | 0.99 | |
| PHF Volume: | 0 | 860 | 0 | | 0 | 1114 | 0 | | 0 | 0 | 0 | | 689 | 0 | 767 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 860 | 0 | | 0 | 1114 | 0 | | 0 | 0 | 0 | | 689 | 0 | 767 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 860 | 0 | | 0 | 1114 | 0 | | 0 | 0 | 0 | | 689 | 0 | 767 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.91 | 1.00 | | 1.00 | 0.91 | 1.00 | | 1.00 | 1.00 | 1.00 | | 0.59 | 1.00 | 0.75 | |
| Lanes: | 0.00 | 3.00 | 1.00 | | 0.00 | 3.00 | 1.00 | | 0.00 | 0.00 | 0.00 | | 2.00 | 0.00 | 2.00 | |
| Final Sat.: | 0 | 5187 | 1900 | | 0 | 5187 | 1900 | | 0 | 0 | 0 | | 2230 | 0 | 2842 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.17 | 0.00 | | 0.00 | 0.21 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.31 | 0.00 | 0.27 | |
| Crit Moves: | | | | | | **** | | | | | | | **** | | | |
| Green/Cycle: | 0.00 | 0.39 | 0.00 | | 0.00 | 0.39 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.55 | 0.00 | 0.55 | |
| Volume/Cap: | 0.00 | 0.43 | 0.00 | | 0.00 | 0.56 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.56 | 0.00 | 0.49 | |
| Delay/Veh: | 0.0 | 22.8 | 0.0 | | 0.0 | 24.4 | 0.0 | | 0.0 | 0.0 | 0.0 | | 14.9 | 0.0 | 13.8 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 22.8 | 0.0 | | 0.0 | 24.4 | 0.0 | | 0.0 | 0.0 | 0.0 | | 14.9 | 0.0 | 13.8 | |
| LOS by Move: | A | C | A | | A | C | A | | A | A | A | | B | A | B | |
| HCM2kAvgQ: | 0 | 7 | 0 | | 0 | 10 | 0 | | 0 | 0 | 0 | | 8 | 0 | 8 | |

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





AM Existing Plus RIM Wed Jul 22, 2009 10:45:41 Page 84-1

Folsom South of US-50 Annexation
Existing Plus RIM AM

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

Intersection #99 East Bidwell St/ EB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.456
Loss Time (sec): 6 Average Delay (sec/veh): 13.3
Optimal Cycle: 25 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Ignore | | | | Ignore | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 3 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 879 | 237 | | 0 | 1448 | 337 | | 299 | 0 | 379 | | 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 | 879 | 237 | | 0 | 1448 | 337 | | 299 | 0 | 379 | | 0 | 0 | 0 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.96 | 0.96 | 0.00 | | 0.96 | 0.96 | 0.00 | | 0.96 | 0.96 | 0.96 | | 0.96 | 0.96 | 0.96 | |
| PHF Volume: | 0 | 916 | 0 | | 0 | 1508 | 0 | | 311 | 0 | 395 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 916 | 0 | | 0 | 1508 | 0 | | 311 | 0 | 395 | | 0 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 916 | 0 | | 0 | 1508 | 0 | | 311 | 0 | 395 | | 0 | 0 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.91 | 1.00 | | 1.00 | 0.91 | 1.00 | | 0.59 | 1.00 | 0.75 | | 1.00 | 1.00 | 1.00 | |
| Lanes: | 0.00 | 3.00 | 1.00 | | 0.00 | 3.00 | 1.00 | | 2.00 | 0.00 | 2.00 | | 0.00 | 0.00 | 0.00 | |
| Final Sat.: | 0 | 5187 | 1900 | | 0 | 5187 | 1900 | | 2260 | 0 | 2842 | | 0 | 0 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.18 | 0.00 | | 0.00 | 0.29 | 0.00 | | 0.14 | 0.00 | 0.14 | | 0.00 | 0.00 | 0.00 | |
| Crit Moves: | | | | | | **** | | | **** | | | | | | | |
| Green/Cycle: | 0.00 | 0.64 | 0.00 | | 0.00 | 0.64 | 0.00 | | 0.30 | 0.00 | 0.30 | | 0.00 | 0.00 | 0.00 | |
| Volume/Cap: | 0.00 | 0.28 | 0.00 | | 0.00 | 0.46 | 0.00 | | 0.46 | 0.00 | 0.46 | | 0.00 | 0.00 | 0.00 | |
| Delay/Veh: | 0.0 | 8.0 | 0.0 | | 0.0 | 9.4 | 0.0 | | 28.7 | 0.0 | 28.7 | | 0.0 | 0.0 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 8.0 | 0.0 | | 0.0 | 9.4 | 0.0 | | 28.7 | 0.0 | 28.7 | | 0.0 | 0.0 | 0.0 | |
| LOS by Move: | A | A | A | | A | A | A | | C | A | C | | A | A | A | |
| HCM2kAvgQ: | 0 | 4 | 0 | | 0 | 8 | 0 | | 4 | 0 | 6 | | 0 | 0 | 0 | |

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

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Folsom South of US-50 Annexation
Existing Plus RIM AM

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

Intersection #100 El Dorado Hills Blvd/ WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 1.042
Loss Time (sec): 9 Average Delay (sec/veh): 48.3
Optimal Cycle: 180 Level Of Service: D

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Permitted | | | Permitted | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 2 | 0 2 | 0 0 | 0 | 0 2 | 0 1 | 0 | 0 0 | 0 0 | 1 | 1 0 | 0 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 516 | 747 | 0 | 0 | 763 | 1112 | 0 | 0 | 0 | 528 | 0 | 228 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 516 | 747 | 0 | 0 | 763 | 1112 | 0 | 0 | 0 | 528 | 0 | 228 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| PHF Volume: | 555 | 803 | 0 | 0 | 820 | 1196 | 0 | 0 | 0 | 568 | 0 | 245 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 263 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 555 | 803 | 0 | 0 | 820 | 933 | 0 | 0 | 0 | 568 | 0 | 245 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 555 | 803 | 0 | 0 | 820 | 933 | 0 | 0 | 0 | 568 | 0 | 245 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.90 | 0.93 | 1.00 | 1.00 | 0.95 | 0.85 | 1.00 | 1.00 | 1.00 | 0.71 | 1.00 | 0.83 |
| Lanes: | 2.00 | 2.00 | 0.00 | 0.00 | 2.00 | 1.00 | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 1.00 |
| Final Sat.: | 3432 | 3538 | 0 | 0 | 3610 | 1615 | 0 | 0 | 0 | 2711 | 0 | 1583 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.16 | 0.23 | 0.00 | 0.00 | 0.23 | 0.58 | 0.00 | 0.00 | 0.00 | 0.21 | 0.00 | 0.15 |
| Crit Moves: | **** | | | | | **** | | | | **** | | |
| Green/Cycle: | 0.16 | 0.71 | 0.00 | 0.00 | 0.55 | 0.55 | 0.00 | 0.00 | 0.00 | 0.20 | 0.00 | 0.20 |
| Volume/Cap: | 1.04 | 0.32 | 0.00 | 0.00 | 0.41 | 1.04 | 0.00 | 0.00 | 0.00 | 1.04 | 0.00 | 0.77 |
| Delay/Veh: | 92.8 | 5.5 | 0.0 | 0.0 | 13.0 | 64.0 | 0.0 | 0.0 | 0.0 | 90.0 | 0.0 | 48.8 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 92.8 | 5.5 | 0.0 | 0.0 | 13.0 | 64.0 | 0.0 | 0.0 | 0.0 | 90.0 | 0.0 | 48.8 |
| LOS by Move: | F | A | A | A | B | E | A | A | A | F | A | D |
| HCM2kAvgQ: | 12 | 5 | 0 | 0 | 7 | 37 | 0 | 0 | 0 | 15 | 0 | 9 |

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





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Folsom South of US-50 Annexation
Existing Plus RIM AM

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

Intersection #101 El Dorado Hills Blvd/ EB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.871
Loss Time (sec): 9 Average Delay (sec/veh): 34.3
Optimal Cycle: 90 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Permitted | | | Permitted | | |
| Rights: | Include | | | Include | | | Ovl | | | Ignore | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 2 | 0 3 | 0 1 | 1 | 0 2 | 0 0 | 0 | 0 0 | 0 2 | 0 | 0 0 | 0 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 782 | 267 | 192 | 1115 | 0 | 0 | 0 | 1175 | 0 | 0 | 400 |
| Growth Adj: | 1.00 | 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 | 782 | 267 | 192 | 1115 | 0 | 0 | 0 | 1175 | 0 | 0 | 400 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.00 |
| PHF Volume: | 0 | 841 | 287 | 206 | 1199 | 0 | 0 | 0 | 1263 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 841 | 287 | 206 | 1199 | 0 | 0 | 0 | 1263 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| FinalVolume: | 0 | 841 | 287 | 206 | 1199 | 0 | 0 | 0 | 1263 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.97 | 0.89 | 0.83 | 0.93 | 0.93 | 1.00 | 1.00 | 1.00 | 0.73 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 3.00 | 1.00 | 1.00 | 2.00 | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 0.00 | 1.00 |
| Final Sat.: | 3686 | 5083 | 1583 | 1769 | 3538 | 0 | 0 | 0 | 2786 | 0 | 0 | 1900 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.17 | 0.18 | 0.12 | 0.34 | 0.00 | 0.00 | 0.00 | 0.45 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | **** | | | | **** | | | | **** | | | |
| Green/Cycle: | 0.00 | 0.24 | 0.24 | 0.15 | 0.39 | 0.00 | 0.00 | 0.00 | 0.52 | 0.00 | 0.00 | 0.00 |
| Volume/Cap: | 0.00 | 0.70 | 0.77 | 0.77 | 0.87 | 0.00 | 0.00 | 0.00 | 0.87 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 36.7 | 44.7 | 53.0 | 34.5 | 0.0 | 0.0 | 0.0 | 27.0 | 0.0 | 0.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 36.7 | 44.7 | 53.0 | 34.5 | 0.0 | 0.0 | 0.0 | 27.0 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | A | D | D | D | C | A | A | A | C | A | A | A |
| HCM2kAvgQ: | 0 | 9 | 9 | 6 | 19 | 0 | 0 | 0 | 22 | 0 | 0 | 0 |

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

AM Existing Plus RIM Wed Jul 22, 2009 10:45:41 Page 87-1

Folsom South of US-50 Annexation
Existing Plus RIM AM

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

Intersection #102 Sunrise Rd/ Jackson Hwy-SR16

Cycle (sec): 100 Critical Vol./Cap. (X): 1.024
Loss Time (sec): 12 Average Delay (sec/veh): 61.4
Optimal Cycle: 180 Level Of Service: E

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 5 | 642 | 61 | | 135 | 209 | 54 | | 69 | 202 | 7 | | 52 | 579 | 167 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 5 | 642 | 61 | | 135 | 209 | 54 | | 69 | 202 | 7 | | 52 | 579 | 167 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.88 | 0.88 | 0.88 | | 0.88 | 0.88 | 0.88 | | 0.88 | 0.88 | 0.88 | | 0.88 | 0.88 | 0.88 | |
| PHF Volume: | 6 | 730 | 69 | | 153 | 238 | 61 | | 78 | 230 | 8 | | 59 | 658 | 190 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 6 | 730 | 69 | | 153 | 238 | 61 | | 78 | 230 | 8 | | 59 | 658 | 190 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 6 | 730 | 69 | | 153 | 238 | 61 | | 78 | 230 | 8 | | 59 | 658 | 190 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.99 | 0.99 | | 0.95 | 1.00 | 0.85 | | 0.95 | 1.00 | 0.85 | | 0.95 | 1.00 | 0.85 | |
| Lanes: | 1.00 | 0.91 | 0.09 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Final Sat.: | 1805 | 1713 | 163 | | 1805 | 1900 | 1615 | | 1805 | 1900 | 1615 | | 1805 | 1900 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.43 | 0.43 | | 0.08 | 0.13 | 0.04 | | 0.04 | 0.12 | 0.00 | | 0.03 | 0.35 | 0.12 | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.01 | 0.42 | 0.42 | | 0.08 | 0.49 | 0.53 | | 0.04 | 0.30 | 0.31 | | 0.08 | 0.34 | 0.42 | |
| Volume/Cap: | 0.26 | 1.02 | 1.02 | | 1.02 | 0.26 | 0.07 | | 1.02 | 0.40 | 0.02 | | 0.40 | 1.02 | 0.28 | |
| Delay/Veh: | 55.0 | 67.5 | 67.5 | | 125.7 | 15.2 | 11.5 | | 157.3 | 28.4 | 23.8 | | 45.5 | 74.7 | 19.2 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 55.0 | 67.5 | 67.5 | | 125.7 | 15.2 | 11.5 | | 157.3 | 28.4 | 23.8 | | 45.5 | 74.7 | 19.2 | |
| LOS by Move: | E | E | E | | F | B | B | | F | C | C | | D | E | B | |
| HCM2kAvgQ: | 0 | 29 | 29 | | 7 | 4 | 1 | | 5 | 6 | 0 | | 2 | 21 | 3 | |

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





AM Existing Plus RIM Wed Jul 22, 2009 10:45:41 Page 88-1

Folsom South of US-50 Annexation
Existing Plus RIM AM

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

Intersection #103 Grant Line Rd/ Jackson Rd- SR16

Cycle (sec): 100 Critical Vol./Cap. (X): 1.190
Loss Time (sec): 12 Average Delay (sec/veh): 117.2
Optimal Cycle: 180 Level Of Service: F

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Split Phase | | | | Split Phase | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 1! | 0 | 0 | 0 | 0 | 1! | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 5 | 443 | 20 | | 13 | 227 | 53 | | 78 | 319 | 0 | | 131 | 735 | 105 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 5 | 443 | 20 | | 13 | 227 | 53 | | 78 | 319 | 0 | | 131 | 735 | 105 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.86 | 0.86 | 0.86 | | 0.86 | 0.86 | 0.86 | | 0.86 | 0.86 | 0.86 | | 0.86 | 0.86 | 0.86 | |
| PHF Volume: | 6 | 515 | 23 | | 15 | 264 | 62 | | 91 | 371 | 0 | | 152 | 855 | 122 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 6 | 515 | 23 | | 15 | 264 | 62 | | 91 | 371 | 0 | | 152 | 855 | 122 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 6 | 515 | 23 | | 15 | 264 | 62 | | 91 | 371 | 0 | | 152 | 855 | 122 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.99 | 0.99 | 0.99 | | 0.97 | 0.97 | 0.97 | | 0.95 | 1.00 | 1.00 | | 0.95 | 0.98 | 0.98 | |
| Lanes: | 0.01 | 0.95 | 0.04 | | 0.04 | 0.78 | 0.18 | | 1.00 | 1.00 | 0.00 | | 1.00 | 0.88 | 0.12 | |
| Final Sat.: | 20 | 1786 | 81 | | 82 | 1434 | 335 | | 1805 | 1900 | 0 | | 1805 | 1631 | 233 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.29 | 0.29 | 0.29 | | 0.18 | 0.18 | 0.18 | | 0.05 | 0.20 | 0.00 | | 0.08 | 0.52 | 0.52 | |
| Crit Moves: | **** | | | | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.24 | 0.24 | 0.24 | | 0.15 | 0.15 | 0.15 | | 0.04 | 0.34 | 0.00 | | 0.15 | 0.44 | 0.44 | |
| Volume/Cap: | 1.19 | 1.19 | 1.19 | | 1.19 | 1.19 | 1.19 | | 1.19 | 0.58 | 0.00 | | 0.58 | 1.19 | 1.19 | |
| Delay/Veh: | 143.2 | 143 | 143.2 | | 156.9 | 157 | 156.9 | | 210.8 | 28.6 | 0.0 | | 43.1 | 125 | 125.3 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 143.2 | 143 | 143.2 | | 156.9 | 157 | 156.9 | | 210.8 | 28.6 | 0.0 | | 43.1 | 125 | 125.3 | |
| LOS by Move: | F | F | F | | F | F | F | | F | C | A | | D | F | F | |
| HCM2kAvgQ: | 30 | 30 | 30 | | 18 | 18 | 18 | | 5 | 9 | 0 | | 4 | 50 | 50 | |

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

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Folsom South of US-50 Annexation
Existing Plus RIM AM

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

Intersection #104 Oak Ave Pkwy/ WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.315
Loss Time (sec): 6 Average Delay (sec/veh): 6.9
Optimal Cycle: 20 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Ignore | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 | 2 | 0 1 | 0 | 0 | 2 | 0 1 | 0 | 0 | 0 | 0 0 | 2 | 0 | 0 | 0 2 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 767 | 198 | 0 | 637 | 347 | 0 | 0 | 0 | 113 | 0 | 87 | | | | |
| Growth Adj: | 1.00 | 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 | 767 | 198 | 0 | 637 | 347 | 0 | 0 | 0 | 113 | 0 | 87 | | | | |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.89 | 0.89 | 0.00 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | | | | |
| PHF Volume: | 0 | 862 | 0 | 0 | 716 | 390 | 0 | 0 | 0 | 127 | 0 | 98 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 0 | 862 | 0 | 0 | 716 | 390 | 0 | 0 | 0 | 127 | 0 | 98 | | | | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| FinalVolume: | 0 | 862 | 0 | 0 | 716 | 390 | 0 | 0 | 0 | 127 | 0 | 98 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 0.85 | 1.00 | 1.00 | 1.00 | 0.61 | 1.00 | 0.75 | | | | |
| Lanes: | 0.00 | 2.00 | 1.00 | 0.00 | 2.00 | 1.00 | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 2.00 | | | | |
| Final Sat.: | 0 | 3610 | 1900 | 0 | 3610 | 1615 | 0 | 0 | 0 | 2307 | 0 | 2842 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.24 | 0.00 | 0.00 | 0.20 | 0.24 | 0.00 | 0.00 | 0.00 | 0.06 | 0.00 | 0.03 | | | | |
| Crit Moves: | | | | | | **** | | | | **** | | | | | | |
| Green/Cycle: | 0.00 | 0.77 | 0.00 | 0.00 | 0.77 | 0.77 | 0.00 | 0.00 | 0.00 | 0.17 | 0.00 | 0.17 | | | | |
| Volume/Cap: | 0.00 | 0.31 | 0.00 | 0.00 | 0.26 | 0.32 | 0.00 | 0.00 | 0.00 | 0.32 | 0.00 | 0.20 | | | | |
| Delay/Veh: | 0.0 | 3.7 | 0.0 | 0.0 | 3.5 | 3.8 | 0.0 | 0.0 | 0.0 | 36.5 | 0.0 | 35.5 | | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| AdjDel/Veh: | 0.0 | 3.7 | 0.0 | 0.0 | 3.5 | 3.8 | 0.0 | 0.0 | 0.0 | 36.5 | 0.0 | 35.5 | | | | |
| LOS by Move: | A | A | A | A | A | A | A | A | A | D | A | D | | | | |
| HCM2kAvgQ: | 0 | 4 | 0 | 0 | 3 | 4 | 0 | 0 | 0 | 2 | 0 | 2 | | | | |

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





AM Existing Plus RIM Wed Jul 22, 2009 10:45:41 Page 90-1

Folsom South of US-50 Annexation
Existing Plus RIM AM

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

Intersection #105 Oak Ave Pkwy/ EB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.424
Loss Time (sec): 6 Average Delay (sec/veh): 18.3
Optimal Cycle: 24 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 | 2 | 0 1 | 0 | 0 | 2 | 0 1 | 2 | 0 | 0 | 0 2 | 0 | 0 | 0 | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 455 | 30 | 0 | 381 | 79 | 510 | 0 | 299 | 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 | 455 | 30 | 0 | 381 | 79 | 510 | 0 | 299 | 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: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | | | | |
| PHF Volume: | 0 | 511 | 34 | 0 | 428 | 89 | 573 | 0 | 336 | 0 | 0 | 0 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 0 | 511 | 34 | 0 | 428 | 89 | 573 | 0 | 336 | 0 | 0 | 0 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| FinalVolume: | 0 | 511 | 34 | 0 | 428 | 89 | 573 | 0 | 336 | 0 | 0 | 0 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 1.00 | 0.95 | 0.85 | 1.00 | 0.95 | 0.85 | 0.59 | 1.00 | 0.75 | 1.00 | 1.00 | 1.00 | | | | |
| Lanes: | 0.00 | 2.00 | 1.00 | 0.00 | 2.00 | 1.00 | 2.00 | 0.00 | 2.00 | 0.00 | 0.00 | 0.00 | | | | |
| Final Sat.: | 0 | 3610 | 1615 | 0 | 3610 | 1615 | 2226 | 0 | 2842 | 0 | 0 | 0 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.14 | 0.02 | 0.00 | 0.12 | 0.05 | 0.26 | 0.00 | 0.12 | 0.00 | 0.00 | 0.00 | | | | |
| Crit Moves: | | **** | | | | | **** | | | | | | | | | |
| Green/Cycle: | 0.00 | 0.33 | 0.33 | 0.00 | 0.33 | 0.33 | 0.61 | 0.00 | 0.61 | 0.00 | 0.00 | 0.00 | | | | |
| Volume/Cap: | 0.00 | 0.42 | 0.06 | 0.00 | 0.36 | 0.16 | 0.42 | 0.00 | 0.19 | 0.00 | 0.00 | 0.00 | | | | |
| Delay/Veh: | 0.0 | 26.1 | 22.7 | 0.0 | 25.4 | 23.6 | 10.6 | 0.0 | 8.8 | 0.0 | 0.0 | 0.0 | | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| AdjDel/Veh: | 0.0 | 26.1 | 22.7 | 0.0 | 25.4 | 23.6 | 10.6 | 0.0 | 8.8 | 0.0 | 0.0 | 0.0 | | | | |
| LOS by Move: | A | C | C | A | C | C | B | A | A | A | A | A | | | | |
| HCM2kAvgQ: | 0 | 6 | 1 | 0 | 5 | 2 | 5 | 0 | 3 | 0 | 0 | 0 | | | | |

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

AM Existing Plus RIM Wed Jul 22, 2009 10:45:41 Page 91-1

Folsom South of US-50 Annexation
Existing Plus RIM AM

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

Intersection #106 Empire Ranch Rd/ WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.527
Loss Time (sec): 6 Average Delay (sec/veh): 13.9
Optimal Cycle: 29 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 | 3 | 0 1 | 0 | 0 | 3 | 0 1 | 0 | 0 | 0 | 0 0 | 2 | 0 | 0 | 0 2 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 179 | 233 | 0 | 396 | 488 | 0 | 0 | 0 | 313 | 0 | 172 | | | | |
| Growth Adj: | 1.00 | 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 | 179 | 233 | 0 | 396 | 488 | 0 | 0 | 0 | 313 | 0 | 172 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | | | | |
| PHF Volume: | 0 | 201 | 262 | 0 | 445 | 548 | 0 | 0 | 0 | 352 | 0 | 193 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 0 | 201 | 262 | 0 | 445 | 548 | 0 | 0 | 0 | 352 | 0 | 193 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| 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: | 0 | 201 | 262 | 0 | 445 | 548 | 0 | 0 | 0 | 352 | 0 | 193 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 1.00 | 0.91 | 0.85 | 1.00 | 0.91 | 0.85 | 1.00 | 1.00 | 1.00 | 0.59 | 1.00 | 0.75 | | | | |
| Lanes: | 0.00 | 3.00 | 1.00 | 0.00 | 3.00 | 1.00 | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 2.00 | | | | |
| Final Sat.: | 0 | 5187 | 1615 | 0 | 5187 | 1615 | 0 | 0 | 0 | 2260 | 0 | 2842 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.04 | 0.16 | 0.00 | 0.09 | 0.34 | 0.00 | 0.00 | 0.00 | 0.16 | 0.00 | 0.07 | | | | |
| Crit Moves: | | | | | | **** | | | | **** | | | | | | |
| Green/Cycle: | 0.00 | 0.64 | 0.64 | 0.00 | 0.64 | 0.64 | 0.00 | 0.00 | 0.00 | 0.30 | 0.00 | 0.30 | | | | |
| Volume/Cap: | 0.00 | 0.06 | 0.25 | 0.00 | 0.13 | 0.53 | 0.00 | 0.00 | 0.00 | 0.53 | 0.00 | 0.23 | | | | |
| Delay/Veh: | 0.0 | 6.6 | 7.7 | 0.0 | 6.9 | 10.1 | 0.0 | 0.0 | 0.0 | 30.2 | 0.0 | 26.8 | | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| AdjDel/Veh: | 0.0 | 6.6 | 7.7 | 0.0 | 6.9 | 10.1 | 0.0 | 0.0 | 0.0 | 30.2 | 0.0 | 26.8 | | | | |
| LOS by Move: | A | A | A | A | A | B | A | A | A | C | A | C | | | | |
| HCM2kAvgQ: | 0 | 1 | 3 | 0 | 2 | 9 | 0 | 0 | 0 | 5 | 0 | 3 | | | | |

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





AM Existing Plus RIM Wed Jul 22, 2009 10:45:41 Page 92-1

Folsom South of US-50 Annexation
Existing Plus RIM AM

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

Intersection #107 Empire Ranch Rd/ EB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.217
Loss Time (sec): 6 Average Delay (sec/veh): 15.6
Optimal Cycle: 18 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Ignore | | | | Ignore | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 | 3 | 0 1 | 0 | 0 | 3 | 0 1 | 2 | 0 | 0 | 0 2 | 0 | 0 | 0 | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 323 | 150 | 0 | 487 | 223 | 89 | 0 | 277 | 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 | 323 | 150 | 0 | 487 | 223 | 89 | 0 | 277 | 0 | 0 | 0 | | | | |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.94 | 0.94 | 0.00 | 0.94 | 0.94 | 0.00 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | | | | |
| PHF Volume: | 0 | 344 | 0 | 0 | 518 | 0 | 95 | 0 | 295 | 0 | 0 | 0 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 0 | 344 | 0 | 0 | 518 | 0 | 95 | 0 | 295 | 0 | 0 | 0 | | | | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| FinalVolume: | 0 | 344 | 0 | 0 | 518 | 0 | 95 | 0 | 295 | 0 | 0 | 0 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 1.00 | 0.91 | 1.00 | 1.00 | 0.91 | 1.00 | 0.63 | 1.00 | 0.75 | 1.00 | 1.00 | 1.00 | | | | |
| Lanes: | 0.00 | 3.00 | 1.00 | 0.00 | 3.00 | 1.00 | 2.00 | 0.00 | 2.00 | 0.00 | 0.00 | 0.00 | | | | |
| Final Sat.: | 0 | 5187 | 1900 | 0 | 5187 | 1900 | 2400 | 0 | 2842 | 0 | 0 | 0 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.07 | 0.00 | 0.00 | 0.10 | 0.00 | 0.04 | 0.00 | 0.10 | 0.00 | 0.00 | 0.00 | | | | |
| Crit Moves: | | | | | **** | | | | **** | | | | | | | |
| Green/Cycle: | 0.00 | 0.46 | 0.00 | 0.00 | 0.46 | 0.00 | 0.48 | 0.00 | 0.48 | 0.00 | 0.00 | 0.00 | | | | |
| Volume/Cap: | 0.00 | 0.14 | 0.00 | 0.00 | 0.22 | 0.00 | 0.08 | 0.00 | 0.22 | 0.00 | 0.00 | 0.00 | | | | |
| Delay/Veh: | 0.0 | 15.6 | 0.0 | 0.0 | 16.2 | 0.0 | 14.2 | 0.0 | 15.2 | 0.0 | 0.0 | 0.0 | | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| AdjDel/Veh: | 0.0 | 15.6 | 0.0 | 0.0 | 16.2 | 0.0 | 14.2 | 0.0 | 15.2 | 0.0 | 0.0 | 0.0 | | | | |
| LOS by Move: | A | B | A | A | B | A | B | A | B | A | A | A | | | | |
| HCM2kAvgQ: | 0 | 2 | 0 | 0 | 3 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | | | | |

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

LEVEL OF SERVICE WORKSHEETS

# EXISTING CONDITIONS
# RESOURCE IMPACT MINIMZATION (RIM) ALTERNATIVE
# PM PEAK HOUR

Folsom South of US-50 Annexation
Existing Plus RIM PM

Impact Analysis Report
Level Of Service

| Intersection | Base LOS | Base Del/ Veh | Base V/ C | Future LOS | Future Del/ Veh | Future V/ C | Change in |
|---|---|---|---|---|---|---|---|
| # 1 Folsom Blvd/ Blue Ravine Rd | F | 86.3 | 1.113 | F | 86.3 | 1.113 | + 0.000 D/V |
| # 2 Sibly Street/ Blue Ravine Road | C | 28.2 | 0.672 | C | 28.2 | 0.672 | + 0.000 D/V |
| # 3 Oak Avenue Parkway/ Blue Ravin | C | 28.2 | 0.643 | C | 28.2 | 0.643 | + 0.000 D/V |
| # 4 Empire Ranch Road/ Natoma Stre | C | 18.0 | 0.804 | C | 18.0 | 0.804 | + 0.000 V/C |
| # 5 Oak Avenue Parkway/ Riley Stre | C | 24.7 | 0.582 | C | 24.7 | 0.582 | + 0.000 D/V |
| # 6 Oak Avenue Parkway/ East Bidwe | C | 30.7 | 0.607 | C | 30.7 | 0.607 | + 0.000 D/V |
| # 7 East Bidwell St/Nesmith Ct | B | 12.5 | 0.639 | B | 12.5 | 0.639 | + 0.000 D/V |
| # 8 East Bidwell St/Scholar Way | B | 13.0 | 0.574 | B | 13.0 | 0.574 | + 0.000 D/V |
| # 9 East Bidwell St/Power Center D | C | 20.3 | 0.599 | C | 20.3 | 0.599 | + 0.000 D/V |
| # 10 Broadstone Pkwy/ East Bidwell | C | 26.3 | 0.598 | C | 26.3 | 0.598 | + 0.000 D/V |
| # 11 Empire Ranch Road/ Broadstone | B | 12.9 | 0.451 | B | 12.9 | 0.451 | + 0.000 V/C |
| # 12 Oak Avenue Prky / Haverhill Dr | A | 9.9 | 0.472 | A | 9.9 | 0.472 | + 0.000 D/V |
| # 13 Oak Avenue Prky / Haldion Wy | B | 13.6 | 0.530 | B | 13.6 | 0.530 | + 0.000 D/V |
| # 14 Folsom Blvd/ Iron Point Road | B | 19.1 | 0.838 | B | 19.1 | 0.838 | + 0.000 D/V |
| # 15 Prairie City Rd/ Iron Point Rd | C | 29.9 | 0.648 | C | 29.9 | 0.648 | + 0.000 D/V |
| # 16 Grover Rd/ Iron Point Rd | B | 10.1 | 0.342 | B | 10.1 | 0.342 | + 0.000 D/V |
| # 17 McAdoo Dr/ Iron Point Rd | B | 16.9 | 0.394 | B | 16.9 | 0.394 | + 0.000 D/V |
| # 18 Oak Ave Pkwy/ Iron Point Rd | C | 33.6 | 0.689 | C | 33.6 | 0.689 | + 0.000 D/V |
| # 19 Rowberry Dr/ Iron Point Rd | C | 20.1 | 0.533 | C | 20.1 | 0.533 | + 0.000 D/V |
| # 20 Broadstone Pkwy/ Iron Point Rd | B | 19.1 | 0.540 | B | 19.1 | 0.540 | + 0.000 D/V |
| # 21 East Bidwell St/ Iron Point Rd | D | 37.0 | 0.885 | D | 37.0 | 0.885 | + 0.000 D/V |
| # 22 Cavitt Dr/ Iron Point Rd | C | 20.2 | 0.424 | C | 20.2 | 0.424 | + 0.000 D/V |
| # 23 Serpa Way / Iron Point Rd | C | 26.8 | 0.208 | C | 26.8 | 0.208 | + 0.000 D/V |
| # 24 Empire Ranch Road/ Iron Point | B | 17.9 | 0.288 | B | 17.9 | 0.288 | + 0.000 D/V |

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Folsom South of US-50 Annexation
Existing Plus RIM PM

| Intersection | Base LOS | Base Del/ Veh | Base V/ C | Future LOS | Future Del/ Veh | Future V/ C | Change in |
|---|---|---|---|---|---|---|---|
| # 25 Prairie City Rd/ High School | B | 16.1 | 0.421 | B | 16.1 | 0.421 | + 0.000 D/V |
| # 26 East Bidwell / Placerville Roa | A | 10.0 | 0.727 | A | 10.0 | 0.727 | + 0.000 D/V |
| # 27 Prairie City Rd/ White Rock Rd | B | 19.4 | 0.307 | B | 19.4 | 0.307 | + 0.000 D/V |
| # 28 Scott Rd (South)/ White Rock R | D | 26.4 | 0.315 | D | 26.4 | 0.315 | + 0.000 D/V |
| # 29 Scott Rd (North)/ White Rock R | C | 22.3 | 0.450 | C | 22.3 | 0.450 | + 0.000 D/V |
| # 30 Placerville Rd/ White Rock Rd | B | 12.4 | 0.225 | B | 12.4 | 0.225 | + 0.000 D/V |
| # 31 Empire Ranch Rd/ North Rd | C | 21.4 | 0.272 | C | 21.4 | 0.272 | + 0.000 D/V |
| # 32 Prairie City Rd/ Easton Valley | B | 18.5 | 0.451 | B | 18.5 | 0.451 | + 0.000 D/V |
| # 33 Oak Ave Pkwy/ Easton Valley Pk | C | 22.8 | 0.415 | C | 22.8 | 0.415 | + 0.000 D/V |
| # 34 RowberryDr/ Easton Valley Pkwy | B | 16.0 | 0.462 | B | 16.0 | 0.462 | + 0.000 D/V |
| # 35 1st St/ Easton Valley Pkwy | C | 24.2 | 0.500 | C | 24.2 | 0.500 | + 0.000 D/V |
| # 36 2nd St/ Easton Valley Pkwy | C | 25.3 | 0.419 | C | 25.3 | 0.419 | + 0.000 D/V |
| # 37 3rd St/ Easton Valley Pkwy | C | 22.2 | 0.464 | C | 22.2 | 0.464 | + 0.000 D/V |
| # 38 Scott Rd (North)/ Easton Valle | C | 31.6 | 0.715 | C | 31.6 | 0.715 | + 0.000 D/V |
| # 39 4th St/ Easton Valley Pkwy | C | 26.8 | 0.200 | C | 26.8 | 0.200 | + 0.000 D/V |
| # 40 Placerville Rd/ Easton Valley | B | 12.7 | 0.211 | B | 12.7 | 0.211 | + 0.000 D/V |
| # 41 Hillside Dr/ Easton Valley Pkw | C | 18.7 | 0.256 | C | 18.7 | 0.256 | + 0.000 D/V |
| # 42 Empire Ranch Rd/ Easton Valley | C | 25.6 | 0.292 | C | 25.6 | 0.292 | + 0.000 D/V |
| # 43 Prairie City Rd/Middle Rd | B | 11.8 | 0.039 | B | 11.8 | 0.039 | + 0.000 D/V |
| # 44 Oak Ave Pkwy/Middle Rd | C | 18.3 | 0.093 | C | 18.3 | 0.093 | + 0.000 D/V |
| # 45 Scott Rd (North)/ Street "B" | C | 30.7 | 0.741 | C | 30.7 | 0.741 | + 0.000 D/V |
| # 46 East Rd/Street "B" | C | 16.6 | 0.752 | C | 16.6 | 0.752 | + 0.000 V/C |
| # 47 Prairie City Rd/Street "A" | C | 20.1 | 0.227 | C | 20.1 | 0.227 | + 0.000 D/V |
| # 48 Oak Ave Pkwy/Street "A" | B | 11.6 | 0.326 | B | 11.6 | 0.326 | + 0.000 V/C |
| # 49 West Rd/Street "A" | B | 10.1 | 0.355 | B | 10.1 | 0.355 | + 0.000 V/C |

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Folsom South of US-50 Annexation
Existing Plus RIM PM

| Intersection | Base LOS | Base Del/ Veh | Base V/ C | Future LOS | Future Del/ Veh | Future V/ C | Change in |
|---|---|---|---|---|---|---|---|
| # 50 Scott Rd (North)/ Street "A" | C | 29.6 | 0.604 | C | 29.6 | 0.604 | + 0.000 D/V |
| # 51 East Rd/Street "A" | A | 9.7 | 0.382 | A | 9.7 | 0.382 | + 0.000 V/C |
| # 52 Placerville Rd/ Street "A" | B | 10.6 | 0.345 | B | 10.6 | 0.345 | + 0.000 V/C |
| # 53 Empire Ranch Rd/Street "A" | B | 11.8 | 0.074 | B | 11.8 | 0.074 | + 0.000 D/V |
| # 54 Scott Rd (North)/South Rd | C | 25.2 | 0.389 | C | 25.2 | 0.389 | + 0.000 D/V |
| # 55 Oak Ave Pkwy/ White Rock Rd | B | 16.3 | 0.257 | B | 16.3 | 0.257 | + 0.000 D/V |
| # 56 Empire Ranch Rd/ White Rock Rd | A | 8.2 | 0.276 | A | 8.2 | 0.276 | + 0.000 D/V |
| # 57 Hazel Blvd/ Gold Country | F | xxxxx | 1.032 | F | xxxxx | 1.032 | + 0.000 V/C |
| # 58 Hazel Ave/ Folsom Blvd | E | xxxxx | 0.953 | E | xxxxx | 0.953 | + 0.000 V/C |
| # 59 Grant Line Rd/ White Rock Rd | F | 642.9 | 1.813 | F | 642.9 | 1.813 | + 0.000 D/V |
| # 60 Grantline Rd/ Sunrise Rd | D | xxxxx | 0.823 | D | xxxxx | 0.823 | + 0.000 V/C |
| # 65 Sunrise Blvd/ White Rock Rd | C | xxxxx | 0.704 | C | xxxxx | 0.704 | + 0.000 V/C |
| # 66 Fitzgerald Road / White Rock R | C | 18.8 | 0.802 | C | 18.8 | 0.802 | + 0.000 V/C |
| # 67 Sunrise Blvd/ Douglas Rd | B | xxxxx | 0.683 | B | xxxxx | 0.683 | + 0.000 V/C |
| # 68 Grant Line Rd/ Douglas Rd | D | 28.5 | 0.344 | D | 28.5 | 0.344 | + 0.000 D/V |
| # 69 Grant Line Road / Kiefer Boule | C | 19.9 | 0.830 | C | 19.9 | 0.830 | + 0.000 V/C |
| # 83 White Rock Rd/ Carson Crossing | E | 39.8 | 0.139 | E | 39.8 | 0.139 | + 0.000 D/V |
| # 84 White Rock Rd/ Stonebriar Rd | B | 20.0 | 0.684 | B | 20.0 | 0.684 | + 0.000 D/V |
| # 85 White Rock Rd/ Windfield Way | F | 404.5 | 1.686 | F | 404.5 | 1.686 | + 0.000 D/V |
| # 86 White Rock Rd/ Latrobe Rd | C | 31.7 | 0.399 | C | 31.7 | 0.399 | + 0.000 D/V |
| # 87 White Rock Rd/ Valley View Pkw | C | 22.4 | 0.603 | C | 22.4 | 0.603 | + 0.000 D/V |
| # 88 El Dorado Hills Blvd/Serrano P | C | 25.4 | 0.669 | C | 25.4 | 0.669 | + 0.000 D/V |
| # 89 El Dorado Hills Blvd/Saratoga | D | 52.9 | 0.998 | D | 52.9 | 0.998 | + 0.000 D/V |
| # 90 El Dorado Hills Blvd/Park Driv | B | 12.9 | 0.618 | B | 12.9 | 0.618 | + 0.000 D/V |
| # 91 Latrobe Rd/ Town Center Blvd | D | 40.3 | 0.916 | D | 40.3 | 0.916 | + 0.000 D/V |





Folsom South of US-50 Annexation
Existing Plus RIM PM

| Intersection | Base LOS | Base Del/ Veh | Base V/ C | Future LOS | Future Del/ Veh | Future V/ C | Change in |
|---|---|---|---|---|---|---|---|
| # 92 Hazel Blvd/ Tributary- WB US 5 | C | 24.4 | 0.830 | C | 24.4 | 0.830 | + 0.000 D/V |
| # 93 Hazel Ave/ EB US-50 Ramps | C | 21.3 | 0.808 | C | 21.3 | 0.808 | + 0.000 D/V |
| # 94 Folsom Blvd/ WB US 50 Ramps | A | 10.0 | 0.571 | A | 10.0 | 0.571 | + 0.000 D/V |
| # 95 Folsom Blvd/ EB US 50 Ramps | F | 81.1 | 1.135 | F | 81.1 | 1.135 | + 0.000 D/V |
| # 96 Prairie City/ WB US 50 Ramps | B | 14.1 | 0.456 | B | 14.1 | 0.456 | + 0.000 D/V |
| # 97 Prairie City/ EB US 50 Ramps | B | 16.9 | 0.396 | B | 16.9 | 0.396 | + 0.000 D/V |
| # 98 East Bidwell St/ WB US 50 Ramp | C | 20.8 | 0.702 | C | 20.8 | 0.702 | + 0.000 D/V |
| # 99 East Bidwell St/ EB US 50 Ramp | B | 16.5 | 0.501 | B | 16.5 | 0.501 | + 0.000 D/V |
| #100 El Dorado Hills Blvd/ WB US 50 | C | 27.8 | 0.906 | C | 27.8 | 0.906 | + 0.000 D/V |
| #101 El Dorado Hills Blvd/ EB US 50 | C | 29.3 | 0.900 | C | 29.3 | 0.900 | + 0.000 D/V |
| #102 Sunrise Rd/ Jackson Hwy-SR16 | D | 41.4 | 0.926 | D | 41.4 | 0.926 | + 0.000 D/V |
| #103 Grant Line Rd/ Jackson Rd- SR1 | F | 99.9 | 1.130 | F | 99.9 | 1.130 | + 0.000 D/V |
| #104 Oak Ave Pkwy/ WB US 50 Ramps | A | 5.5 | 0.360 | A | 5.5 | 0.360 | + 0.000 D/V |
| #105 Oak Ave Pkwy/ EB US 50 Ramps | C | 20.3 | 0.606 | C | 20.3 | 0.606 | + 0.000 D/V |
| #106 Empire Ranch Rd/ WB US 50 Ramp | B | 12.2 | 0.357 | B | 12.2 | 0.357 | + 0.000 D/V |
| #107 Empire Ranch Rd/ EB US 50 Ramp | B | 18.8 | 0.352 | B | 18.8 | 0.352 | + 0.000 D/V |

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Folsom South of US-50 Annexation
Existing Plus RIM PM

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

Intersection #1 Folsom Blvd/ Blue Ravine Rd

Cycle (sec): 120 Critical Vol./Cap. (X): 1.113
Loss Time (sec): 15 Average Delay (sec/veh): 86.3
Optimal Cycle: 180 Level Of Service: F

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 2 | 0 1 | 1 | 0 | 2 | 0 1 | 1 | 0 | 1 | 0 1 | 2 | 0 | 1 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 38 | 1024 | 436 | | 456 | 1058 | 19 | | 571 | 467 | 125 | | 313 | 83 | 483 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 38 | 1024 | 436 | | 456 | 1058 | 19 | | 571 | 467 | 125 | | 313 | 83 | 483 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.92 | 0.92 | 0.92 | | 0.92 | 0.92 | 0.92 | | 0.92 | 0.92 | 0.92 | | 0.92 | 0.92 | 0.92 | |
| PHF Volume: | 41 | 1113 | 474 | | 496 | 1150 | 21 | | 621 | 508 | 136 | | 340 | 90 | 525 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 41 | 1113 | 474 | | 496 | 1150 | 21 | | 621 | 508 | 136 | | 340 | 90 | 525 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 41 | 1113 | 474 | | 496 | 1150 | 21 | | 621 | 508 | 136 | | 340 | 90 | 525 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.95 | 0.85 | | 0.95 | 0.95 | 0.85 | | 0.95 | 1.00 | 0.85 | | 0.92 | 1.00 | 0.85 | |
| Lanes: | 1.00 | 2.00 | 1.00 | | 1.00 | 2.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 2.00 | 1.00 | 1.00 | |
| Final Sat.: | 1805 | 3610 | 1615 | | 1805 | 3610 | 1615 | | 1805 | 1900 | 1615 | | 3502 | 1900 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.31 | 0.29 | | 0.27 | 0.32 | 0.01 | | 0.34 | 0.27 | 0.08 | | 0.10 | 0.05 | 0.33 | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.04 | 0.28 | 0.37 | | 0.25 | 0.49 | 0.80 | | 0.31 | 0.26 | 0.29 | | 0.09 | 0.04 | 0.29 | |
| Volume/Cap: | 0.65 | 1.11 | 0.79 | | 1.11 | 0.65 | 0.02 | | 1.11 | 1.04 | 0.29 | | 1.04 | 1.11 | 1.12 | |
| Delay/Veh: | 78.9 | 108 | 40.7 | | 122.5 | 23.9 | 2.5 | | 114.6 | 95.0 | 33.1 | | 113.8 | 192 | 122.7 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 78.9 | 108 | 40.7 | | 122.5 | 23.9 | 2.5 | | 114.6 | 95.0 | 33.1 | | 113.8 | 192 | 122.7 | |
| LOS by Move: | E | F | D | | F | C | A | | F | F | C | | F | F | F | |
| HCM2kAvgQ: | 2 | 30 | 15 | | 28 | 17 | 0 | | 34 | 26 | 4 | | 9 | 5 | 28 | |

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





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Folsom South of US-50 Annexation
Existing Plus RIM PM

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

Intersection #2 Sibly Street/ Blue Ravine Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.672
Loss Time (sec): 12 Average Delay (sec/veh): 28.2
Optimal Cycle: 56 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 2 | 0 1 | 1 | 0 | 2 | 0 1 | 1 | 0 | 2 | 0 1 | 2 | 0 | 1 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 316 | 668 | 321 | | 51 | 343 | 80 | | 111 | 787 | 530 | | 195 | 396 | 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: | 316 | 668 | 321 | | 51 | 343 | 80 | | 111 | 787 | 530 | | 195 | 396 | 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: | 0.92 | 0.92 | 0.92 | | 0.92 | 0.92 | 0.92 | | 0.92 | 0.92 | 0.92 | | 0.92 | 0.92 | 0.92 | |
| PHF Volume: | 343 | 726 | 349 | | 55 | 373 | 87 | | 121 | 855 | 576 | | 212 | 430 | 40 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 343 | 726 | 349 | | 55 | 373 | 87 | | 121 | 855 | 576 | | 212 | 430 | 40 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 343 | 726 | 349 | | 55 | 373 | 87 | | 121 | 855 | 576 | | 212 | 430 | 40 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.95 | 0.85 | | 0.95 | 0.95 | 0.85 | | 0.95 | 0.95 | 0.85 | | 0.92 | 0.94 | 0.94 | |
| Lanes: | 1.00 | 2.00 | 1.00 | | 1.00 | 2.00 | 1.00 | | 1.00 | 2.00 | 1.00 | | 2.00 | 1.83 | 0.17 | |
| Final Sat.: | 1805 | 3610 | 1615 | | 1805 | 3610 | 1615 | | 1805 | 3610 | 1615 | | 3502 | 3259 | 304 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.19 | 0.20 | 0.22 | | 0.03 | 0.10 | 0.05 | | 0.07 | 0.24 | 0.36 | | 0.06 | 0.13 | 0.13 | |
| Crit Moves: | **** | | | | | **** | | | | | **** | | **** | | | |
| Green/Cycle: | 0.28 | 0.38 | 0.47 | | 0.06 | 0.15 | 0.30 | | 0.15 | 0.35 | 0.64 | | 0.09 | 0.29 | 0.29 | |
| Volume/Cap: | 0.67 | 0.53 | 0.46 | | 0.53 | 0.67 | 0.18 | | 0.45 | 0.67 | 0.56 | | 0.67 | 0.45 | 0.45 | |
| Delay/Veh: | 35.2 | 24.5 | 18.4 | | 50.9 | 43.1 | 25.9 | | 40.0 | 28.9 | 11.0 | | 49.6 | 29.0 | 29.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 35.2 | 24.5 | 18.4 | | 50.9 | 43.1 | 25.9 | | 40.0 | 28.9 | 11.0 | | 49.6 | 29.0 | 29.0 | |
| LOS by Move: | D | C | B | | D | D | C | | D | C | B | | D | C | C | |
| HCM2kAvgQ: | 9 | 9 | 7 | | 2 | 7 | 2 | | 3 | 11 | 9 | | 3 | 6 | 6 | |

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

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Folsom South of US-50 Annexation
Existing Plus RIM PM

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

Intersection #3 Oak Avenue Parkway/ Blue Ravine Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.643
Loss Time (sec): 12 Average Delay (sec/veh): 28.2
Optimal Cycle: 53 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ignore | | | | Include | | | | Ignore | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 3 | 0 | 1 | 1 | 0 | 3 | 0 | 1 | 2 | 0 | 2 | 0 | 1 | |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 246 | 373 | 673 | | 17 | 155 | 28 | | 1 | 956 | 167 | | 373 | 423 | 11 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 246 | 373 | 673 | | 17 | 155 | 28 | | 1 | 956 | 167 | | 373 | 423 | 11 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.95 | 0.95 | 0.00 | | 0.95 | 0.95 | 0.95 | | 0.95 | 0.95 | 0.00 | | 0.95 | 0.95 | 0.95 | |
| PHF Volume: | 259 | 393 | 0 | | 18 | 163 | 29 | | 1 | 1006 | 0 | | 393 | 445 | 12 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 259 | 393 | 0 | | 18 | 163 | 29 | | 1 | 1006 | 0 | | 393 | 445 | 12 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 259 | 393 | 0 | | 18 | 163 | 29 | | 1 | 1006 | 0 | | 393 | 445 | 12 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.91 | 1.00 | | 0.95 | 0.91 | 0.85 | | 0.92 | 0.95 | 1.00 | | 0.92 | 0.95 | 0.95 | |
| Lanes: | 1.00 | 3.00 | 1.00 | | 1.00 | 3.00 | 1.00 | | 2.00 | 2.00 | 1.00 | | 2.00 | 1.95 | 0.05 | |
| Final Sat.: | 1805 | 5187 | 1900 | | 1805 | 5187 | 1615 | | 3502 | 3610 | 1900 | | 3502 | 3504 | 91 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.14 | 0.08 | 0.00 | | 0.01 | 0.03 | 0.02 | | 0.00 | 0.28 | 0.00 | | 0.11 | 0.13 | 0.13 | |
| Crit Moves: | **** | | | | | **** | | | | **** | | | **** | | | |
| Green/Cycle: | 0.22 | 0.24 | 0.00 | | 0.03 | 0.05 | 0.05 | | 0.00 | 0.43 | 0.00 | | 0.17 | 0.61 | 0.61 | |
| Volume/Cap: | 0.64 | 0.31 | 0.00 | | 0.31 | 0.64 | 0.37 | | 0.21 | 0.64 | 0.00 | | 0.64 | 0.21 | 0.21 | |
| Delay/Veh: | 38.8 | 31.3 | 0.0 | | 50.5 | 52.2 | 49.0 | | 69.7 | 23.2 | 0.0 | | 40.7 | 8.9 | 8.9 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 38.8 | 31.3 | 0.0 | | 50.5 | 52.2 | 49.0 | | 69.7 | 23.2 | 0.0 | | 40.7 | 8.9 | 8.9 | |
| LOS by Move: | D | C | A | | D | D | D | | E | C | A | | D | A | A | |
| HCM2kAvgQ: | 7 | 3 | 0 | | 1 | 3 | 1 | | 0 | 12 | 0 | | 7 | 3 | 3 | |

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





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Folsom South of US-50 Annexation
Existing Plus RIM PM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #4 Empire Ranch Road/ Natoma Street

Cycle (sec): 100 Critical Vol./Cap. (X): 0.804
Loss Time (sec): 0 Average Delay (sec/veh): 18.0
Optimal Cycle: 0 Level Of Service: C

| 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: | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 1 | |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 272 | 434 | 0 | | 0 | 190 | 18 | | 31 | 0 | 205 | | 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: | 272 | 434 | 0 | | 0 | 190 | 18 | | 31 | 0 | 205 | | 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: | 0.90 | 0.90 | 0.90 | | 0.90 | 0.90 | 0.90 | | 0.90 | 0.90 | 0.90 | | 0.90 | 0.90 | 0.90 | |
| PHF Volume: | 302 | 482 | 0 | | 0 | 211 | 20 | | 34 | 0 | 228 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 302 | 482 | 0 | | 0 | 211 | 20 | | 34 | 0 | 228 | | 0 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 302 | 482 | 0 | | 0 | 211 | 20 | | 34 | 0 | 228 | | 0 | 0 | 0 | |
| 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: | 2.00 | 1.00 | 0.00 | | 0.00 | 1.00 | 1.00 | | 2.00 | 0.00 | 1.00 | | 0.00 | 0.00 | 0.00 | |
| Final Sat.: | 1094 | 600 | 0 | | 0 | 550 | 608 | | 941 | 0 | 562 | | 0 | 0 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.28 | 0.80 | xxxx | | xxxx | 0.38 | 0.03 | | 0.04 | xxxx | 0.41 | | xxxx | xxxx | xxxx | |
| Crit Moves: | | **** | | | | **** | | | | | **** | | | | | |
| Delay/Veh: | 11.5 | 28.0 | 0.0 | | 0.0 | 12.6 | 8.5 | | 10.2 | 0.0 | 12.6 | | 0.0 | 0.0 | 0.0 | |
| Delay Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 11.5 | 28.0 | 0.0 | | 0.0 | 12.6 | 8.5 | | 10.2 | 0.0 | 12.6 | | 0.0 | 0.0 | 0.0 | |
| LOS by Move: | B | D | * | | * | B | A | | B | * | B | | * | * | * | |
| ApproachDel: | | 21.6 | | | | 12.3 | | | | 12.2 | | | xxxxxx | | | |
| Delay Adj: | | 1.00 | | | | 1.00 | | | | 1.00 | | | xxxxx | | | |
| ApprAdjDel: | | 21.6 | | | | 12.3 | | | | 12.2 | | | xxxxxx | | | |
| LOS by Appr: | | C | | | | B | | | | B | | | * | | | |
| AllWayAvgQ: | 0.4 | 3.2 | 0.0 | | 0.0 | 0.6 | 0.0 | | 0.0 | 0.0 | 0.6 | | 0.0 | 0.0 | 0.0 | |

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

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Folsom South of US-50 Annexation
Existing Plus RIM PM

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

Intersection #5 Oak Avenue Parkway/ Riley Street

Cycle (sec): 100 Critical Vol./Cap. (X): 0.582
Loss Time (sec): 12 Average Delay (sec/veh): 24.7
Optimal Cycle: 47 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 2 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | | | |
| Base Vol: | 198 | 902 | 33 | | 26 | 520 | 168 | | 317 | 14 | 194 | | 28 | 7 | 8 | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | | |
| Initial Bse: | 198 | 902 | 33 | | 26 | 520 | 168 | | 317 | 14 | 194 | | 28 | 7 | 8 | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | | |
| PHF Adj: | 0.96 | 0.96 | 0.96 | | 0.96 | 0.96 | 0.96 | | 0.96 | 0.96 | 0.96 | | 0.96 | 0.96 | 0.96 | | | |
| PHF Volume: | 206 | 940 | 34 | | 27 | 542 | 175 | | 330 | 15 | 202 | | 29 | 7 | 8 | | | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | | |
| Reduced Vol: | 206 | 940 | 34 | | 27 | 542 | 175 | | 330 | 15 | 202 | | 29 | 7 | 8 | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | | |
| FinalVolume: | 206 | 940 | 34 | | 27 | 542 | 175 | | 330 | 15 | 202 | | 29 | 7 | 8 | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | | |
| Adjustment: | 0.95 | 0.91 | 0.91 | | 0.95 | 0.91 | 0.91 | | 0.95 | 1.00 | 0.85 | | 0.95 | 0.92 | 0.92 | | | |
| Lanes: | 1.00 | 2.89 | 0.11 | | 1.00 | 1.51 | 0.49 | | 1.00 | 1.00 | 1.00 | | 1.00 | 0.47 | 0.53 | | | |
| Final Sat.: | 1805 | 4979 | 182 | | 1805 | 2628 | 849 | | 1805 | 1900 | 1615 | | 1805 | 816 | 932 | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.11 | 0.19 | 0.19 | | 0.02 | 0.21 | 0.21 | | 0.18 | 0.01 | 0.13 | | 0.02 | 0.01 | 0.01 | | | |
| Crit Moves: | **** | | | | | **** | | | **** | | | | | **** | | | | |
| Green/Cycle: | 0.20 | 0.51 | 0.51 | | 0.04 | 0.35 | 0.35 | | 0.31 | 0.29 | 0.29 | | 0.04 | 0.02 | 0.02 | | | |
| Volume/Cap: | 0.58 | 0.37 | 0.37 | | 0.37 | 0.58 | 0.58 | | 0.58 | 0.03 | 0.43 | | 0.43 | 0.58 | 0.58 | | | |
| Delay/Veh: | 38.9 | 14.9 | 14.9 | | 49.9 | 27.0 | 27.0 | | 30.3 | 25.3 | 29.3 | | 51.4 | 77.4 | 77.4 | | | |
| 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: | 38.9 | 14.9 | 14.9 | | 49.9 | 27.0 | 27.0 | | 30.3 | 25.3 | 29.3 | | 51.4 | 77.4 | 77.4 | | | |
| LOS by Move: | D | B | B | | D | C | C | | C | C | C | | D | E | E | | | |
| HCM2kAvgQ: | 6 | 6 | 6 | | 1 | 9 | 9 | | 9 | 0 | 5 | | 1 | 1 | 1 | | | |

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





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Folsom South of US-50 Annexation
Existing Plus RIM PM

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

Intersection #6 Oak Avenue Parkway/ East Bidwell Street

Cycle (sec): 100 Critical Vol./Cap. (X): 0.607
Loss Time (sec): 12 Average Delay (sec/veh): 30.7
Optimal Cycle: 49 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ignore | | | | Ignore | | | | Ignore | | | | Ignore | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 3 | 0 | 1 | 2 | 0 | 3 | 0 | 1 | 2 | 0 | 3 | 0 | 1 | 2 | 0 | 3 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | | | |
| Base Vol: | 141 | 807 | 241 | | 354 | 322 | 125 | | 131 | 1122 | 210 | | 177 | 984 | 573 | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | | |
| Initial Bse: | 141 | 807 | 241 | | 354 | 322 | 125 | | 131 | 1122 | 210 | | 177 | 984 | 573 | | | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | | |
| PHF Adj: | 0.98 | 0.98 | 0.00 | | 0.98 | 0.98 | 0.00 | | 0.98 | 0.98 | 0.00 | | 0.98 | 0.98 | 0.00 | | | |
| PHF Volume: | 144 | 823 | 0 | | 361 | 329 | 0 | | 134 | 1145 | 0 | | 181 | 1004 | 0 | | | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | | |
| Reduced Vol: | 144 | 823 | 0 | | 361 | 329 | 0 | | 134 | 1145 | 0 | | 181 | 1004 | 0 | | | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | | |
| FinalVolume: | 144 | 823 | 0 | | 361 | 329 | 0 | | 134 | 1145 | 0 | | 181 | 1004 | 0 | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | | |
| Adjustment: | 0.92 | 0.91 | 1.00 | | 0.92 | 0.91 | 1.00 | | 0.92 | 0.91 | 1.00 | | 0.92 | 0.91 | 1.00 | | | |
| Lanes: | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | | |
| Final Sat.: | 3502 | 5187 | 1900 | | 3502 | 5187 | 1900 | | 3502 | 5187 | 1900 | | 3502 | 5187 | 1900 | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.16 | 0.00 | | 0.10 | 0.06 | 0.00 | | 0.04 | 0.22 | 0.00 | | 0.05 | 0.19 | 0.00 | | | |
| Crit Moves: | | **** | | | **** | | | | | **** | | | **** | | | | | |
| Green/Cycle: | 0.17 | 0.26 | 0.00 | | 0.17 | 0.26 | 0.00 | | 0.07 | 0.36 | 0.00 | | 0.08 | 0.37 | 0.00 | | | |
| Volume/Cap: | 0.24 | 0.61 | 0.00 | | 0.61 | 0.24 | 0.00 | | 0.52 | 0.61 | 0.00 | | 0.61 | 0.52 | 0.00 | | | |
| Delay/Veh: | 36.2 | 33.2 | 0.0 | | 40.2 | 29.2 | 0.0 | | 46.4 | 26.6 | 0.0 | | 47.7 | 24.5 | 0.0 | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | | |
| AdjDel/Veh: | 36.2 | 33.2 | 0.0 | | 40.2 | 29.2 | 0.0 | | 46.4 | 26.6 | 0.0 | | 47.7 | 24.5 | 0.0 | | | |
| LOS by Move: | D | C | A | | D | C | A | | D | C | A | | D | C | A | | | |
| HCM2kAvgQ: | 2 | 8 | 0 | | 5 | 3 | 0 | | 3 | 11 | 0 | | 3 | 8 | 0 | | | |

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

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Folsom South of US-50 Annexation
Existing Plus RIM PM

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

Intersection #7 East Bidwell St/Nesmith Ct

Cycle (sec): 100 Critical Vol./Cap. (X): 0.639
Loss Time (sec): 12 Average Delay (sec/veh): 12.5
Optimal Cycle: 52 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Split Phase | | | | Split Phase | | | |
| Rights: | Ovl | | | | Include | | | | Include | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 2 | 0 1 | 2 | 0 | 2 | 1 0 | 0 | 0 | 1! | 0 0 | 1 | 1 | 0 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 13 | 1470 | 64 | | 173 | 1458 | 16 | | 57 | 2 | 53 | | 27 | 1 | 80 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 13 | 1470 | 64 | | 173 | 1458 | 16 | | 57 | 2 | 53 | | 27 | 1 | 80 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 14 | 1564 | 68 | | 184 | 1551 | 17 | | 61 | 2 | 56 | | 29 | 1 | 85 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 14 | 1564 | 68 | | 184 | 1551 | 17 | | 61 | 2 | 56 | | 29 | 1 | 85 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 14 | 1564 | 68 | | 184 | 1551 | 17 | | 61 | 2 | 56 | | 29 | 1 | 85 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.95 | 0.85 | | 0.92 | 0.91 | 0.91 | | 0.91 | 0.91 | 0.91 | | 0.95 | 0.95 | 0.85 | |
| Lanes: | 1.00 | 2.00 | 1.00 | | 2.00 | 2.97 | 0.03 | | 0.51 | 0.02 | 0.47 | | 1.93 | 0.07 | 1.00 | |
| Final Sat.: | 1805 | 3610 | 1615 | | 3502 | 5120 | 56 | | 882 | 31 | 821 | | 3496 | 129 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.43 | 0.04 | | 0.05 | 0.30 | 0.30 | | 0.07 | 0.07 | 0.07 | | 0.01 | 0.01 | 0.05 | |
| Crit Moves: | | **** | | | **** | | | | | | **** | | | **** | | |
| Green/Cycle: | 0.02 | 0.68 | 0.69 | | 0.08 | 0.74 | 0.74 | | 0.11 | 0.11 | 0.11 | | 0.01 | 0.01 | 0.10 | |
| Volume/Cap: | 0.41 | 0.64 | 0.06 | | 0.64 | 0.41 | 0.41 | | 0.64 | 0.64 | 0.64 | | 0.64 | 0.64 | 0.55 | |
| Delay/Veh: | 56.4 | 9.8 | 5.0 | | 49.2 | 4.9 | 4.9 | | 50.0 | 50.0 | 50.0 | | 75.3 | 75.3 | 47.6 | |
| 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: | 56.4 | 9.8 | 5.0 | | 49.2 | 4.9 | 4.9 | | 50.0 | 50.0 | 50.0 | | 75.3 | 75.3 | 47.6 | |
| LOS by Move: | E | A | A | | D | A | A | | D | D | D | | E | E | D | |
| HCM2kAvgQ: | 1 | 15 | 1 | | 4 | 7 | 7 | | 4 | 4 | 4 | | 1 | 1 | 2 | |

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





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Folsom South of US-50 Annexation
Existing Plus RIM PM

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

Intersection #8 East Bidwell St/Scholar Way

Cycle (sec): 100 Critical Vol./Cap. (X): 0.574
Loss Time (sec): 12 Average Delay (sec/veh): 13.0
Optimal Cycle: 46 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ignore | | | | Ignore | | | | Ignore | | | | Ignore | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 2 | 0 1 | 2 | 0 | 3 | 0 1 | 1 | 0 | 2 | 0 1 | 1 | 0 | 2 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 35 | 1348 | 271 | | 83 | 1365 | 95 | | 119 | 54 | 5 | | 107 | 44 | 99 | |
| Growth Adj: | 1.00 | 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 | 1348 | 271 | | 83 | 1365 | 95 | | 119 | 54 | 5 | | 107 | 44 | 99 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.00 | |
| PHF Volume: | 37 | 1434 | 0 | | 88 | 1452 | 0 | | 127 | 57 | 0 | | 114 | 47 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 37 | 1434 | 0 | | 88 | 1452 | 0 | | 127 | 57 | 0 | | 114 | 47 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| FinalVolume: | 37 | 1434 | 0 | | 88 | 1452 | 0 | | 127 | 57 | 0 | | 114 | 47 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.95 | 1.00 | | 0.92 | 0.91 | 1.00 | | 0.95 | 0.95 | 1.00 | | 0.95 | 0.95 | 1.00 | |
| Lanes: | 2.00 | 2.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 1.00 | 2.00 | 1.00 | | 1.00 | 2.00 | 1.00 | |
| Final Sat.: | 3502 | 3610 | 1900 | | 3502 | 5187 | 1900 | | 1805 | 3610 | 1900 | | 1805 | 3610 | 1900 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.40 | 0.00 | | 0.03 | 0.28 | 0.00 | | 0.07 | 0.02 | 0.00 | | 0.06 | 0.01 | 0.00 | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.03 | 0.69 | 0.00 | | 0.04 | 0.71 | 0.00 | | 0.12 | 0.03 | 0.00 | | 0.12 | 0.02 | 0.00 | |
| Volume/Cap: | 0.40 | 0.57 | 0.00 | | 0.57 | 0.40 | 0.00 | | 0.57 | 0.55 | 0.00 | | 0.55 | 0.57 | 0.00 | |
| Delay/Veh: | 50.6 | 8.2 | 0.0 | | 52.1 | 6.0 | 0.0 | | 45.1 | 53.8 | 0.0 | | 44.8 | 58.0 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 50.6 | 8.2 | 0.0 | | 52.1 | 6.0 | 0.0 | | 45.1 | 53.8 | 0.0 | | 44.8 | 58.0 | 0.0 | |
| LOS by Move: | D | A | A | | D | A | A | | D | D | A | | D | E | A | |
| HCM2kAvgQ: | 1 | 12 | 0 | | 2 | 7 | 0 | | 4 | 1 | 0 | | 3 | 1 | 0 | |

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

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Folsom South of US-50 Annexation
Existing Plus RIM PM

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

Intersection #9 East Bidwell St/Power Center Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.599
Loss Time (sec): 12 Average Delay (sec/veh): 20.3
Optimal Cycle: 48 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Split Phase | | | | Split Phase | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 3 | 0 1 | 1 | 0 | 3 | 0 1 | 1 | 1 | 0 | 0 1 | 0 | 1 | 0 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 83 | 1450 | 168 | | 183 | 1272 | 71 | | 146 | 40 | 79 | | 104 | 12 | 99 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 83 | 1450 | 168 | | 183 | 1272 | 71 | | 146 | 40 | 79 | | 104 | 12 | 99 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 88 | 1543 | 179 | | 195 | 1353 | 76 | | 155 | 43 | 84 | | 111 | 13 | 105 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 88 | 1543 | 179 | | 195 | 1353 | 76 | | 155 | 43 | 84 | | 111 | 13 | 105 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 88 | 1543 | 179 | | 195 | 1353 | 76 | | 155 | 43 | 84 | | 111 | 13 | 105 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.91 | 0.85 | | 0.95 | 0.91 | 0.85 | | 0.96 | 0.96 | 0.85 | | 0.96 | 0.96 | 0.85 | |
| Lanes: | 1.00 | 3.00 | 1.00 | | 1.00 | 3.00 | 1.00 | | 1.57 | 0.43 | 1.00 | | 0.90 | 0.10 | 1.00 | |
| Final Sat.: | 1805 | 5187 | 1615 | | 1805 | 5187 | 1615 | | 2869 | 786 | 1615 | | 1630 | 188 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.05 | 0.30 | 0.11 | | 0.11 | 0.26 | 0.05 | | 0.05 | 0.05 | 0.05 | | 0.07 | 0.07 | 0.07 | |
| Crit Moves: | | **** | | | **** | | | | | **** | | | | **** | | |
| Green/Cycle: | 0.11 | 0.50 | 0.61 | | 0.18 | 0.57 | 0.66 | | 0.09 | 0.09 | 0.20 | | 0.11 | 0.11 | 0.29 | |
| Volume/Cap: | 0.46 | 0.60 | 0.18 | | 0.60 | 0.46 | 0.07 | | 0.60 | 0.60 | 0.26 | | 0.60 | 0.60 | 0.22 | |
| Delay/Veh: | 43.7 | 18.4 | 8.7 | | 40.8 | 12.6 | 6.1 | | 46.8 | 46.8 | 34.4 | | 47.0 | 47.0 | 27.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 43.7 | 18.4 | 8.7 | | 40.8 | 12.6 | 6.1 | | 46.8 | 46.8 | 34.4 | | 47.0 | 47.0 | 27.0 | |
| LOS by Move: | D | B | A | | D | B | A | | D | D | C | | D | D | C | |
| HCM2kAvgQ: | 3 | 13 | 2 | | 6 | 9 | 1 | | 3 | 3 | 2 | | 4 | 4 | 2 | |

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





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Folsom South of US-50 Annexation
Existing Plus RIM PM

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

Intersection #10 Broadstone Pkwy/ East Bidwell St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.598
Loss Time (sec): 12 Average Delay (sec/veh): 26.3
Optimal Cycle: 48 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ignore | | | | Ignore | | | | Ignore | | | | Ignore | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 59 | 467 | 35 | | 243 | 406 | 173 | | 287 | 1165 | 44 | | 125 | 1396 | 379 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 59 | 467 | 35 | | 243 | 406 | 173 | | 287 | 1165 | 44 | | 125 | 1396 | 379 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| PHF Adj: | 0.97 | 0.97 | 0.00 | | 0.97 | 0.97 | 0.00 | | 0.97 | 0.97 | 0.00 | | 0.97 | 0.97 | 0.00 | |
| PHF Volume: | 61 | 481 | 0 | | 251 | 419 | 0 | | 296 | 1201 | 0 | | 129 | 1439 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 61 | 481 | 0 | | 251 | 419 | 0 | | 296 | 1201 | 0 | | 129 | 1439 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| FinalVolume: | 61 | 481 | 0 | | 251 | 419 | 0 | | 296 | 1201 | 0 | | 129 | 1439 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.91 | 1.00 | | 0.92 | 0.91 | 1.00 | | 0.92 | 0.91 | 1.00 | | 0.92 | 0.91 | 1.00 | |
| Lanes: | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | |
| Final Sat.: | 3502 | 5187 | 1900 | | 3502 | 5187 | 1900 | | 3502 | 5187 | 1900 | | 3502 | 5187 | 1900 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.09 | 0.00 | | 0.07 | 0.08 | 0.00 | | 0.08 | 0.23 | 0.00 | | 0.04 | 0.28 | 0.00 | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.05 | 0.16 | 0.00 | | 0.12 | 0.23 | 0.00 | | 0.14 | 0.52 | 0.00 | | 0.08 | 0.46 | 0.00 | |
| Volume/Cap: | 0.36 | 0.60 | 0.00 | | 0.60 | 0.36 | 0.00 | | 0.60 | 0.44 | 0.00 | | 0.44 | 0.60 | 0.00 | |
| Delay/Veh: | 47.3 | 40.6 | 0.0 | | 44.1 | 32.8 | 0.0 | | 42.3 | 15.0 | 0.0 | | 44.7 | 20.3 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 47.3 | 40.6 | 0.0 | | 44.1 | 32.8 | 0.0 | | 42.3 | 15.0 | 0.0 | | 44.7 | 20.3 | 0.0 | |
| LOS by Move: | D | D | A | | D | C | A | | D | B | A | | D | C | A | |
| HCM2kAvgQ: | 1 | 5 | 0 | | 5 | 4 | 0 | | 4 | 8 | 0 | | 3 | 12 | 0 | |

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

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Folsom South of US-50 Annexation
Existing Plus RIM PM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #11 Empire Ranch Road/ Broadstone Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.451
Loss Time (sec): 0 Average Delay (sec/veh): 12.9
Optimal Cycle: 0 Level Of Service: B

| 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 | 2 | 1 0 | 1 | 0 | 2 | 1 0 | 2 | 0 | 1 | 0 1 | 0 | 0 | 1! | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 51 | 651 | 14 | | 11 | 343 | 67 | | 88 | 22 | 34 | | 8 | 28 | 3 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 51 | 651 | 14 | | 11 | 343 | 67 | | 88 | 22 | 34 | | 8 | 28 | 3 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 57 | 731 | 16 | | 12 | 385 | 75 | | 99 | 25 | 38 | | 9 | 31 | 3 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 57 | 731 | 16 | | 12 | 385 | 75 | | 99 | 25 | 38 | | 9 | 31 | 3 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 57 | 731 | 16 | | 12 | 385 | 75 | | 99 | 25 | 38 | | 9 | 31 | 3 | |
| 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 | 2.94 | 0.06 | | 1.00 | 2.51 | 0.49 | | 2.00 | 1.00 | 1.00 | | 0.20 | 0.72 | 0.08 | |
| Final Sat.: | 509 | 1622 | 35 | | 466 | 1272 | 258 | | 863 | 458 | 503 | | 95 | 331 | 35 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.11 | 0.45 | 0.45 | | 0.03 | 0.30 | 0.29 | | 0.11 | 0.05 | 0.08 | | 0.10 | 0.10 | 0.10 | |
| Crit Moves: | | **** | | | | **** | | | **** | | | | **** | | | |
| Delay/Veh: | 10.5 | 14.1 | 14.0 | | 10.3 | 12.4 | 11.9 | | 11.5 | 10.4 | 9.9 | | 11.1 | 11.1 | 11.1 | |
| Delay Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 10.5 | 14.1 | 14.0 | | 10.3 | 12.4 | 11.9 | | 11.5 | 10.4 | 9.9 | | 11.1 | 11.1 | 11.1 | |
| LOS by Move: | B | B | B | | B | B | B | | B | B | A | | B | B | B | |
| ApproachDel: | 13.8 | | | | 12.3 | | | | 11.0 | | | | 11.1 | | | |
| Delay Adj: | 1.00 | | | | 1.00 | | | | 1.00 | | | | 1.00 | | | |
| ApprAdjDel: | 13.8 | | | | 12.3 | | | | 11.0 | | | | 11.1 | | | |
| LOS by Appr: | B | | | | B | | | | B | | | | B | | | |
| AllWayAvgQ: | 0.1 | 0.8 | 0.8 | | 0.0 | 0.4 | 0.4 | | 0.1 | 0.0 | 0.1 | | 0.1 | 0.1 | 0.1 | |

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





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Folsom South of US-50 Annexation
Existing Plus RIM PM

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

Intersection #12 Oak Avenue Prky / Haverhill Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.472
Loss Time (sec): 9 Average Delay (sec/veh): 9.9
Optimal Cycle: 33 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 1 | 1 0 | 1 | 0 | 1 | 1 0 | 0 | 0 | 1! | 0 0 | 0 | 0 | 1! | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 5 | 1025 | 74 | | 62 | 665 | 4 | | 2 | 5 | 3 | | 21 | 7 | 87 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 5 | 1025 | 74 | | 62 | 665 | 4 | | 2 | 5 | 3 | | 21 | 7 | 87 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.96 | 0.96 | 0.96 | | 0.96 | 0.96 | 0.96 | | 0.96 | 0.96 | 0.96 | | 0.96 | 0.96 | 0.96 | |
| PHF Volume: | 5 | 1068 | 77 | | 65 | 693 | 4 | | 2 | 5 | 3 | | 22 | 7 | 91 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 5 | 1068 | 77 | | 65 | 693 | 4 | | 2 | 5 | 3 | | 22 | 7 | 91 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 5 | 1068 | 77 | | 65 | 693 | 4 | | 2 | 5 | 3 | | 22 | 7 | 91 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.94 | 0.94 | | 0.95 | 0.95 | 0.95 | | 0.92 | 0.92 | 0.92 | | 0.85 | 0.85 | 0.85 | |
| Lanes: | 1.00 | 1.87 | 0.13 | | 1.00 | 1.99 | 0.01 | | 0.20 | 0.50 | 0.30 | | 0.18 | 0.06 | 0.76 | |
| Final Sat.: | 1805 | 3333 | 241 | | 1805 | 3585 | 22 | | 350 | 876 | 525 | | 296 | 99 | 1228 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.32 | 0.32 | | 0.04 | 0.19 | 0.19 | | 0.01 | 0.01 | 0.01 | | 0.07 | 0.07 | 0.07 | |
| Crit Moves: | | **** | | | **** | | | | | | | | | **** | | |
| Green/Cycle: | 0.01 | 0.68 | 0.68 | | 0.08 | 0.74 | 0.74 | | 0.16 | 0.16 | 0.16 | | 0.16 | 0.16 | 0.16 | |
| Volume/Cap: | 0.26 | 0.47 | 0.47 | | 0.47 | 0.26 | 0.26 | | 0.04 | 0.04 | 0.04 | | 0.47 | 0.47 | 0.47 | |
| Delay/Veh: | 55.9 | 7.8 | 7.8 | | 46.9 | 4.2 | 4.2 | | 35.9 | 35.9 | 35.9 | | 39.8 | 39.8 | 39.8 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 55.9 | 7.8 | 7.8 | | 46.9 | 4.2 | 4.2 | | 35.9 | 35.9 | 35.9 | | 39.8 | 39.8 | 39.8 | |
| LOS by Move: | E | A | A | | D | A | A | | D | D | D | | D | D | D | |
| HCM2kAvgQ: | 0 | 9 | 9 | | 2 | 3 | 3 | | 0 | 0 | 0 | | 4 | 4 | 4 | |

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

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Folsom South of US-50 Annexation
Existing Plus RIM PM

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

Intersection #13 Oak Avenue Prky / Haldion Wy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.530
Loss Time (sec): 9 Average Delay (sec/veh): 13.6
Optimal Cycle: 36 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 1 | 1 0 | 1 | 0 | 1 | 1 0 | 0 | 0 | 1! | 0 0 | 0 | 0 | 1! | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 51 | 1050 | 150 | | 65 | 592 | 23 | | 15 | 5 | 41 | | 85 | 8 | 41 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 51 | 1050 | 150 | | 65 | 592 | 23 | | 15 | 5 | 41 | | 85 | 8 | 41 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.97 | 0.97 | 0.97 | | 0.97 | 0.97 | 0.97 | | 0.97 | 0.97 | 0.97 | | 0.97 | 0.97 | 0.97 | |
| PHF Volume: | 53 | 1082 | 155 | | 67 | 610 | 24 | | 15 | 5 | 42 | | 88 | 8 | 42 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 53 | 1082 | 155 | | 67 | 610 | 24 | | 15 | 5 | 42 | | 88 | 8 | 42 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 53 | 1082 | 155 | | 67 | 610 | 24 | | 15 | 5 | 42 | | 88 | 8 | 42 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.93 | 0.93 | | 0.95 | 0.94 | 0.94 | | 0.84 | 0.84 | 0.84 | | 0.76 | 0.76 | 0.76 | |
| Lanes: | 1.00 | 1.75 | 0.25 | | 1.00 | 1.93 | 0.07 | | 0.25 | 0.08 | 0.67 | | 0.63 | 0.06 | 0.31 | |
| Final Sat.: | 1805 | 3099 | 443 | | 1805 | 3454 | 134 | | 395 | 132 | 1078 | | 915 | 86 | 442 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.35 | 0.35 | | 0.04 | 0.18 | 0.18 | | 0.04 | 0.04 | 0.04 | | 0.10 | 0.10 | 0.10 | |
| Crit Moves: | | **** | | | **** | | | | | | | | | **** | | |
| Green/Cycle: | 0.10 | 0.66 | 0.66 | | 0.07 | 0.63 | 0.63 | | 0.18 | 0.18 | 0.18 | | 0.18 | 0.18 | 0.18 | |
| Volume/Cap: | 0.28 | 0.53 | 0.53 | | 0.53 | 0.28 | 0.28 | | 0.22 | 0.22 | 0.22 | | 0.53 | 0.53 | 0.53 | |
| Delay/Veh: | 42.3 | 9.2 | 9.2 | | 49.1 | 8.6 | 8.6 | | 35.3 | 35.3 | 35.3 | | 39.2 | 39.2 | 39.2 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 42.3 | 9.2 | 9.2 | | 49.1 | 8.6 | 8.6 | | 35.3 | 35.3 | 35.3 | | 39.2 | 39.2 | 39.2 | |
| LOS by Move: | D | A | A | | D | A | A | | D | D | D | | D | D | D | |
| HCM2kAvgQ: | 1 | 10 | 10 | | 2 | 5 | 5 | | 2 | 2 | 2 | | 5 | 5 | 5 | |

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





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Folsom South of US-50 Annexation
Existing Plus RIM PM

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

Intersection #14 Folsom Blvd/ Iron Point Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.838
Loss Time (sec): 9 Average Delay (sec/veh): 19.1
Optimal Cycle: 78 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 2 | 0 1 | 1 | 0 | 2 | 0 0 | 0 | 0 | 0 | 0 0 | 2 | 0 | 0 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1446 | 1028 | | 159 | 1313 | 0 | | 0 | 0 | 0 | | 589 | 0 | 202 | |
| Growth Adj: | 1.00 | 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 | 1446 | 1028 | | 159 | 1313 | 0 | | 0 | 0 | 0 | | 589 | 0 | 202 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.95 | 0.95 | 0.95 | | 0.95 | 0.95 | 0.95 | | 0.95 | 0.95 | 0.95 | | 0.95 | 0.95 | 0.95 | |
| PHF Volume: | 0 | 1522 | 1082 | | 167 | 1382 | 0 | | 0 | 0 | 0 | | 620 | 0 | 213 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 1522 | 1082 | | 167 | 1382 | 0 | | 0 | 0 | 0 | | 620 | 0 | 213 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 1522 | 1082 | | 167 | 1382 | 0 | | 0 | 0 | 0 | | 620 | 0 | 213 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.95 | 0.85 | | 0.95 | 0.95 | 1.00 | | 1.00 | 1.00 | 1.00 | | 0.92 | 1.00 | 0.85 | |
| Lanes: | 0.00 | 2.00 | 1.00 | | 1.00 | 2.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 2.00 | 0.00 | 1.00 | |
| Final Sat.: | 0 | 3610 | 1615 | | 1805 | 3610 | 0 | | 0 | 0 | 0 | | 3502 | 0 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.42 | 0.67 | | 0.09 | 0.38 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.18 | 0.00 | 0.13 | |
| Crit Moves: | | | **** | | **** | | | | | | | | **** | | | |
| Green/Cycle: | 0.00 | 0.59 | 0.80 | | 0.11 | 0.70 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.21 | 0.00 | 0.21 | |
| Volume/Cap: | 0.00 | 0.72 | 0.84 | | 0.84 | 0.55 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.84 | 0.00 | 0.62 | |
| Delay/Veh: | 0.0 | 15.9 | 11.1 | | 69.2 | 7.6 | 0.0 | | 0.0 | 0.0 | 0.0 | | 46.2 | 0.0 | 39.4 | |
| 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: | 0.0 | 15.9 | 11.1 | | 69.2 | 7.6 | 0.0 | | 0.0 | 0.0 | 0.0 | | 46.2 | 0.0 | 39.4 | |
| LOS by Move: | A | B | B | | E | A | A | | A | A | A | | D | A | D | |
| HCM2kAvgQ: | 0 | 17 | 21 | | 5 | 11 | 0 | | 0 | 0 | 0 | | 10 | 0 | 6 | |

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

PM Existing Plus RIM Wed Jul 22, 2009 10:46:22 Page 17-1

Folsom South of US-50 Annexation
Existing Plus RIM PM

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

Intersection #15 Prairie City Rd/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.648
Loss Time (sec): 12 Average Delay (sec/veh): 29.9
Optimal Cycle: 53 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Ignore | | | Ignore | | | Ignore | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 2 | 0 2 | 0 1 | 2 | 0 3 | 0 1 | 2 | 0 3 | 0 1 | 2 | 0 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 293 | 940 | 144 | 359 | 815 | 15 | 102 | 902 | 410 | 17 | 176 | 186 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 293 | 940 | 144 | 359 | 815 | 15 | 102 | 902 | 410 | 17 | 176 | 186 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 0.95 | 0.95 | 0.00 | 0.95 | 0.95 | 0.00 | 0.95 | 0.95 | 0.00 | 0.95 | 0.95 | 0.00 |
| PHF Volume: | 308 | 989 | 0 | 378 | 858 | 0 | 107 | 949 | 0 | 18 | 185 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 308 | 989 | 0 | 378 | 858 | 0 | 107 | 949 | 0 | 18 | 185 | 0 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| FinalVolume: | 308 | 989 | 0 | 378 | 858 | 0 | 107 | 949 | 0 | 18 | 185 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.95 | 1.00 | 0.92 | 0.91 | 1.00 | 0.92 | 0.91 | 1.00 | 0.92 | 0.91 | 1.00 |
| Lanes: | 2.00 | 2.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3502 | 3610 | 1900 | 3502 | 5187 | 1900 | 3502 | 5187 | 1900 | 3502 | 5187 | 1900 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.09 | 0.27 | 0.00 | 0.11 | 0.17 | 0.00 | 0.03 | 0.18 | 0.00 | 0.01 | 0.04 | 0.00 |
| Crit Moves: | | **** | | **** | | | | **** | | **** | | |
| Green/Cycle: | 0.20 | 0.42 | 0.00 | 0.17 | 0.38 | 0.00 | 0.13 | 0.28 | 0.00 | 0.01 | 0.16 | 0.00 |
| Volume/Cap: | 0.43 | 0.65 | 0.00 | 0.65 | 0.43 | 0.00 | 0.23 | 0.65 | 0.00 | 0.65 | 0.23 | 0.00 |
| Delay/Veh: | 35.1 | 23.9 | 0.0 | 41.5 | 22.8 | 0.0 | 38.9 | 32.5 | 0.0 | 92.5 | 37.1 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 35.1 | 23.9 | 0.0 | 41.5 | 22.8 | 0.0 | 38.9 | 32.5 | 0.0 | 92.5 | 37.1 | 0.0 |
| LOS by Move: | D | C | A | D | C | A | D | C | A | F | D | A |
| HCM2kAvgQ: | 4 | 13 | 0 | 5 | 7 | 0 | 1 | 9 | 0 | 0 | 2 | 0 |

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





PM Existing Plus RIM Wed Jul 22, 2009 10:46:22 Page 18-1

Folsom South of US-50 Annexation
Existing Plus RIM PM

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

Intersection #16 Grover Rd/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.342
Loss Time (sec): 12 Average Delay (sec/veh): 10.1
Optimal Cycle: 33 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Split Phase | | | Split Phase | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 | 0 1! | 0 0 | 1 | 0 0 | 1 0 | 1 | 0 3 | 0 1 | 1 | 0 2 | 1 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 6 | 0 | 0 | 58 | 3 | 21 | 114 | 1273 | 1 | 7 | 350 | 63 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 6 | 0 | 0 | 58 | 3 | 21 | 114 | 1273 | 1 | 7 | 350 | 63 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 6 | 0 | 0 | 62 | 3 | 22 | 121 | 1354 | 1 | 7 | 372 | 67 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 6 | 0 | 0 | 62 | 3 | 22 | 121 | 1354 | 1 | 7 | 372 | 67 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 6 | 0 | 0 | 62 | 3 | 22 | 121 | 1354 | 1 | 7 | 372 | 67 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 1.00 | 1.00 | 0.95 | 0.87 | 0.87 | 0.95 | 0.91 | 0.85 | 0.95 | 0.89 | 0.89 |
| Lanes: | 2.00 | 0.00 | 0.00 | 1.00 | 0.12 | 0.88 | 1.00 | 3.00 | 1.00 | 1.00 | 2.54 | 0.46 |
| Final Sat.: | 3618 | 0 | 0 | 1805 | 206 | 1445 | 1805 | 5187 | 1615 | 1805 | 4295 | 773 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.03 | 0.02 | 0.02 | 0.07 | 0.26 | 0.00 | 0.00 | 0.09 | 0.09 |
| Crit Moves: | **** | | | **** | | | | **** | | **** | | |
| Green/Cycle: | 0.01 | 0.00 | 0.00 | 0.10 | 0.10 | 0.10 | 0.34 | 0.76 | 0.76 | 0.01 | 0.44 | 0.44 |
| Volume/Cap: | 0.34 | 0.00 | 0.00 | 0.34 | 0.15 | 0.15 | 0.20 | 0.34 | 0.00 | 0.34 | 0.20 | 0.20 |
| Delay/Veh: | 60.2 | 0.0 | 0.0 | 43.1 | 41.6 | 41.6 | 23.6 | 3.9 | 2.8 | 58.2 | 17.4 | 17.4 |
| 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: | 60.2 | 0.0 | 0.0 | 43.1 | 41.6 | 41.6 | 23.6 | 3.9 | 2.8 | 58.2 | 17.4 | 17.4 |
| LOS by Move: | E | A | A | D | D | D | C | A | A | E | B | B |
| HCM2kAvgQ: | 0 | 0 | 0 | 2 | 1 | 1 | 2 | 5 | 0 | 0 | 3 | 3 |

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

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Folsom South of US-50 Annexation
Existing Plus RIM PM

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

Intersection #17 McAdoo Dr/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.394
Loss Time (sec): 12 Average Delay (sec/veh): 16.9
Optimal Cycle: 35 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 2 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | | 127 | 0 | 53 | | 274 | 1276 | 0 | | 0 | 317 | 132 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 0 | 0 | 0 | | 127 | 0 | 53 | | 274 | 1276 | 0 | | 0 | 317 | 132 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.95 | 0.95 | 0.95 | | 0.95 | 0.95 | 0.95 | | 0.95 | 0.95 | 0.95 | | 0.95 | 0.95 | 0.95 | |
| PHF Volume: | 0 | 0 | 0 | | 134 | 0 | 56 | | 288 | 1343 | 0 | | 0 | 334 | 139 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 0 | 0 | | 134 | 0 | 56 | | 288 | 1343 | 0 | | 0 | 334 | 139 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 0 | 0 | 0 | | 134 | 0 | 56 | | 288 | 1343 | 0 | | 0 | 334 | 139 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 1.00 | 1.00 | | 0.77 | 1.00 | 0.85 | | 0.95 | 0.91 | 1.00 | | 1.00 | 0.87 | 0.87 | |
| Lanes: | 0.00 | 0.00 | 0.00 | | 1.00 | 0.00 | 1.00 | | 1.00 | 3.00 | 0.00 | | 0.00 | 2.12 | 0.88 | |
| Final Sat.: | 0 | 0 | 0 | | 1461 | 0 | 1615 | | 1805 | 5187 | 0 | | 0 | 3501 | 1458 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | | 0.09 | 0.00 | 0.03 | | 0.16 | 0.26 | 0.00 | | 0.00 | 0.10 | 0.10 | |
| Crit Moves: | | | | | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | | 0.23 | 0.00 | 0.23 | | 0.41 | 0.65 | 0.00 | | 0.00 | 0.24 | 0.24 | |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | | 0.39 | 0.00 | 0.15 | | 0.39 | 0.40 | 0.00 | | 0.00 | 0.39 | 0.39 | |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | | 33.2 | 0.0 | 30.7 | | 21.4 | 8.5 | 0.0 | | 0.0 | 32.0 | 32.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | | 33.2 | 0.0 | 30.7 | | 21.4 | 8.5 | 0.0 | | 0.0 | 32.0 | 32.0 | |
| LOS by Move: | A | A | A | | C | A | C | | C | A | A | | A | C | C | |
| HCM2kAvgQ: | 0 | 0 | 0 | | 4 | 0 | 1 | | 6 | 7 | 0 | | 0 | 4 | 4 | |

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





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Folsom South of US-50 Annexation
Existing Plus RIM PM

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

Intersection #18 Oak Ave Pkwy/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.689
Loss Time (sec): 12 Average Delay (sec/veh): 33.6
Optimal Cycle: 58 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ignore | | | | Ignore | | | | Ovl | | | | Ignore | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 2 | 0 | 1 | 2 | 0 | 2 | 0 | 1 | 2 | 0 | 2 | 0 | 1 | 2 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 130 | 632 | 341 | | 236 | 491 | 62 | | 460 | 778 | 170 | | 434 | 207 | 282 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 130 | 632 | 341 | | 236 | 491 | 62 | | 460 | 778 | 170 | | 434 | 207 | 282 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| PHF Adj: | 0.96 | 0.96 | 0.00 | | 0.96 | 0.96 | 0.00 | | 0.96 | 0.96 | 0.96 | | 0.96 | 0.96 | 0.00 | |
| PHF Volume: | 135 | 658 | 0 | | 246 | 511 | 0 | | 479 | 810 | 177 | | 452 | 216 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 135 | 658 | 0 | | 246 | 511 | 0 | | 479 | 810 | 177 | | 452 | 216 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| FinalVolume: | 135 | 658 | 0 | | 246 | 511 | 0 | | 479 | 810 | 177 | | 452 | 216 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.95 | 1.00 | | 0.92 | 0.95 | 1.00 | | 0.92 | 0.95 | 0.85 | | 0.92 | 0.95 | 1.00 | |
| Lanes: | 2.00 | 2.00 | 1.00 | | 2.00 | 2.00 | 1.00 | | 2.00 | 2.00 | 1.00 | | 2.00 | 2.00 | 1.00 | |
| Final Sat.: | 3502 | 3610 | 1900 | | 3502 | 3610 | 1900 | | 3502 | 3610 | 1615 | | 3502 | 3610 | 1900 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.18 | 0.00 | | 0.07 | 0.14 | 0.00 | | 0.14 | 0.22 | 0.11 | | 0.13 | 0.06 | 0.00 | |
| Crit Moves: | | **** | | | **** | | | | | **** | | | **** | | | |
| Green/Cycle: | 0.08 | 0.26 | 0.00 | | 0.10 | 0.29 | 0.00 | | 0.36 | 0.33 | 0.40 | | 0.19 | 0.16 | 0.00 | |
| Volume/Cap: | 0.49 | 0.69 | 0.00 | | 0.69 | 0.49 | 0.00 | | 0.38 | 0.69 | 0.27 | | 0.69 | 0.38 | 0.00 | |
| Delay/Veh: | 45.5 | 35.2 | 0.0 | | 49.0 | 29.9 | 0.0 | | 24.1 | 31.0 | 20.1 | | 41.0 | 38.3 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 45.5 | 35.2 | 0.0 | | 49.0 | 29.9 | 0.0 | | 24.1 | 31.0 | 20.1 | | 41.0 | 38.3 | 0.0 | |
| LOS by Move: | D | D | A | | D | C | A | | C | C | C | | D | D | A | |
| HCM2kAvgQ: | 2 | 10 | 0 | | 4 | 7 | 0 | | 5 | 11 | 3 | | 7 | 3 | 0 | |

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

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Folsom South of US-50 Annexation
Existing Plus RIM PM

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

Intersection #19 Rowberry Dr/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.533
Loss Time (sec): 12 Average Delay (sec/veh): 20.1
Optimal Cycle: 43 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Split Phase | | | | Split Phase | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Include | | | | Ovl | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 1 | 0 | 0 1 | 1 | 0 | 0 | 1 0 | 1 | 0 | 2 | 0 1 | 2 | 0 | 1 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 320 | 102 | 212 | | 0 | 56 | 11 | | 21 | 972 | 361 | | 119 | 627 | 5 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 320 | 102 | 212 | | 0 | 56 | 11 | | 21 | 972 | 361 | | 119 | 627 | 5 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.97 | 0.97 | 0.97 | | 0.97 | 0.97 | 0.97 | | 0.97 | 0.97 | 0.97 | | 0.97 | 0.97 | 0.97 | |
| PHF Volume: | 330 | 105 | 219 | | 0 | 58 | 11 | | 22 | 1002 | 372 | | 123 | 646 | 5 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 330 | 105 | 219 | | 0 | 58 | 11 | | 22 | 1002 | 372 | | 123 | 646 | 5 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 330 | 105 | 219 | | 0 | 58 | 11 | | 22 | 1002 | 372 | | 123 | 646 | 5 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.96 | 0.96 | 0.85 | | 1.00 | 0.98 | 0.98 | | 0.95 | 0.95 | 0.85 | | 0.92 | 0.95 | 0.95 | |
| Lanes: | 1.52 | 0.48 | 1.00 | | 1.00 | 0.84 | 0.16 | | 1.00 | 2.00 | 1.00 | | 2.00 | 1.98 | 0.02 | |
| Final Sat.: | 2775 | 884 | 1615 | | 1900 | 1548 | 304 | | 1805 | 3610 | 1615 | | 3502 | 3578 | 29 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.12 | 0.12 | 0.14 | | 0.00 | 0.04 | 0.04 | | 0.01 | 0.28 | 0.23 | | 0.04 | 0.18 | 0.18 | |
| Crit Moves: | **** | | | | | | **** | | | **** | | | **** | | | |
| Green/Cycle: | 0.22 | 0.22 | 0.29 | | 0.00 | 0.07 | 0.07 | | 0.04 | 0.52 | 0.74 | | 0.07 | 0.55 | 0.55 | |
| Volume/Cap: | 0.53 | 0.53 | 0.47 | | 0.00 | 0.53 | 0.53 | | 0.33 | 0.53 | 0.31 | | 0.53 | 0.33 | 0.33 | |
| Delay/Veh: | 34.9 | 34.9 | 30.0 | | 0.0 | 49.1 | 49.1 | | 49.9 | 16.2 | 4.4 | | 47.6 | 12.4 | 12.4 | |
| 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: | 34.9 | 34.9 | 30.0 | | 0.0 | 49.1 | 49.1 | | 49.9 | 16.2 | 4.4 | | 47.6 | 12.4 | 12.4 | |
| LOS by Move: | C | C | C | | A | D | D | | D | B | A | | D | B | B | |
| HCM2kAvgQ: | 6 | 6 | 5 | | 0 | 3 | 3 | | 1 | 10 | 4 | | 2 | 6 | 6 | |

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





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Folsom South of US-50 Annexation
Existing Plus RIM PM

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

Intersection #20 Broadstone Pkwy/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.540
Loss Time (sec): 12 Average Delay (sec/veh): 19.1
Optimal Cycle: 43 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Split Phase | | | | Split Phase | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Ignore | | | | Include | | | | Ignore | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 1 | 0 | 0 1 | 2 | 0 | 1 | 0 1 | 1 | 0 | 2 | 0 1 | 2 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 52 | 33 | 52 | | 85 | 3 | 412 | | 628 | 548 | 8 | | 12 | 316 | 68 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 52 | 33 | 52 | | 85 | 3 | 412 | | 628 | 548 | 8 | | 12 | 316 | 68 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| PHF Adj: | 0.98 | 0.98 | 0.98 | | 0.98 | 0.98 | 0.00 | | 0.98 | 0.98 | 0.98 | | 0.98 | 0.98 | 0.00 | |
| PHF Volume: | 53 | 34 | 53 | | 87 | 3 | 0 | | 641 | 559 | 8 | | 12 | 322 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 53 | 34 | 53 | | 87 | 3 | 0 | | 641 | 559 | 8 | | 12 | 322 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| FinalVolume: | 53 | 34 | 53 | | 87 | 3 | 0 | | 641 | 559 | 8 | | 12 | 322 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.97 | 0.97 | 0.85 | | 0.92 | 1.00 | 1.00 | | 0.95 | 0.95 | 0.85 | | 0.92 | 0.91 | 1.00 | |
| Lanes: | 1.22 | 0.78 | 1.00 | | 2.00 | 1.00 | 1.00 | | 1.00 | 2.00 | 1.00 | | 2.00 | 3.00 | 1.00 | |
| Final Sat.: | 2255 | 1431 | 1615 | | 3502 | 1900 | 1900 | | 1805 | 3610 | 1615 | | 3502 | 5187 | 1900 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.02 | 0.03 | | 0.02 | 0.00 | 0.00 | | 0.36 | 0.15 | 0.01 | | 0.00 | 0.06 | 0.00 | |
| Crit Moves: | | | **** | | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.06 | 0.06 | 0.06 | | 0.05 | 0.05 | 0.00 | | 0.66 | 0.76 | 0.76 | | 0.02 | 0.12 | 0.00 | |
| Volume/Cap: | 0.39 | 0.39 | 0.54 | | 0.54 | 0.04 | 0.00 | | 0.54 | 0.20 | 0.01 | | 0.20 | 0.54 | 0.00 | |
| Delay/Veh: | 46.3 | 46.3 | 51.5 | | 50.3 | 45.8 | 0.0 | | 9.6 | 3.6 | 3.0 | | 50.2 | 42.7 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 46.3 | 46.3 | 51.5 | | 50.3 | 45.8 | 0.0 | | 9.6 | 3.6 | 3.0 | | 50.2 | 42.7 | 0.0 | |
| LOS by Move: | D | D | D | | D | D | A | | A | A | A | | D | D | A | |
| HCM2kAvgQ: | 2 | 2 | 2 | | 2 | 0 | 0 | | 10 | 3 | 0 | | 0 | 3 | 0 | |

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

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Folsom South of US-50 Annexation
Existing Plus RIM PM

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

Intersection #21 East Bidwell St/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.885
Loss Time (sec): 12 Average Delay (sec/veh): 37.0
Optimal Cycle: 103 Level Of Service: D

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ignore | | | | Ignore | | | | Include | | | | Ignore | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 2 | 1 0 | 2 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 353 | 1842 | 286 | 190 | 1288 | 129 | 161 | 205 | 376 | 259 | 93 | 87 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 353 | 1842 | 286 | 190 | 1288 | 129 | 161 | 205 | 376 | 259 | 93 | 87 | | | | |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | | | | |
| PHF Adj: | 0.93 | 0.93 | 0.00 | 0.93 | 0.93 | 0.00 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.00 | | | | |
| PHF Volume: | 380 | 1981 | 0 | 204 | 1385 | 0 | 173 | 220 | 404 | 278 | 100 | 0 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 380 | 1981 | 0 | 204 | 1385 | 0 | 173 | 220 | 404 | 278 | 100 | 0 | | | | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | | | | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | | | | |
| FinalVolume: | 380 | 1981 | 0 | 204 | 1385 | 0 | 173 | 220 | 404 | 278 | 100 | 0 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 0.92 | 0.91 | 1.00 | 0.92 | 0.91 | 1.00 | 0.92 | 0.82 | 0.82 | 0.92 | 0.91 | 1.00 | | | | |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 2.00 | 1.00 | 2.00 | 3.00 | 1.00 | | | | |
| Final Sat.: | 3502 | 5187 | 1900 | 3502 | 5187 | 1900 | 3502 | 3123 | 1561 | 3502 | 5187 | 1900 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.11 | 0.38 | 0.00 | 0.06 | 0.27 | 0.00 | 0.05 | 0.07 | 0.26 | 0.08 | 0.02 | 0.00 | | | | |
| Crit Moves: | | **** | | **** | | | | | **** | **** | | | | | | |
| Green/Cycle: | 0.14 | 0.43 | 0.00 | 0.07 | 0.35 | 0.00 | 0.28 | 0.29 | 0.29 | 0.09 | 0.11 | 0.00 | | | | |
| Volume/Cap: | 0.75 | 0.88 | 0.00 | 0.88 | 0.75 | 0.00 | 0.18 | 0.24 | 0.88 | 0.88 | 0.18 | 0.00 | | | | |
| Delay/Veh: | 47.5 | 30.8 | 0.0 | 77.0 | 30.3 | 0.0 | 27.7 | 27.0 | 46.6 | 69.4 | 40.8 | 0.0 | | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| AdjDel/Veh: | 47.5 | 30.8 | 0.0 | 77.0 | 30.3 | 0.0 | 27.7 | 27.0 | 46.6 | 69.4 | 40.8 | 0.0 | | | | |
| LOS by Move: | D | C | A | E | C | A | C | C | D | E | D | A | | | | |
| HCM2kAvgQ: | 6 | 21 | 0 | 4 | 14 | 0 | 2 | 3 | 14 | 5 | 1 | 0 | | | | |

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

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Folsom South of US-50 Annexation
Existing Plus RIM PM

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

Intersection #22 Cavitt Dr/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.424
Loss Time (sec): 12 Average Delay (sec/veh): 20.2
Optimal Cycle: 36 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 1 | 0 | 0 1 | 1 | 1 | 0 | 0 1 | 1 | 0 | 3 | 0 1 | 1 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 247 | 31 | 28 | 14 | 29 | 21 | 70 | 275 | 349 | 9 | 173 | 12 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 247 | 31 | 28 | 14 | 29 | 21 | 70 | 275 | 349 | 9 | 173 | 12 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | | | | |
| PHF Volume: | 257 | 32 | 29 | 15 | 30 | 22 | 73 | 286 | 364 | 9 | 180 | 13 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 257 | 32 | 29 | 15 | 30 | 22 | 73 | 286 | 364 | 9 | 180 | 13 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| 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: | 257 | 32 | 29 | 15 | 30 | 22 | 73 | 286 | 364 | 9 | 180 | 13 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 0.53 | 0.53 | 0.85 | 0.89 | 0.89 | 0.85 | 0.95 | 0.91 | 0.85 | 0.95 | 0.91 | 0.85 | | | | |
| Lanes: | 1.78 | 0.22 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 | | | | |
| Final Sat.: | 1800 | 226 | 1615 | 1689 | 1689 | 1615 | 1805 | 5187 | 1615 | 1805 | 5187 | 1615 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.14 | 0.14 | 0.02 | 0.01 | 0.02 | 0.01 | 0.04 | 0.06 | 0.23 | 0.01 | 0.03 | 0.01 | | | | |
| Crit Moves: | | **** | | | | | | | **** | **** | | | | | | |
| Green/Cycle: | 0.34 | 0.34 | 0.34 | 0.34 | 0.34 | 0.34 | 0.29 | 0.53 | 0.53 | 0.01 | 0.25 | 0.25 | | | | |
| Volume/Cap: | 0.42 | 0.42 | 0.05 | 0.03 | 0.05 | 0.04 | 0.14 | 0.10 | 0.42 | 0.42 | 0.14 | 0.03 | | | | |
| Delay/Veh: | 26.1 | 26.1 | 22.4 | 22.2 | 22.4 | 22.3 | 26.2 | 11.7 | 14.6 | 61.6 | 29.1 | 28.3 | | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| AdjDel/Veh: | 26.1 | 26.1 | 22.4 | 22.2 | 22.4 | 22.3 | 26.2 | 11.7 | 14.6 | 61.6 | 29.1 | 28.3 | | | | |
| LOS by Move: | C | C | C | C | C | C | C | B | B | E | C | C | | | | |
| HCM2kAvgQ: | 4 | 4 | 1 | 0 | 1 | 0 | 2 | 2 | 7 | 0 | 1 | 0 | | | | |

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

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Folsom South of US-50 Annexation
Existing Plus RIM PM

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

Intersection #23 Serpa Way / Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.208
Loss Time (sec): 12 Average Delay (sec/veh): 26.8
Optimal Cycle: 28 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Include | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 1 | 0 | 1 | 2 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 3 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 176 | 18 | 41 | | 21 | 11 | 38 | | 51 | 202 | 86 | | 23 | 90 | 30 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 176 | 18 | 41 | | 21 | 11 | 38 | | 51 | 202 | 86 | | 23 | 90 | 30 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 187 | 19 | 44 | | 22 | 12 | 40 | | 54 | 215 | 91 | | 24 | 96 | 32 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 187 | 19 | 44 | | 22 | 12 | 40 | | 54 | 215 | 91 | | 24 | 96 | 32 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 187 | 19 | 44 | | 22 | 12 | 40 | | 54 | 215 | 91 | | 24 | 96 | 32 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 1.00 | 0.85 | | 0.92 | 0.88 | 0.88 | | 0.95 | 0.91 | 0.85 | | 0.95 | 0.91 | 0.85 | |
| Lanes: | 1.00 | 1.00 | 1.00 | | 2.00 | 0.22 | 0.78 | | 1.00 | 3.00 | 1.00 | | 1.00 | 3.00 | 1.00 | |
| Final Sat.: | 1805 | 1900 | 1615 | | 3502 | 377 | 1303 | | 1805 | 5187 | 1615 | | 1805 | 5187 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.10 | 0.01 | 0.03 | | 0.01 | 0.03 | 0.03 | | 0.03 | 0.04 | 0.06 | | 0.01 | 0.02 | 0.02 | |
| Crit Moves: | **** | | | | | **** | | | **** | | | | | **** | | |
| Green/Cycle: | 0.50 | 0.44 | 0.50 | | 0.21 | 0.15 | 0.15 | | 0.14 | 0.18 | 0.67 | | 0.06 | 0.09 | 0.30 | |
| Volume/Cap: | 0.21 | 0.02 | 0.05 | | 0.03 | 0.21 | 0.21 | | 0.21 | 0.24 | 0.08 | | 0.24 | 0.21 | 0.07 | |
| Delay/Veh: | 14.2 | 15.9 | 13.1 | | 31.6 | 37.8 | 37.8 | | 38.1 | 35.6 | 5.7 | | 46.2 | 42.5 | 25.3 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 14.2 | 15.9 | 13.1 | | 31.6 | 37.8 | 37.8 | | 38.1 | 35.6 | 5.7 | | 46.2 | 42.5 | 25.3 | |
| LOS by Move: | B | B | B | | C | D | D | | D | D | A | | D | D | C | |
| HCM2kAvgQ: | 3 | 0 | 1 | | 0 | 2 | 2 | | 1 | 2 | 1 | | 1 | 1 | 1 | |

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





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Folsom South of US-50 Annexation
Existing Plus RIM PM

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

Intersection #24 Empire Ranch Road/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.288
Loss Time (sec): 12 Average Delay (sec/veh): 17.9
Optimal Cycle: 31 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 3 | 0 | 1 | 1 | 0 | 3 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 54 | 804 | 0 | | 5 | 400 | 33 | | 53 | 53 | 149 | | 0 | 27 | 8 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 54 | 804 | 0 | | 5 | 400 | 33 | | 53 | 53 | 149 | | 0 | 27 | 8 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.99 | 0.99 | 0.99 | | 0.99 | 0.99 | 0.99 | | 0.99 | 0.99 | 0.99 | | 0.99 | 0.99 | 0.99 | |
| PHF Volume: | 55 | 812 | 0 | | 5 | 404 | 33 | | 54 | 54 | 151 | | 0 | 27 | 8 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 55 | 812 | 0 | | 5 | 404 | 33 | | 54 | 54 | 151 | | 0 | 27 | 8 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 55 | 812 | 0 | | 5 | 404 | 33 | | 54 | 54 | 151 | | 0 | 27 | 8 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.91 | 1.00 | | 0.95 | 0.91 | 0.85 | | 0.95 | 0.84 | 0.84 | | 1.00 | 0.92 | 0.92 | |
| Lanes: | 1.00 | 3.00 | 1.00 | | 1.00 | 3.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.54 | 0.46 | |
| Final Sat.: | 1805 | 5187 | 1900 | | 1805 | 5187 | 1615 | | 1805 | 1605 | 1605 | | 1900 | 2690 | 797 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.16 | 0.00 | | 0.00 | 0.08 | 0.02 | | 0.03 | 0.03 | 0.09 | | 0.00 | 0.01 | 0.01 | |
| Crit Moves: | | **** | | | **** | | | | | | **** | | **** | | | |
| Green/Cycle: | 0.15 | 0.54 | 0.00 | | 0.01 | 0.40 | 0.64 | | 0.24 | 0.33 | 0.33 | | 0.00 | 0.08 | 0.08 | |
| Volume/Cap: | 0.20 | 0.29 | 0.00 | | 0.29 | 0.20 | 0.03 | | 0.12 | 0.10 | 0.29 | | 0.00 | 0.12 | 0.12 | |
| Delay/Veh: | 37.2 | 12.4 | 0.0 | | 58.0 | 19.6 | 6.6 | | 29.7 | 23.5 | 25.3 | | 0.0 | 42.7 | 42.7 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 37.2 | 12.4 | 0.0 | | 58.0 | 19.6 | 6.6 | | 29.7 | 23.5 | 25.3 | | 0.0 | 42.7 | 42.7 | |
| LOS by Move: | D | B | A | | E | B | A | | C | C | C | | A | D | D | |
| HCM2kAvgQ: | 1 | 5 | 0 | | 0 | 3 | 0 | | 1 | 1 | 3 | | 0 | 1 | 1 | |

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

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Folsom South of US-50 Annexation
Existing Plus RIM PM

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

Intersection #25 Prairie City Rd/ High School

Cycle (sec): 100 Critical Vol./Cap. (X): 0.421
Loss Time (sec): 12 Average Delay (sec/veh): 16.1
Optimal Cycle: 36 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 2 | 1 | 0 | 2 | 0 | 2 | 1 | 0 | 2 | 0 | 0 | 1 | 1 | |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 71 | 1093 | 20 | | 43 | 1186 | 9 | | 239 | 0 | 159 | | 30 | 2 | 45 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 71 | 1093 | 20 | | 43 | 1186 | 9 | | 239 | 0 | 159 | | 30 | 2 | 45 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.90 | 0.90 | 0.90 | | 0.90 | 0.90 | 0.90 | | 0.90 | 0.90 | 0.90 | | 0.90 | 0.90 | 0.90 | |
| PHF Volume: | 79 | 1214 | 22 | | 48 | 1318 | 10 | | 266 | 0 | 177 | | 33 | 2 | 50 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 79 | 1214 | 22 | | 48 | 1318 | 10 | | 266 | 0 | 177 | | 33 | 2 | 50 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 79 | 1214 | 22 | | 48 | 1318 | 10 | | 266 | 0 | 177 | | 33 | 2 | 50 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.91 | 0.91 | | 0.92 | 0.91 | 0.91 | | 0.92 | 1.00 | 0.85 | | 0.95 | 0.86 | 0.86 | |
| Lanes: | 2.00 | 2.95 | 0.05 | | 2.00 | 2.98 | 0.02 | | 2.00 | 0.00 | 2.00 | | 1.00 | 0.09 | 1.91 | |
| Final Sat.: | 3502 | 5079 | 93 | | 3502 | 5143 | 39 | | 3502 | 0 | 3230 | | 1805 | 138 | 3114 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.24 | 0.24 | | 0.01 | 0.26 | 0.26 | | 0.08 | 0.00 | 0.05 | | 0.02 | 0.02 | 0.02 | |
| Crit Moves: | **** | | | | | **** | | | **** | | | | | **** | | |
| Green/Cycle: | 0.05 | 0.63 | 0.63 | | 0.04 | 0.61 | 0.61 | | 0.18 | 0.00 | 0.16 | | 0.06 | 0.04 | 0.04 | |
| Volume/Cap: | 0.42 | 0.38 | 0.38 | | 0.38 | 0.42 | 0.42 | | 0.42 | 0.00 | 0.34 | | 0.34 | 0.42 | 0.42 | |
| Delay/Veh: | 47.4 | 9.3 | 9.3 | | 49.1 | 10.4 | 10.4 | | 36.8 | 0.0 | 37.4 | | 47.5 | 49.3 | 49.3 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 47.4 | 9.3 | 9.3 | | 49.1 | 10.4 | 10.4 | | 36.8 | 0.0 | 37.4 | | 47.5 | 49.3 | 49.3 | |
| LOS by Move: | D | A | A | | D | B | B | | D | A | D | | D | D | D | |
| HCM2kAvgQ: | 1 | 7 | 7 | | 1 | 8 | 8 | | 4 | 0 | 3 | | 1 | 1 | 1 | |

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





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Folsom South of US-50 Annexation
Existing Plus RIM PM

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

Intersection #26 East Bidwell / Placerville Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.727
Loss Time (sec): 6 Average Delay (sec/veh): 10.0
Optimal Cycle: 46 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 2 | 1 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 2544 | 0 | | 0 | 1923 | 0 | | 0 | 0 | 0 | | 0 | 0 | 250 | |
| Growth Adj: | 1.00 | 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 | 2544 | 0 | | 0 | 1923 | 0 | | 0 | 0 | 0 | | 0 | 0 | 250 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 0 | 2706 | 0 | | 0 | 2046 | 0 | | 0 | 0 | 0 | | 0 | 0 | 266 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 2706 | 0 | | 0 | 2046 | 0 | | 0 | 0 | 0 | | 0 | 0 | 266 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 0 | 2706 | 0 | | 0 | 2046 | 0 | | 0 | 0 | 0 | | 0 | 0 | 266 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.91 | 0.91 | | 1.00 | 0.91 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.87 | |
| Lanes: | 0.00 | 3.00 | 0.00 | | 1.00 | 3.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 1.00 | |
| Final Sat.: | 0 | 5187 | 0 | | 1900 | 5187 | 0 | | 0 | 0 | 0 | | 0 | 0 | 1644 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.52 | 0.00 | | 0.00 | 0.39 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.16 | |
| Crit Moves: | | **** | | | **** | | | | | | | | | | **** | |
| Green/Cycle: | 0.00 | 0.72 | 0.00 | | 0.00 | 0.72 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.22 | |
| Volume/Cap: | 0.00 | 0.73 | 0.00 | | 0.00 | 0.55 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.73 | |
| Delay/Veh: | 0.0 | 9.1 | 0.0 | | 0.0 | 6.8 | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 43.2 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 9.1 | 0.0 | | 0.0 | 6.8 | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 43.2 | |
| LOS by Move: | A | A | A | | A | A | A | | A | A | A | | A | A | D | |
| HCM2kAvgQ: | 0 | 18 | 0 | | 0 | 10 | 0 | | 0 | 0 | 0 | | 0 | 0 | 9 | |

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

Folsom South of US-50 Annexation
Existing Plus RIM PM

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

Intersection #27 Prairie City Rd/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.307
Loss Time (sec): 9 Average Delay (sec/veh): 19.4
Optimal Cycle: 26 Level of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Permitted | | | Permitted | | | Protected | | | Protected | | |
| Rights: | Include | | | Ovl | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 2 | 0 | 2 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 220 | 0 | 476 | 339 | 482 | 0 | 0 | 275 | 69 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 220 | 0 | 476 | 339 | 482 | 0 | 0 | 275 | 69 |
| User Adj: | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 0 | 205 | 0 | 443 | 315 | 448 | 0 | 0 | 256 | 64 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 205 | 0 | 443 | 315 | 448 | 0 | 0 | 256 | 64 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 0 | 0 | 205 | 0 | 443 | 315 | 448 | 0 | 0 | 256 | 64 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 0.77 | 1.00 | 0.75 | 0.92 | 0.95 | 1.00 | 1.00 | 0.91 | 0.85 |
| Lanes: | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 2.00 | 2.00 | 2.00 | 0.00 | 0.00 | 3.00 | 1.00 |
| Final Sat.: | 0 | 0 | 0 | 1461 | 0 | 2842 | 3502 | 3610 | 0 | 0 | 5187 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.14 | 0.00 | 0.16 | 0.09 | 0.12 | 0.00 | 0.00 | 0.05 | 0.04 |
| Crit Moves: | | | | **** | | | **** | | | | **** | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | 0.46 | 0.00 | 0.75 | 0.29 | 0.45 | 0.00 | 0.00 | 0.16 | 0.16 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.31 | 0.00 | 0.21 | 0.31 | 0.27 | 0.00 | 0.00 | 0.31 | 0.25 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 17.5 | 0.0 | 3.8 | 27.6 | 17.1 | 0.0 | 0.0 | 37.3 | 37.2 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 17.5 | 0.0 | 3.8 | 27.6 | 17.1 | 0.0 | 0.0 | 37.3 | 37.2 |
| LOS by Move: | A | A | A | B | A | A | C | B | A | A | D | D |
| HCM2kAvgQ: | 0 | 0 | 0 | 4 | 0 | 2 | 4 | 4 | 0 | 0 | 2 | 2 |

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





Folsom South of US-50 Annexation
Existing Plus RIM PM

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

Intersection #28 Scott Rd (South)/ White Rock Rd

Average Delay (sec/veh): 4.0 Worst Case Level Of Service: D[ 26.4]

| 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 | 3 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 47 | 0 | 73 | 0 | 0 | 0 | 0 | 576 | 78 | 200 | 332 | 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: | 47 | 0 | 73 | 0 | 0 | 0 | 0 | 576 | 78 | 200 | 332 | 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: | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| PHF Volume: | 49 | 0 | 76 | 0 | 0 | 0 | 0 | 600 | 81 | 208 | 346 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 49 | 0 | 76 | 0 | 0 | 0 | 0 | 600 | 81 | 208 | 346 | 0 |
| Critical Gap Module: | | | | | | | | | | | | |
| Critical Gp: | 6.8 | 6.5 | 6.9 | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 4.1 | xxxx | xxxxx |
| FollowUpTim: | 3.5 | 4.0 | 3.3 | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 2.2 | xxxx | xxxxx |
| Capacity Module: | | | | | | | | | | | | |
| Cnflict Vol: | 1173 | 1403 | 341 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 681 | xxxx | xxxxx |
| Potent Cap.: | 188 | 141 | 661 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 921 | xxxx | xxxxx |
| Move Cap.: | 155 | 109 | 661 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 921 | xxxx | xxxxx |
| Volume/Cap: | 0.32 | 0.00 | 0.12 | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | 0.23 | xxxx | xxxx |
| Level Of Service Module: | | | | | | | | | | | | |
| 2Way95thQ: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 0.9 | xxxx | xxxxx |
| Control Del: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 10.0 | xxxx | xxxxx |
| LOS by Move: | * | * | * | * | * | * | * | * | * | B | * | * |
| Movement: | LT - | LTR - | RT | LT - | LTR - | RT | LT - | LTR - | RT | LT - | LTR - | RT |
| Shared Cap.: | xxxx | 291 | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| SharedQueue: | xxxxx | 2.1 | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| Shrd ConDel: | xxxxx | 26.4 | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| Shared LOS: | * | D | * | * | * | * | * | * | * | * | * | * |
| ApproachDel: | 26.4 | | | xxxxxx | | | xxxxxx | | | xxxxxx | | |
| ApproachLOS: | D | | | * | | | * | | | * | | |

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

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Folsom South of US-50 Annexation
Existing Plus RIM PM

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

Intersection #29 Scott Rd (North)/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.450
Loss Time (sec): 9 Average Delay (sec/veh): 22.3
Optimal Cycle: 32 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Ovl | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 2 | 0 | 0 | 0 | 3 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 2 | 0 | | 189 | 1 | 171 | | 393 | 321 | 0 | | 0 | 336 | 227 | |
| Growth Adj: | 1.00 | 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 | 2 | 0 | | 189 | 1 | 171 | | 393 | 321 | 0 | | 0 | 336 | 227 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.96 | 0.96 | 0.96 | | 0.96 | 0.96 | 0.96 | | 0.96 | 0.96 | 0.96 | | 0.96 | 0.96 | 0.96 | |
| PHF Volume: | 0 | 2 | 0 | | 197 | 1 | 178 | | 409 | 334 | 0 | | 0 | 350 | 236 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 2 | 0 | | 197 | 1 | 178 | | 409 | 334 | 0 | | 0 | 350 | 236 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 0 | 2 | 0 | | 197 | 1 | 178 | | 409 | 334 | 0 | | 0 | 350 | 236 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 1.00 | 1.00 | | 0.71 | 0.71 | 0.71 | | 0.92 | 0.95 | 1.00 | | 1.00 | 0.91 | 0.85 | |
| Lanes: | 0.00 | 1.00 | 0.00 | | 1.00 | 0.01 | 1.99 | | 2.00 | 2.00 | 0.00 | | 0.00 | 3.00 | 1.00 | |
| Final Sat.: | 0 | 1900 | 0 | | 1343 | 16 | 2671 | | 3502 | 3610 | 0 | | 0 | 5187 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | | 0.15 | 0.07 | 0.07 | | 0.12 | 0.09 | 0.00 | | 0.00 | 0.07 | 0.15 | |
| Crit Moves: | | | | | **** | | | | **** | | | | | | **** | |
| Green/Cycle: | 0.00 | 0.33 | 0.00 | | 0.33 | 0.33 | 0.58 | | 0.26 | 0.58 | 0.00 | | 0.00 | 0.33 | 0.33 | |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | | 0.45 | 0.20 | 0.11 | | 0.45 | 0.16 | 0.00 | | 0.00 | 0.21 | 0.45 | |
| Delay/Veh: | 0.0 | 22.8 | 0.0 | | 27.0 | 24.4 | 9.2 | | 31.4 | 9.5 | 0.0 | | 0.0 | 24.5 | 27.3 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 22.8 | 0.0 | | 27.0 | 24.4 | 9.2 | | 31.4 | 9.5 | 0.0 | | 0.0 | 24.5 | 27.3 | |
| LOS by Move: | A | C | A | | C | C | A | | C | A | A | | A | C | C | |
| HCM2kAvgQ: | 0 | 0 | 0 | | 5 | 2 | 1 | | 5 | 2 | 0 | | 0 | 3 | 6 | |

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





PM Existing Plus RIM Wed Jul 22, 2009 10:46:22 Page 32-1

Folsom South of US-50 Annexation
Existing Plus RIM PM

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

Intersection #30 Placerville Rd/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.225
Loss Time (sec): 9 Average Delay (sec/veh): 12.4
Optimal Cycle: 23 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Split Phase | | | | Split Phase | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | 2 | 0 | 1 | 0 | 3 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 2 | | 205 | 0 | 11 | | 19 | 364 | 1 | | 0 | 580 | 142 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 0 | 0 | 2 | | 205 | 0 | 11 | | 19 | 364 | 1 | | 0 | 580 | 142 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.88 | 0.88 | 0.88 | | 0.88 | 0.88 | 0.88 | | 0.88 | 0.88 | 0.88 | | 0.88 | 0.88 | 0.88 | |
| PHF Volume: | 0 | 0 | 2 | | 233 | 0 | 13 | | 22 | 414 | 1 | | 0 | 659 | 161 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 0 | 2 | | 233 | 0 | 13 | | 22 | 414 | 1 | | 0 | 659 | 161 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 0 | 0 | 2 | | 233 | 0 | 13 | | 22 | 414 | 1 | | 0 | 659 | 161 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 1.00 | 0.87 | | 0.95 | 1.00 | 0.85 | | 0.95 | 0.95 | 0.85 | | 1.00 | 0.91 | 0.85 | |
| Lanes: | 0.00 | 0.00 | 1.00 | | 2.00 | 0.00 | 1.00 | | 1.00 | 2.00 | 1.00 | | 1.00 | 3.00 | 1.00 | |
| Final Sat.: | 0 | 0 | 1644 | | 3618 | 0 | 1615 | | 1805 | 3610 | 1615 | | 1900 | 5187 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | | 0.06 | 0.00 | 0.01 | | 0.01 | 0.11 | 0.00 | | 0.00 | 0.13 | 0.10 | |
| Crit Moves: | | | **** | | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.00 | 0.00 | 0.01 | | 0.29 | 0.00 | 0.34 | | 0.05 | 0.62 | 0.62 | | 0.00 | 0.56 | 0.85 | |
| Volume/Cap: | 0.00 | 0.00 | 0.23 | | 0.23 | 0.00 | 0.02 | | 0.23 | 0.19 | 0.00 | | 0.00 | 0.23 | 0.12 | |
| Delay/Veh: | 0.0 | 0.0 | 60.5 | | 27.3 | 0.0 | 22.0 | | 46.6 | 8.3 | 7.1 | | 0.0 | 10.9 | 1.3 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 0.0 | 60.5 | | 27.3 | 0.0 | 22.0 | | 46.6 | 8.3 | 7.1 | | 0.0 | 10.9 | 1.3 | |
| LOS by Move: | A | A | E | | C | A | C | | D | A | A | | A | B | A | |
| HCM2kAvgQ: | 0 | 0 | 0 | | 3 | 0 | 0 | | 1 | 3 | 0 | | 0 | 4 | 1 | |

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

PM Existing Plus RIM Wed Jul 22, 2009 10:46:22 Page 33-1

Folsom South of US-50 Annexation
Existing Plus RIM PM

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

Intersection #31 Empire Ranch Rd/ North Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.272
Loss Time (sec): 12 Average Delay (sec/veh): 21.4
Optimal Cycle: 30 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Ovl | | | Ovl | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 2 | 0 | 3 | 0 | 1 | 2 | 0 | 3 | 0 | 1 | 2 | 0 | 1 | 0 | 1 | 2 | 0 | 1 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 463 | 27 | 80 | 452 | 186 | 253 | 5 | 0 | 34 | 4 | 102 |
| Growth Adj: | 1.00 | 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 | 463 | 27 | 80 | 452 | 186 | 253 | 5 | 0 | 34 | 4 | 102 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 0 | 493 | 29 | 85 | 481 | 198 | 269 | 5 | 0 | 36 | 4 | 109 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 493 | 29 | 85 | 481 | 198 | 269 | 5 | 0 | 36 | 4 | 109 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 0 | 493 | 29 | 85 | 481 | 198 | 269 | 5 | 0 | 36 | 4 | 109 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.97 | 0.91 | 0.85 | 0.92 | 0.91 | 0.85 | 0.92 | 1.00 | 1.00 | 0.92 | 1.00 | 0.85 |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 |
| Final Sat.: | 3686 | 5187 | 1615 | 3502 | 5187 | 1615 | 3502 | 1900 | 1900 | 3502 | 1900 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.09 | 0.02 | 0.02 | 0.09 | 0.12 | 0.08 | 0.00 | 0.00 | 0.01 | 0.00 | 0.07 |
| Crit Moves: | | **** | | **** | | | **** | | | | | **** |
| Green/Cycle: | 0.00 | 0.35 | 0.70 | 0.09 | 0.44 | 0.72 | 0.28 | 0.09 | 0.00 | 0.35 | 0.16 | 0.25 |
| Volume/Cap: | 0.00 | 0.27 | 0.03 | 0.27 | 0.21 | 0.17 | 0.27 | 0.03 | 0.00 | 0.03 | 0.01 | 0.27 |
| Delay/Veh: | 0.0 | 23.4 | 4.7 | 43.0 | 17.4 | 4.5 | 28.0 | 41.2 | 0.0 | 21.6 | 35.6 | 30.7 |
| 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: | 0.0 | 23.4 | 4.7 | 43.0 | 17.4 | 4.5 | 28.0 | 41.2 | 0.0 | 21.6 | 35.6 | 30.7 |
| LOS by Move: | A | C | A | D | B | A | C | D | A | C | D | C |
| HCM2kAvgQ: | 0 | 4 | 0 | 1 | 3 | 2 | 3 | 0 | 0 | 0 | 0 | 3 |

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





PM Existing Plus RIM Wed Jul 22, 2009 10:46:22 Page 34-1

Folsom South of US-50 Annexation
Existing Plus RIM PM

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

Intersection #32 Prairie City Rd/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.451
Loss Time (sec): 9 Average Delay (sec/veh): 18.5
Optimal Cycle: 32 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Permitted | | | Permitted | | |
| Rights: | Ovl | | | Ovl | | | Ovl | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 0 | 0 | 3 | 0 | 1 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 588 | 189 | 639 | 765 | 0 | 0 | 0 | 0 | 206 | 0 | 390 |
| Growth Adj: | 1.00 | 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 | 588 | 189 | 639 | 765 | 0 | 0 | 0 | 0 | 206 | 0 | 390 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 0 | 626 | 201 | 680 | 814 | 0 | 0 | 0 | 0 | 219 | 0 | 415 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 626 | 201 | 680 | 814 | 0 | 0 | 0 | 0 | 219 | 0 | 415 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 0 | 626 | 201 | 680 | 814 | 0 | 0 | 0 | 0 | 219 | 0 | 415 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 0.91 | 0.85 | 0.92 | 0.91 | 1.00 | 1.00 | 1.00 | 1.00 | 0.60 | 1.00 | 0.75 |
| Lanes: | 0.00 | 3.00 | 1.00 | 2.00 | 3.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 2.00 |
| Final Sat.: | 0 | 5187 | 1615 | 3502 | 5187 | 0 | 0 | 0 | 0 | 2293 | 0 | 2842 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.12 | 0.12 | 0.19 | 0.16 | 0.00 | 0.00 | 0.00 | 0.00 | 0.10 | 0.00 | 0.15 |
| Crit Moves: | | **** | | **** | | | | | | **** | | |
| Green/Cycle: | 0.00 | 0.27 | 0.27 | 0.43 | 0.70 | 0.00 | 0.00 | 0.00 | 0.00 | 0.21 | 0.00 | 0.64 |
| Volume/Cap: | 0.00 | 0.45 | 0.47 | 0.45 | 0.22 | 0.00 | 0.00 | 0.00 | 0.00 | 0.45 | 0.00 | 0.23 |
| Delay/Veh: | 0.0 | 30.7 | 31.4 | 20.3 | 5.4 | 0.0 | 0.0 | 0.0 | 0.0 | 35.0 | 0.0 | 7.5 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 30.7 | 31.4 | 20.3 | 5.4 | 0.0 | 0.0 | 0.0 | 0.0 | 35.0 | 0.0 | 7.5 |
| LOS by Move: | A | C | C | C | A | A | A | A | A | C | A | A |
| HCM2kAvgQ: | 0 | 6 | 5 | 7 | 3 | 0 | 0 | 0 | 0 | 3 | 0 | 3 |

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

PM Existing Plus RIM Wed Jul 22, 2009 10:46:22 Page 35-1

Folsom South of US-50 Annexation
Existing Plus RIM PM

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

Intersection #33 Oak Ave Pkwy/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.415
Loss Time (sec): 12 Average Delay (sec/veh): 22.8
Optimal Cycle: 36 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Ovl | | | Ovl | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 2 | 0 2 | 0 1 | 2 | 0 2 | 0 1 | 2 | 0 2 | 0 1 | 2 | 0 2 | 0 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 56 | 176 | 50 | 204 | 278 | 202 | 173 | 581 | 155 | 59 | 375 | 396 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 56 | 176 | 50 | 204 | 278 | 202 | 173 | 581 | 155 | 59 | 375 | 396 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 60 | 187 | 53 | 217 | 296 | 215 | 184 | 618 | 165 | 63 | 399 | 421 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 60 | 187 | 53 | 217 | 296 | 215 | 184 | 618 | 165 | 63 | 399 | 421 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 60 | 187 | 53 | 217 | 296 | 215 | 184 | 618 | 165 | 63 | 399 | 421 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.95 | 0.85 | 0.92 | 0.95 | 0.85 | 0.92 | 0.95 | 0.85 | 0.92 | 0.95 | 0.85 |
| Lanes: | 2.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 |
| Final Sat.: | 3502 | 3610 | 1615 | 3502 | 3610 | 1615 | 3502 | 3610 | 1615 | 3502 | 3610 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.05 | 0.03 | 0.06 | 0.08 | 0.13 | 0.05 | 0.17 | 0.10 | 0.02 | 0.11 | 0.26 |
| Crit Moves: | | **** | | **** | | | **** | | | | | **** |
| Green/Cycle: | 0.05 | 0.12 | 0.18 | 0.15 | 0.23 | 0.35 | 0.13 | 0.55 | 0.60 | 0.06 | 0.48 | 0.63 |
| Volume/Cap: | 0.36 | 0.42 | 0.18 | 0.42 | 0.36 | 0.38 | 0.42 | 0.31 | 0.17 | 0.31 | 0.23 | 0.42 |
| Delay/Veh: | 47.5 | 41.0 | 34.9 | 39.1 | 32.8 | 24.5 | 40.9 | 12.4 | 9.2 | 46.1 | 15.3 | 9.6 |
| 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: | 47.5 | 41.0 | 34.9 | 39.1 | 32.8 | 24.5 | 40.9 | 12.4 | 9.2 | 46.1 | 15.3 | 9.6 |
| LOS by Move: | D | D | C | D | C | C | D | B | A | D | B | A |
| HCM2kAvgQ: | 1 | 3 | 1 | 3 | 4 | 5 | 3 | 5 | 2 | 1 | 4 | 6 |

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





PM Existing Plus RIM Wed Jul 22, 2009 10:46:22 Page 36-1

Folsom South of US-50 Annexation
Existing Plus RIM PM

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

Intersection #34 RowberryDr/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.462
Loss Time (sec): 12 Average Delay (sec/veh): 16.0
Optimal Cycle: 38 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Split Phase | | | Split Phase | | | Protected | | | Protected | | |
| Rights: | Include | | | Ovl | | | Ovl | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 0 | 0 1! | 0 0 | 1 | 1 0 | 0 1 | 2 | 0 2 | 0 1 | 1 | 0 2 | 0 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 485 | 0 | 25 | 88 | 748 | 0 | 0 | 805 | 403 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 485 | 0 | 25 | 88 | 748 | 0 | 0 | 805 | 403 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 0 | 0 | 0 | 516 | 0 | 27 | 94 | 796 | 0 | 0 | 856 | 429 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 516 | 0 | 27 | 94 | 796 | 0 | 0 | 856 | 429 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 0 | 0 | 0 | 516 | 0 | 27 | 94 | 796 | 0 | 0 | 856 | 429 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 0.85 | 0.92 | 0.95 | 1.00 | 1.00 | 0.95 | 0.85 |
| Lanes: | 0.00 | 1.00 | 0.00 | 2.00 | 0.00 | 1.00 | 2.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 0 | 1900 | 0 | 3618 | 0 | 1615 | 3502 | 3610 | 1900 | 1900 | 3610 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.14 | 0.00 | 0.02 | 0.03 | 0.22 | 0.00 | 0.00 | 0.24 | 0.27 |
| Crit Moves: | | | | **** | | | **** | | | | **** | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | 0.31 | 0.00 | 0.37 | 0.06 | 0.57 | 0.00 | 0.00 | 0.51 | 0.82 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.46 | 0.00 | 0.04 | 0.46 | 0.39 | 0.00 | 0.00 | 0.46 | 0.32 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 28.2 | 0.0 | 20.4 | 47.3 | 11.9 | 0.0 | 0.0 | 15.7 | 2.3 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 28.2 | 0.0 | 20.4 | 47.3 | 11.9 | 0.0 | 0.0 | 15.7 | 2.3 |
| LOS by Move: | A | A | A | C | A | C | D | B | A | A | B | A |
| HCM2kAvgQ: | 0 | 0 | 0 | 6 | 0 | 0 | 1 | 7 | 0 | 0 | 9 | 3 |

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

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

Intersection #35 1st St/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.500
Loss Time (sec): 12 Average Delay (sec/veh): 24.2
Optimal Cycle: 41 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Ovl | | | | Include | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 0 | 1 0 | 1 | 0 | 1 | 0 1 | 1 | 0 | 2 | 1 0 | 1 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 194 | 55 | 0 | | 222 | 82 | 315 | | 264 | 646 | 289 | | 0 | 598 | 159 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 194 | 55 | 0 | | 222 | 82 | 315 | | 264 | 646 | 289 | | 0 | 598 | 159 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 206 | 59 | 0 | | 236 | 87 | 335 | | 281 | 687 | 307 | | 0 | 636 | 169 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 206 | 59 | 0 | | 236 | 87 | 335 | | 281 | 687 | 307 | | 0 | 636 | 169 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 206 | 59 | 0 | | 236 | 87 | 335 | | 281 | 687 | 307 | | 0 | 636 | 169 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 1.00 | 1.00 | | 0.95 | 1.00 | 0.85 | | 0.95 | 0.87 | 0.87 | | 1.00 | 0.91 | 0.85 | |
| Lanes: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 2.07 | 0.93 | | 1.00 | 3.00 | 1.00 | |
| Final Sat.: | 1805 | 1900 | 0 | | 1805 | 1900 | 1615 | | 1805 | 3419 | 1530 | | 1900 | 5187 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.11 | 0.03 | 0.00 | | 0.13 | 0.05 | 0.21 | | 0.16 | 0.20 | 0.20 | | 0.00 | 0.12 | 0.10 | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.22 | 0.06 | 0.00 | | 0.26 | 0.10 | 0.41 | | 0.31 | 0.56 | 0.56 | | 0.00 | 0.25 | 0.51 | |
| Volume/Cap: | 0.51 | 0.50 | 0.00 | | 0.50 | 0.45 | 0.50 | | 0.50 | 0.36 | 0.36 | | 0.00 | 0.50 | 0.21 | |
| Delay/Veh: | 35.3 | 48.8 | 0.0 | | 32.2 | 44.1 | 22.4 | | 28.8 | 12.4 | 12.4 | | 0.0 | 32.8 | 13.7 | |
| 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: | 35.3 | 48.8 | 0.0 | | 32.2 | 44.1 | 22.4 | | 28.8 | 12.4 | 12.4 | | 0.0 | 32.8 | 13.7 | |
| LOS by Move: | D | D | A | | C | D | C | | C | B | B | | A | C | B | |
| HCM2kAvgQ: | 6 | 2 | 0 | | 7 | 3 | 8 | | 7 | 6 | 6 | | 0 | 6 | 3 | |

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





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

Intersection #36 2nd St/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.419
Loss Time (sec): 12 Average Delay (sec/veh): 25.3
Optimal Cycle: 36 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 0 | 1 0 | 2 | 0 | 1 | 0 1 | 1 | 0 | 2 | 1 0 | 1 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 46 | 32 | | 318 | 80 | 208 | | 186 | 675 | 0 | | 39 | 565 | 232 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 0 | 46 | 32 | | 318 | 80 | 208 | | 186 | 675 | 0 | | 39 | 565 | 232 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 0 | 49 | 34 | | 338 | 85 | 221 | | 198 | 718 | 0 | | 41 | 601 | 247 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 49 | 34 | | 338 | 85 | 221 | | 198 | 718 | 0 | | 41 | 601 | 247 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 0 | 49 | 34 | | 338 | 85 | 221 | | 198 | 718 | 0 | | 41 | 601 | 247 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.94 | 0.94 | | 0.92 | 1.00 | 0.85 | | 0.95 | 0.91 | 0.91 | | 0.95 | 0.91 | 0.85 | |
| Lanes: | 1.00 | 0.59 | 0.41 | | 2.00 | 1.00 | 1.00 | | 1.00 | 3.00 | 0.00 | | 1.00 | 3.00 | 1.00 | |
| Final Sat.: | 1900 | 1052 | 732 | | 3502 | 1900 | 1615 | | 1805 | 5187 | 0 | | 1805 | 5187 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.05 | 0.05 | | 0.10 | 0.04 | 0.14 | | 0.11 | 0.14 | 0.00 | | 0.02 | 0.12 | 0.15 | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.00 | 0.11 | 0.11 | | 0.23 | 0.34 | 0.34 | | 0.26 | 0.46 | 0.00 | | 0.08 | 0.28 | 0.51 | |
| Volume/Cap: | 0.00 | 0.42 | 0.42 | | 0.42 | 0.13 | 0.40 | | 0.42 | 0.30 | 0.00 | | 0.30 | 0.42 | 0.30 | |
| Delay/Veh: | 0.0 | 42.9 | 42.9 | | 33.1 | 22.8 | 25.6 | | 31.2 | 16.9 | 0.0 | | 44.9 | 29.8 | 14.5 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 42.9 | 42.9 | | 33.1 | 22.8 | 25.6 | | 31.2 | 16.9 | 0.0 | | 44.9 | 29.8 | 14.5 | |
| LOS by Move: | A | D | D | | C | C | C | | C | B | A | | D | C | B | |
| HCM2kAvgQ: | 0 | 3 | 3 | | 5 | 2 | 5 | | 5 | 5 | 0 | | 1 | 5 | 4 | |

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

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Existing Plus RIM PM

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

Intersection #37 3rd St/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.464
Loss Time (sec): 0 Average Delay (sec/veh): 22.2
Optimal Cycle: 43 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Ovl | | | | Include | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 0 | 1 | 0 | 2 | 0 | 1 | 0 | 1 | 0 | 2 | 1 | 0 | 1 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 94 | 12 | 130 | | 279 | 15 | 184 | | 42 | 930 | 103 | | 123 | 620 | 126 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 94 | 12 | 130 | | 279 | 15 | 184 | | 42 | 930 | 103 | | 123 | 620 | 126 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 100 | 13 | 138 | | 297 | 16 | 196 | | 45 | 989 | 110 | | 131 | 660 | 134 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 100 | 13 | 138 | | 297 | 16 | 196 | | 45 | 989 | 110 | | 131 | 660 | 134 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 100 | 13 | 138 | | 297 | 16 | 196 | | 45 | 989 | 110 | | 131 | 660 | 134 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.86 | 0.86 | | 0.92 | 1.00 | 0.85 | | 0.95 | 0.90 | 0.90 | | 0.95 | 0.91 | 0.85 | |
| Lanes: | 1.00 | 0.08 | 0.92 | | 2.00 | 1.00 | 1.00 | | 1.00 | 2.70 | 0.30 | | 1.00 | 3.00 | 1.00 | |
| Final Sat.: | 1805 | 139 | 1501 | | 3502 | 1900 | 1615 | | 1805 | 4600 | 509 | | 1805 | 5187 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.06 | 0.09 | 0.09 | | 0.08 | 0.01 | 0.12 | | 0.02 | 0.22 | 0.22 | | 0.07 | 0.13 | 0.08 | |
| Crit Moves: | | **** | | | **** | | | | | **** | | | **** | | | |
| Green/Cycle: | 0.14 | 0.20 | 0.20 | | 0.18 | 0.24 | 0.34 | | 0.10 | 0.46 | 0.46 | | 0.16 | 0.52 | 0.70 | |
| Volume/Cap: | 0.40 | 0.46 | 0.46 | | 0.46 | 0.03 | 0.35 | | 0.25 | 0.46 | 0.46 | | 0.46 | 0.25 | 0.12 | |
| Delay/Veh: | 40.3 | 36.4 | 36.4 | | 37.0 | 29.0 | 25.0 | | 42.2 | 18.5 | 18.5 | | 39.6 | 13.3 | 4.9 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 40.3 | 36.4 | 36.4 | | 37.0 | 29.0 | 25.0 | | 42.2 | 18.5 | 18.5 | | 39.6 | 13.3 | 4.9 | |
| LOS by Move: | D | D | D | | D | C | C | | D | B | B | | D | B | A | |
| HCM2kAvgQ: | 3 | 5 | 5 | | 5 | 0 | 5 | | 1 | 8 | 8 | | 3 | 4 | 1 | |

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





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Existing Plus RIM PM

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

Intersection #38 Scott Rd (North)/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.715
Loss Time (sec): 12 Average Delay (sec/veh): 31.6
Optimal Cycle: 61 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 3 | 0 | 1 | 2 | 0 | 3 | 0 | 1 | 2 | 0 | 3 | 0 | 1 | 2 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 203 | 763 | 56 | | 417 | 662 | 370 | | 938 | 211 | 191 | | 126 | 297 | 215 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 203 | 763 | 56 | | 417 | 662 | 370 | | 938 | 211 | 191 | | 126 | 297 | 215 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 216 | 812 | 60 | | 444 | 704 | 394 | | 998 | 224 | 203 | | 134 | 316 | 229 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 216 | 812 | 60 | | 444 | 704 | 394 | | 998 | 224 | 203 | | 134 | 316 | 229 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 216 | 812 | 60 | | 444 | 704 | 394 | | 998 | 224 | 203 | | 134 | 316 | 229 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.91 | 0.85 | | 0.92 | 0.91 | 0.85 | | 0.92 | 0.91 | 0.85 | | 0.92 | 0.91 | 0.85 | |
| Lanes: | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | |
| Final Sat.: | 3502 | 5187 | 1615 | | 3502 | 5187 | 1615 | | 3502 | 5187 | 1615 | | 3502 | 5187 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.06 | 0.16 | 0.04 | | 0.13 | 0.14 | 0.24 | | 0.28 | 0.04 | 0.13 | | 0.04 | 0.06 | 0.14 | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.12 | 0.22 | 0.40 | | 0.18 | 0.27 | 0.67 | | 0.40 | 0.30 | 0.43 | | 0.18 | 0.09 | 0.26 | |
| Volume/Cap: | 0.50 | 0.71 | 0.09 | | 0.71 | 0.50 | 0.36 | | 0.71 | 0.14 | 0.29 | | 0.21 | 0.71 | 0.54 | |
| Delay/Veh: | 41.8 | 38.4 | 18.8 | | 42.7 | 30.9 | 7.4 | | 27.1 | 25.4 | 19.0 | | 35.1 | 50.0 | 33.1 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 41.8 | 38.4 | 18.8 | | 42.7 | 30.9 | 7.4 | | 27.1 | 25.4 | 19.0 | | 35.1 | 50.0 | 33.1 | |
| LOS by Move: | D | D | B | | D | C | A | | C | C | B | | D | D | C | |
| HCM2kAvgQ: | 3 | 8 | 1 | | 7 | 6 | 5 | | 13 | 2 | 4 | | 2 | 5 | 7 | |

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

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Existing Plus RIM PM

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

Intersection #39 4th St/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.200
Loss Time (sec): 12 Average Delay (sec/veh): 26.8
Optimal Cycle: 28 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Ovl | | | | Include | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 1 | 0 1 | 1 | 0 | 1 | 0 1 | 2 | 0 | 2 | 1 0 | 1 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 34 | 54 | 58 | | 50 | 73 | 41 | | 162 | 280 | 75 | | 56 | 232 | 70 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 34 | 54 | 58 | | 50 | 73 | 41 | | 162 | 280 | 75 | | 56 | 232 | 70 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 36 | 57 | 62 | | 53 | 78 | 44 | | 172 | 298 | 80 | | 60 | 247 | 74 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 36 | 57 | 62 | | 53 | 78 | 44 | | 172 | 298 | 80 | | 60 | 247 | 74 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 36 | 57 | 62 | | 53 | 78 | 44 | | 172 | 298 | 80 | | 60 | 247 | 74 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 1.00 | 0.85 | | 0.95 | 1.00 | 0.85 | | 0.92 | 0.88 | 0.88 | | 0.95 | 0.91 | 0.85 | |
| Lanes: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 2.00 | 2.37 | 0.63 | | 1.00 | 3.00 | 1.00 | |
| Final Sat.: | 1805 | 1900 | 1615 | | 1805 | 1900 | 1615 | | 3502 | 3960 | 1061 | | 1805 | 5187 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.03 | 0.04 | | 0.03 | 0.04 | 0.03 | | 0.05 | 0.08 | 0.08 | | 0.03 | 0.05 | 0.05 | |
| Crit Moves: | | | **** | | **** | | | | | **** | | | **** | | | |
| Green/Cycle: | 0.11 | 0.19 | 0.19 | | 0.15 | 0.23 | 0.50 | | 0.28 | 0.38 | 0.38 | | 0.17 | 0.27 | 0.41 | |
| Volume/Cap: | 0.18 | 0.16 | 0.20 | | 0.20 | 0.18 | 0.05 | | 0.18 | 0.20 | 0.20 | | 0.20 | 0.18 | 0.11 | |
| Delay/Veh: | 40.7 | 33.9 | 34.3 | | 37.8 | 31.3 | 12.7 | | 27.7 | 21.1 | 21.1 | | 36.4 | 28.3 | 18.1 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 40.7 | 33.9 | 34.3 | | 37.8 | 31.3 | 12.7 | | 27.7 | 21.1 | 21.1 | | 36.4 | 28.3 | 18.1 | |
| LOS by Move: | D | C | C | | D | C | B | | C | C | C | | D | C | B | |
| HCM2kAvgQ: | 1 | 2 | 2 | | 2 | 2 | 1 | | 2 | 3 | 3 | | 2 | 2 | 1 | |

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





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Folsom South of US-50 Annexation
Existing Plus RIM PM

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

Intersection #40 Placerville Rd/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.211
Loss Time (sec): 12 Average Delay (sec/veh): 12.7
Optimal Cycle: 28 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 0 | 1 0 | 1 | 0 | 0 | 1 0 | 1 | 0 | 1 | 1 0 | 1 | 0 | 1 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 78 | 19 | | 0 | 0 | 0 | | 0 | 357 | 32 | | 23 | 358 | 83 | |
| Growth Adj: | 1.00 | 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 | 78 | 19 | | 0 | 0 | 0 | | 0 | 357 | 32 | | 23 | 358 | 83 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 0 | 83 | 20 | | 0 | 0 | 0 | | 0 | 380 | 34 | | 24 | 381 | 88 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 83 | 20 | | 0 | 0 | 0 | | 0 | 380 | 34 | | 24 | 381 | 88 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 0 | 83 | 20 | | 0 | 0 | 0 | | 0 | 380 | 34 | | 24 | 381 | 88 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.97 | 0.97 | | 1.00 | 1.00 | 1.00 | | 1.00 | 0.94 | 0.94 | | 0.95 | 0.92 | 0.92 | |
| Lanes: | 1.00 | 0.80 | 0.20 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.84 | 0.16 | | 1.00 | 1.62 | 0.38 | |
| Final Sat.: | 1900 | 1484 | 361 | | 1900 | 1900 | 0 | | 1900 | 3273 | 293 | | 1805 | 2849 | 660 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.06 | 0.06 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.12 | 0.12 | | 0.01 | 0.13 | 0.13 | |
| Crit Moves: | | **** | | | | | | | | **** | | | **** | | | |
| Green/Cycle: | 0.00 | 0.27 | 0.27 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.55 | 0.55 | | 0.06 | 0.61 | 0.61 | |
| Volume/Cap: | 0.00 | 0.21 | 0.21 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.21 | 0.21 | | 0.21 | 0.22 | 0.22 | |
| Delay/Veh: | 0.0 | 28.8 | 28.8 | | 0.0 | 0.0 | 0.0 | | 0.0 | 11.5 | 11.5 | | 45.3 | 8.6 | 8.6 | |
| 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: | 0.0 | 28.8 | 28.8 | | 0.0 | 0.0 | 0.0 | | 0.0 | 11.5 | 11.5 | | 45.3 | 8.6 | 8.6 | |
| LOS by Move: | A | C | C | | A | A | A | | A | B | B | | D | A | A | |
| HCM2kAvgQ: | 0 | 2 | 2 | | 0 | 0 | 0 | | 0 | 3 | 3 | | 1 | 3 | 3 | |

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

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Folsom South of US-50 Annexation
Existing Plus RIM PM

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

Intersection #41 Hillside Dr/ Easton Valley Pkwy

Average Delay (sec/veh): 3.2 Worst Case Level Of Service: C[ 18.7]

| 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 | | | | Ignore | | | | Include | | | | Ignore | | | |
| Lanes: | 0 | 0 | 0 | 0 0 | 1 | 0 | 0 | 0 1 | 1 | 0 | 1 | 0 0 | 0 | 0 | 1 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | | 85 | 0 | 137 | | 89 | 237 | 0 | | 0 | 303 | 38 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 0 | 0 | 0 | | 85 | 0 | 137 | | 89 | 237 | 0 | | 0 | 303 | 38 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.00 | |
| PHF Volume: | 0 | 0 | 0 | | 90 | 0 | 0 | | 95 | 252 | 0 | | 0 | 322 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| FinalVolume: | 0 | 0 | 0 | | 90 | 0 | 0 | | 95 | 252 | 0 | | 0 | 322 | 0 | |
| Critical Gap Module: | | | | | | | | | | | | | | | | |
| Critical Gp: | xxxxx | xxxx | xxxxx | | 6.4 | xxxx | 6.2 | | 4.1 | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | |
| FollowUpTim: | xxxxx | xxxx | xxxxx | | 3.5 | xxxx | 3.3 | | 2.2 | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | |
| Capacity Module: | | | | | | | | | | | | | | | | |
| Cnflict Vol: | xxxx | xxxx | xxxxx | | 764 | xxxx | 322 | | 322 | xxxx | xxxxx | | xxxx | xxxx | xxxxx | |
| Potent Cap.: | xxxx | xxxx | xxxxx | | 375 | xxxx | 723 | | 1249 | xxxx | xxxxx | | xxxx | xxxx | xxxxx | |
| Move Cap.: | xxxx | xxxx | xxxxx | | 353 | xxxx | 723 | | 1249 | xxxx | xxxxx | | xxxx | xxxx | xxxxx | |
| Volume/Cap: | xxxx | xxxx | xxxx | | 0.26 | xxxx | 0.00 | | 0.08 | xxxx | xxxx | | xxxx | xxxx | xxxx | |
| Level Of Service Module: | | | | | | | | | | | | | | | | |
| 2Way95thQ: | xxxx | xxxx | xxxxx | | 1.0 | xxxx | xxxxx | | 0.2 | xxxx | xxxxx | | xxxx | xxxx | xxxxx | |
| Control Del: | xxxxx | xxxx | xxxxx | | 18.7 | xxxx | xxxxx | | 8.1 | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | |
| LOS by Move: | * | * | * | | C | * | * | | A | * | * | | * | * | * | |
| Movement: | LT - | LTR - | RT | | LT - | LTR - | RT | | LT - | LTR - | RT | | LT - | LTR - | RT | |
| Shared Cap.: | xxxx | xxxx | xxxxx | | xxxx | xxxx | xxxxx | | xxxx | xxxx | xxxxx | | xxxx | xxxx | xxxxx | |
| SharedQueue: | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | |
| Shrd ConDel: | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | |
| Shared LOS: | * | * | * | | * | * | * | | * | * | * | | * | * | * | |
| ApproachDel: | xxxxxx | | | | 18.7 | | | | xxxxxx | | | | xxxxxx | | | |
| ApproachLOS: | * | | | | C | | | | * | | | | * | | | |

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





PM Existing Plus RIM Wed Jul 22, 2009 10:46:23 Page 44-1

Folsom South of US-50 Annexation
Existing Plus RIM PM

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

Intersection #42 Empire Ranch Rd/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.292
Loss Time (sec): 12 Average Delay (sec/veh): 25.6
Optimal Cycle: 31 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Split Phase | | | | Split Phase | | | |
| Rights: | Include | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 2 | 1 0 | 1 | 0 | 3 | 0 1 | 1 | 1 | 0 | 0 1 | 0 | 1 | 0 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 33 | 146 | 26 | | 171 | 155 | 159 | | 149 | 74 | 41 | | 31 | 66 | 195 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 33 | 146 | 26 | | 171 | 155 | 159 | | 149 | 74 | 41 | | 31 | 66 | 195 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 35 | 155 | 28 | | 182 | 165 | 169 | | 159 | 79 | 44 | | 33 | 70 | 207 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 35 | 155 | 28 | | 182 | 165 | 169 | | 159 | 79 | 44 | | 33 | 70 | 207 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 35 | 155 | 28 | | 182 | 165 | 169 | | 159 | 79 | 44 | | 33 | 70 | 207 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.89 | 0.89 | | 0.95 | 0.91 | 0.85 | | 0.97 | 0.97 | 0.85 | | 0.98 | 0.98 | 0.85 | |
| Lanes: | 1.00 | 2.55 | 0.45 | | 1.00 | 3.00 | 1.00 | | 1.34 | 0.66 | 1.00 | | 0.32 | 0.68 | 1.00 | |
| Final Sat.: | 1805 | 4302 | 766 | | 1805 | 5187 | 1615 | | 2458 | 1221 | 1615 | | 598 | 1272 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.04 | 0.04 | | 0.10 | 0.03 | 0.10 | | 0.06 | 0.06 | 0.03 | | 0.06 | 0.06 | 0.13 | |
| Crit Moves: | | **** | | | **** | | | | | **** | | | | **** | | |
| Green/Cycle: | 0.15 | 0.12 | 0.12 | | 0.35 | 0.32 | 0.54 | | 0.22 | 0.22 | 0.37 | | 0.19 | 0.19 | 0.53 | |
| Volume/Cap: | 0.13 | 0.29 | 0.29 | | 0.29 | 0.10 | 0.19 | | 0.29 | 0.29 | 0.07 | | 0.29 | 0.29 | 0.24 | |
| Delay/Veh: | 36.8 | 40.1 | 40.1 | | 24.1 | 24.2 | 12.0 | | 32.6 | 32.6 | 20.2 | | 35.2 | 35.2 | 12.6 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 36.8 | 40.1 | 40.1 | | 24.1 | 24.2 | 12.0 | | 32.6 | 32.6 | 20.2 | | 35.2 | 35.2 | 12.6 | |
| LOS by Move: | D | D | D | | C | C | B | | C | C | C | | D | D | B | |
| HCM2kAvgQ: | 1 | 2 | 2 | | 4 | 1 | 3 | | 3 | 3 | 1 | | 3 | 3 | 3 | |

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

Folsom South of US-50 Annexation
Existing Plus RIM PM

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

Intersection #43 Prairie City Rd/Middle Rd

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: B[ 11.8]

| 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 | 2 | 1 0 | 1 | 0 | 3 | 0 0 | 0 | 0 | 0 | 0 0 | 1 | 0 | 0 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 672 | | 5 | 33 | 904 | | 0 | 0 | | 0 | 0 | 4 | | 0 | 23 |
| Growth Adj: | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| Initial Bse: | 0 | 672 | | 5 | 33 | 904 | | 0 | 0 | | 0 | 0 | 4 | | 0 | 23 |
| User Adj: | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 |
| PHF Volume: | 0 | 715 | | 5 | 35 | 962 | | 0 | 0 | | 0 | 0 | 4 | | 0 | 24 |
| Reduct Vol: | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 |
| FinalVolume: | 0 | 715 | | 5 | 35 | 962 | | 0 | 0 | | 0 | 0 | 4 | | 0 | 24 |
| Critical Gap Module: | | | | | | | | | | | | | | | | |
| Critical Gp: | xxxxx | xxxx | | xxxxx | 4.1 | xxxx | | xxxxx | xxxxx | | xxxx | xxxxx | 6.8 | | xxxx | 6.9 |
| FollowUpTim: | xxxxx | xxxx | | xxxxx | 2.2 | xxxx | | xxxxx | xxxxx | | xxxx | xxxxx | 3.5 | | xxxx | 3.3 |
| Capacity Module: | | | | | | | | | | | | | | | | |
| Cnflict Vol: | xxxx | xxxx | | xxxxx | 720 | xxxx | | xxxxx | xxxx | | xxxx | xxxxx | 1108 | | xxxx | 241 |
| Potent Cap.: | xxxx | xxxx | | xxxxx | 891 | xxxx | | xxxxx | xxxx | | xxxx | xxxxx | 207 | | xxxx | 766 |
| Move Cap.: | xxxx | xxxx | | xxxxx | 891 | xxxx | | xxxxx | xxxx | | xxxx | xxxxx | 201 | | xxxx | 766 |
| Volume/Cap: | xxxx | xxxx | | xxxx | 0.04 | xxxx | | xxxx | xxxx | | xxxx | xxxx | 0.02 | | xxxx | 0.03 |
| Level Of Service Module: | | | | | | | | | | | | | | | | |
| 2Way95thQ: | xxxx | xxxx | | xxxxx | 0.1 | xxxx | | xxxxx | xxxx | | xxxx | xxxxx | 0.1 | | xxxx | 0.1 |
| Control Del: | xxxxx | xxxx | | xxxxx | 9.2 | xxxx | | xxxxx | xxxxx | | xxxx | xxxxx | 23.3 | | xxxx | 9.9 |
| LOS by Move: | * | * | | * | A | * | | * | * | | * | * | C | | * | A |
| Movement: | LT - | LTR - | | RT | LT - | LTR - | | RT | LT - | | LTR - | RT | LT - | | LTR - | RT |
| Shared Cap.: | xxxx | xxxx | | xxxxx | xxxx | xxxx | | xxxxx | xxxx | | xxxx | xxxxx | xxxx | | xxxx | xxxxx |
| SharedQueue: | xxxxx | xxxx | | xxxxx | xxxxx | xxxx | | xxxxx | xxxxx | | xxxx | xxxxx | xxxxx | | xxxx | xxxxx |
| Shrd ConDel: | xxxxx | xxxx | | xxxxx | xxxxx | xxxx | | xxxxx | xxxxx | | xxxx | xxxxx | xxxxx | | xxxx | xxxxx |
| Shared LOS: | * | * | | * | * | * | | * | * | | * | * | * | | * | * |
| ApproachDel: | xxxxxx | | | | xxxxxx | | | | xxxxxx | | | | 11.8 | | | |
| ApproachLOS: | * | | | | * | | | | * | | | | B | | | |

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





Folsom South of US-50 Annexation
Existing Plus RIM PM

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

Intersection #44 Oak Ave Pkwy/Middle Rd

Average Delay (sec/veh): 1.4 Worst Case Level Of Service: C[ 18.3]

| 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 | | | | Ignore | | | | Include | | | |
| Lanes: | 1 | 0 | 1 | 1 0 | 1 | 0 | 1 | 1 0 | 1 | 0 | 1 | 0 1 | 1 | 0 | 0 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 27 | 239 | | 1 | 30 | 432 | | 31 | 26 | | 1 | 30 | 1 | | 1 | 17 |
| Growth Adj: | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| Initial Bse: | 27 | 239 | | 1 | 30 | 432 | | 31 | 26 | | 1 | 30 | 1 | | 1 | 17 |
| User Adj: | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 0.00 | 1.00 | | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | | 0.94 | 0.00 | 0.94 | | 0.94 | 0.94 |
| PHF Volume: | 29 | 254 | | 1 | 32 | 460 | | 33 | 28 | | 1 | 0 | 1 | | 1 | 18 |
| Reduct Vol: | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 |
| FinalVolume: | 29 | 254 | | 1 | 32 | 460 | | 33 | 28 | | 1 | 0 | 1 | | 1 | 18 |
| Critical Gap Module: | | | | | | | | | | | | | | | | |
| Critical Gp: | 4.1 | xxxx | | xxxxx | 4.1 | xxxx | | xxxxx | 7.5 | | 6.5 | 6.9 | 7.5 | | 6.5 | 6.9 |
| FollowUpTim: | 2.2 | xxxx | | xxxxx | 2.2 | xxxx | | xxxxx | 3.5 | | 4.0 | 3.3 | 3.5 | | 4.0 | 3.3 |
| Capacity Module: | | | | | | | | | | | | | | | | |
| Cnflict Vol: | 493 | xxxx | | xxxxx | 255 | xxxx | | xxxxx | 725 | | 853 | 246 | 606 | | 869 | 128 |
| Potent Cap.: | 1081 | xxxx | | xxxxx | 1321 | xxxx | | xxxxx | 317 | | 299 | 760 | 385 | | 292 | 905 |
| Move Cap.: | 1081 | xxxx | | xxxxx | 1321 | xxxx | | xxxxx | 297 | | 284 | 760 | 369 | | 278 | 905 |
| Volume/Cap: | 0.03 | xxxx | | xxxx | 0.02 | xxxx | | xxxx | 0.09 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.02 |
| Level Of Service Module: | | | | | | | | | | | | | | | | |
| 2Way95thQ: | 0.1 | xxxx | | xxxxx | 0.1 | xxxx | | xxxxx | 0.3 | | 0.0 | xxxxx | 0.0 | | xxxx | xxxxx |
| Control Del: | 8.4 | xxxx | | xxxxx | 7.8 | xxxx | | xxxxx | 18.3 | | 17.7 | xxxxx | 14.8 | | xxxx | xxxxx |
| LOS by Move: | A | * | | * | A | * | | * | C | | C | * | B | | * | * |
| Movement: | LT - | LTR - | | RT | LT - | LTR - | | RT | LT - | | LTR - | RT | LT - | | LTR - | RT |
| Shared Cap.: | xxxx | xxxx | | xxxxx | xxxx | xxxx | | xxxxx | xxxx | | xxxx | xxxxx | xxxx | | xxxx | 804 |
| SharedQueue: | xxxxx | xxxx | | xxxxx | xxxxx | xxxx | | xxxxx | xxxxx | | xxxx | xxxxx | xxxxx | | xxxx | 0.1 |
| Shrd ConDel: | xxxxx | xxxx | | xxxxx | xxxxx | xxxx | | xxxxx | xxxxx | | xxxx | xxxxx | xxxxx | | xxxx | 9.6 |
| Shared LOS: | * | * | | * | * | * | | * | * | | * | * | * | | * | A |
| ApproachDel: | xxxxxx | | | | xxxxxx | | | | 18.3 | | | | 9.9 | | | |
| ApproachLOS: | * | | | | * | | | | C | | | | A | | | |

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

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Folsom South of US-50 Annexation
Existing Plus RIM PM

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

Intersection #45 Scott Rd (North)/ Street "B"

Cycle (sec): 100 Critical Vol./Cap. (X): 0.741
Loss Time (sec): 12 Average Delay (sec/veh): 30.7
Optimal Cycle: 66 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 2 | 0 | 1 | 1 | 0 | 2 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | | | |
| Base Vol: | 45 | 796 | 35 | | 401 | 568 | 9 | | 16 | 68 | 58 | | 46 | 61 | 210 | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | | |
| Initial Bse: | 45 | 796 | 35 | | 401 | 568 | 9 | | 16 | 68 | 58 | | 46 | 61 | 210 | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | | |
| PHF Volume: | 48 | 847 | 37 | | 427 | 604 | 10 | | 17 | 72 | 62 | | 49 | 65 | 223 | | | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | | |
| Reduced Vol: | 48 | 847 | 37 | | 427 | 604 | 10 | | 17 | 72 | 62 | | 49 | 65 | 223 | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | | |
| 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: | 48 | 847 | 37 | | 427 | 604 | 10 | | 17 | 72 | 62 | | 49 | 65 | 223 | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | | |
| Adjustment: | 0.95 | 0.95 | 0.85 | | 0.95 | 0.95 | 0.85 | | 0.95 | 0.93 | 0.93 | | 0.95 | 0.88 | 0.88 | | | |
| Lanes: | 1.00 | 2.00 | 1.00 | | 1.00 | 2.00 | 1.00 | | 1.00 | 0.54 | 0.46 | | 1.00 | 0.23 | 0.77 | | | |
| Final Sat.: | 1805 | 3610 | 1615 | | 1805 | 3610 | 1615 | | 1805 | 955 | 814 | | 1805 | 378 | 1302 | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.23 | 0.02 | | 0.24 | 0.17 | 0.01 | | 0.01 | 0.08 | 0.08 | | 0.03 | 0.17 | 0.17 | | | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | **** | | | | |
| Green/Cycle: | 0.09 | 0.32 | 0.32 | | 0.32 | 0.55 | 0.55 | | 0.01 | 0.18 | 0.18 | | 0.06 | 0.23 | 0.23 | | | |
| Volume/Cap: | 0.31 | 0.74 | 0.07 | | 0.74 | 0.31 | 0.01 | | 0.74 | 0.42 | 0.42 | | 0.42 | 0.74 | 0.74 | | | |
| Delay/Veh: | 43.9 | 33.1 | 24.0 | | 35.5 | 12.3 | 10.3 | | 128.7 | 37.3 | 37.3 | | 47.4 | 43.1 | 43.1 | | | |
| 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: | 43.9 | 33.1 | 24.0 | | 35.5 | 12.3 | 10.3 | | 128.7 | 37.3 | 37.3 | | 47.4 | 43.1 | 43.1 | | | |
| LOS by Move: | D | C | C | | D | B | B | | F | D | D | | D | D | D | | | |
| HCM2kAvgQ: | 1 | 12 | 1 | | 12 | 5 | 0 | | 2 | 4 | 4 | | 2 | 10 | 10 | | | |

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





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Folsom South of US-50 Annexation
Existing Plus RIM PM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #46 East Rd/Street "B"

Cycle (sec): 100 Critical Vol./Cap. (X): 0.752
Loss Time (sec): 12 Average Delay (sec/veh): 16.6
Optimal Cycle: 0 Level Of Service: C

| 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 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | | | |
| Base Vol: | 63 | 69 | 9 | | 36 | 81 | 37 | | 26 | 334 | 109 | | 7 | 194 | 32 | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | | |
| Initial Bse: | 63 | 69 | 9 | | 36 | 81 | 37 | | 26 | 334 | 109 | | 7 | 194 | 32 | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | | |
| PHF Volume: | 67 | 73 | 10 | | 38 | 86 | 39 | | 28 | 355 | 116 | | 7 | 206 | 34 | | | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | | |
| Reduced Vol: | 67 | 73 | 10 | | 38 | 86 | 39 | | 28 | 355 | 116 | | 7 | 206 | 34 | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | | |
| 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: | 67 | 73 | 10 | | 38 | 86 | 39 | | 28 | 355 | 116 | | 7 | 206 | 34 | | | |
| 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 | 0.88 | 0.12 | | 1.00 | 0.69 | 0.31 | | 1.00 | 0.75 | 0.25 | | 1.00 | 0.86 | 0.14 | | | |
| Final Sat.: | 454 | 434 | 57 | | 457 | 346 | 158 | | 553 | 473 | 154 | | 518 | 492 | 81 | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.15 | 0.17 | 0.17 | | 0.08 | 0.25 | 0.25 | | 0.05 | 0.75 | 0.75 | | 0.01 | 0.42 | 0.42 | | | |
| Crit Moves: | | **** | | | | **** | | | | | **** | | | **** | | | | |
| Delay/Veh: | 11.1 | 10.6 | 10.6 | | 10.6 | 11.2 | 11.2 | | 9.4 | 22.8 | 22.8 | | 9.4 | 12.8 | 12.8 | | | |
| Delay Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | | |
| AdjDel/Veh: | 11.1 | 10.6 | 10.6 | | 10.6 | 11.2 | 11.2 | | 9.4 | 22.8 | 22.8 | | 9.4 | 12.8 | 12.8 | | | |
| LOS by Move: | B | B | B | | B | B | B | | A | C | C | | A | B | B | | | |
| ApproachDel: | | 10.9 | | | | 11.0 | | | | 22.1 | | | | 12.7 | | | | |
| Delay Adj: | | 1.00 | | | | 1.00 | | | | 1.00 | | | | 1.00 | | | | |
| ApprAdjDel: | | 10.9 | | | | 11.0 | | | | 22.1 | | | | 12.7 | | | | |
| LOS by Appr: | | B | | | | B | | | | C | | | | B | | | | |
| AllWayAvgQ: | 0.1 | 0.2 | 0.2 | | 0.1 | 0.3 | 0.3 | | 0.0 | 2.5 | 2.5 | | 0.0 | 0.6 | 0.6 | | | |

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

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Folsom South of US-50 Annexation
Existing Plus RIM PM

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

Intersection #47 Prairie City Rd/Street "A"

Average Delay (sec/veh): 1.9 Worst Case Level Of Service: C[ 20.1]

| 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 | 1 | 0 | 2 | 0 0 | 0 | 0 | 0 | 0 0 | 1 | 0 | 0 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 609 | 63 | | 133 | 775 | 0 | | 0 | 0 | 0 | | 26 | 0 | 68 | |
| Growth Adj: | 1.00 | 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 | 609 | 63 | | 133 | 775 | 0 | | 0 | 0 | 0 | | 26 | 0 | 68 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 0 | 648 | 67 | | 141 | 824 | 0 | | 0 | 0 | 0 | | 28 | 0 | 72 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| FinalVolume: | 0 | 648 | 67 | | 141 | 824 | 0 | | 0 | 0 | 0 | | 28 | 0 | 72 | |
| Critical Gap Module: | | | | | | | | | | | | | | | | |
| Critical Gp: | xxxxx | xxxx | xxxxx | | 4.1 | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | 6.8 | xxxx | 6.9 | |
| FollowUpTim: | xxxxx | xxxx | xxxxx | | 2.2 | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | 3.5 | xxxx | 3.3 | |
| Capacity Module: | | | | | | | | | | | | | | | | |
| Cnflict Vol: | xxxx | xxxx | xxxxx | | 715 | xxxx | xxxxx | | xxxx | xxxx | xxxxx | | 1377 | xxxx | 357 | |
| Potent Cap.: | xxxx | xxxx | xxxxx | | 895 | xxxx | xxxxx | | xxxx | xxxx | xxxxx | | 139 | xxxx | 645 | |
| Move Cap.: | xxxx | xxxx | xxxxx | | 895 | xxxx | xxxxx | | xxxx | xxxx | xxxxx | | 122 | xxxx | 645 | |
| Volume/Cap: | xxxx | xxxx | xxxx | | 0.16 | xxxx | xxxx | | xxxx | xxxx | xxxx | | 0.23 | xxxx | 0.11 | |
| Level Of Service Module: | | | | | | | | | | | | | | | | |
| 2Way95thQ: | xxxx | xxxx | xxxxx | | 0.6 | xxxx | xxxxx | | xxxx | xxxx | xxxxx | | 0.8 | xxxx | 0.4 | |
| Control Del: | xxxxx | xxxx | xxxxx | | 9.8 | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | 43.1 | xxxx | 11.3 | |
| LOS by Move: | * | * | * | | A | * | * | | * | * | * | | E | * | B | |
| Movement: | LT - | LTR - | RT | | LT - | LTR - | RT | | LT - | LTR - | RT | | LT - | LTR - | RT | |
| Shared Cap.: | xxxx | xxxx | xxxxx | | xxxx | xxxx | xxxxx | | xxxx | xxxx | xxxxx | | xxxx | xxxx | xxxxx | |
| SharedQueue: | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | |
| Shrd ConDel: | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | |
| Shared LOS: | * | * | * | | * | * | * | | * | * | * | | * | * | * | |
| ApproachDel: | xxxxxx | | | | xxxxxx | | | | xxxxxx | | | | 20.1 | | | |
| ApproachLOS: | * | | | | * | | | | * | | | | C | | | |

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

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Folsom South of US-50 Annexation
Existing Plus RIM PM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #48 Oak Ave Pkwy/Street "A"

Cycle (sec): 100 Critical Vol./Cap. (X): 0.326
Loss Time (sec): 12 Average Delay (sec/veh): 11.6
Optimal Cycle: 0 Level Of Service: B

| 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 | 0 | 1 0 | 1 | 0 | 0 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 45 | 157 | 66 | | 94 | 251 | 76 | | 47 | 79 | 34 | | 76 | 86 | 60 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 45 | 157 | 66 | | 94 | 251 | 76 | | 47 | 79 | 34 | | 76 | 86 | 60 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 48 | 167 | 70 | | 100 | 267 | 81 | | 50 | 84 | 36 | | 81 | 91 | 64 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 48 | 167 | 70 | | 100 | 267 | 81 | | 50 | 84 | 36 | | 81 | 91 | 64 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 48 | 167 | 70 | | 100 | 267 | 81 | | 50 | 84 | 36 | | 81 | 91 | 64 | |
| 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 | 1.41 | 0.59 | | 1.00 | 1.54 | 0.46 | | 1.00 | 0.70 | 0.30 | | 1.00 | 0.59 | 0.41 | |
| Final Sat.: | 460 | 707 | 309 | | 487 | 819 | 256 | | 460 | 355 | 153 | | 471 | 311 | 217 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.10 | 0.24 | 0.23 | | 0.21 | 0.33 | 0.32 | | 0.11 | 0.24 | 0.24 | | 0.17 | 0.29 | 0.29 | |
| Crit Moves: | | **** | | | | **** | | | | **** | | | | **** | | |
| Delay/Veh: | 10.9 | 11.5 | 11.0 | | 11.6 | 12.1 | 11.7 | | 10.9 | 11.2 | 11.2 | | 11.4 | 11.6 | 11.6 | |
| Delay Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 10.9 | 11.5 | 11.0 | | 11.6 | 12.1 | 11.7 | | 10.9 | 11.2 | 11.2 | | 11.4 | 11.6 | 11.6 | |
| LOS by Move: | B | B | B | | B | B | B | | B | B | B | | B | B | B | |
| ApproachDel: | 11.3 | | | | 11.9 | | | | 11.1 | | | | 11.5 | | | |
| Delay Adj: | 1.00 | | | | 1.00 | | | | 1.00 | | | | 1.00 | | | |
| ApprAdjDel: | 11.3 | | | | 11.9 | | | | 11.1 | | | | 11.5 | | | |
| LOS by Appr: | B | | | | B | | | | B | | | | B | | | |
| AllWayAvgQ: | 0.1 | 0.3 | 0.3 | | 0.2 | 0.4 | 0.4 | | 0.1 | 0.3 | 0.3 | | 0.2 | 0.4 | 0.4 | |

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

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Folsom South of US-50 Annexation
Existing Plus RIM PM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #49 West Rd/Street "A"

Cycle (sec): 100 Critical Vol./Cap. (X): 0.355
Loss Time (sec): 9 Average Delay (sec/veh): 10.1
Optimal Cycle: 0 Level Of Service: B

| 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 | | | | Ignore | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Lanes: | 0 | 0 | 1! | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 3 | 8 | 11 | | 132 | 15 | 123 | | 92 | 109 | 4 | | 16 | 141 | 93 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 3 | 8 | 11 | | 132 | 15 | 123 | | 92 | 109 | 4 | | 16 | 141 | 93 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 3 | 9 | 12 | | 140 | 16 | 0 | | 98 | 116 | 4 | | 17 | 150 | 99 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 3 | 9 | 12 | | 140 | 16 | 0 | | 98 | 116 | 4 | | 17 | 150 | 99 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 3 | 9 | 12 | | 140 | 16 | 0 | | 98 | 116 | 4 | | 17 | 150 | 99 | |
| 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: | 0.14 | 0.36 | 0.50 | | 0.90 | 0.10 | 1.00 | | 1.00 | 0.96 | 0.04 | | 1.00 | 0.60 | 0.40 | |
| Final Sat.: | 80 | 212 | 292 | | 500 | 57 | 673 | | 602 | 637 | 23 | | 604 | 422 | 278 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.04 | 0.04 | | 0.28 | 0.28 | 0.00 | | 0.16 | 0.18 | 0.18 | | 0.03 | 0.36 | 0.36 | |
| Crit Moves: | **** | | | | | **** | | | | **** | | | | | **** | |
| Delay/Veh: | 8.9 | 8.9 | 8.9 | | 11.1 | 11.1 | 0.0 | | 9.6 | 9.1 | 9.1 | | 8.6 | 10.3 | 10.3 | |
| Delay Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 8.9 | 8.9 | 8.9 | | 11.1 | 11.1 | 0.0 | | 9.6 | 9.1 | 9.1 | | 8.6 | 10.3 | 10.3 | |
| LOS by Move: | A | A | A | | B | B | * | | A | A | A | | A | B | B | |
| ApproachDel: | 8.9 | | | | 11.1 | | | | 9.3 | | | | 10.2 | | | |
| Delay Adj: | 1.00 | | | | 1.00 | | | | 1.00 | | | | 1.00 | | | |
| ApprAdjDel: | 8.9 | | | | 11.1 | | | | 9.3 | | | | 10.2 | | | |
| LOS by Appr: | A | | | | B | | | | A | | | | B | | | |
| AllWayAvgQ: | 0.0 | 0.0 | 0.0 | | 0.3 | 0.3 | 0.0 | | 0.2 | 0.2 | 0.2 | | 0.0 | 0.5 | 0.5 | |

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





PM Existing Plus RIM Wed Jul 22, 2009 10:46:23 Page 52-1

Folsom South of US-50 Annexation
Existing Plus RIM PM

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

Intersection #50 Scott Rd (North)/ Street "A"

Cycle (sec): 100 Critical Vol./Cap. (X): 0.604
Loss Time (sec): 12 Average Delay (sec/veh): 29.6
Optimal Cycle: 49 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 2 | 0 | 1 | 1 | 0 | 2 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 1 0 1 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 24 | 584 | 78 | | 278 | 364 | 130 | | 84 | 142 | 28 | | 54 | 115 | 222 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 24 | 584 | 78 | | 278 | 364 | 130 | | 84 | 142 | 28 | | 54 | 115 | 222 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 26 | 621 | 83 | | 296 | 387 | 138 | | 89 | 151 | 30 | | 57 | 122 | 236 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 26 | 621 | 83 | | 296 | 387 | 138 | | 89 | 151 | 30 | | 57 | 122 | 236 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 26 | 621 | 83 | | 296 | 387 | 138 | | 89 | 151 | 30 | | 57 | 122 | 236 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.95 | 0.85 | | 0.95 | 0.95 | 0.85 | | 0.95 | 1.00 | 0.85 | | 0.95 | 1.00 | 0.85 | |
| Lanes: | 1.00 | 2.00 | 1.00 | | 1.00 | 2.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Final Sat.: | 1805 | 3610 | 1615 | | 1805 | 3610 | 1615 | | 1805 | 1900 | 1615 | | 1805 | 1900 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.17 | 0.05 | | 0.16 | 0.11 | 0.09 | | 0.05 | 0.08 | 0.02 | | 0.03 | 0.06 | 0.15 | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | | **** | |
| Green/Cycle: | 0.06 | 0.28 | 0.28 | | 0.27 | 0.49 | 0.49 | | 0.08 | 0.23 | 0.23 | | 0.09 | 0.24 | 0.24 | |
| Volume/Cap: | 0.22 | 0.60 | 0.18 | | 0.60 | 0.22 | 0.17 | | 0.60 | 0.34 | 0.08 | | 0.34 | 0.27 | 0.60 | |
| Delay/Veh: | 45.3 | 31.9 | 27.1 | | 33.9 | 14.6 | 14.3 | | 51.3 | 32.6 | 30.2 | | 43.8 | 31.0 | 36.3 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 45.3 | 31.9 | 27.1 | | 33.9 | 14.6 | 14.3 | | 51.3 | 32.6 | 30.2 | | 43.8 | 31.0 | 36.3 | |
| LOS by Move: | D | C | C | | C | B | B | | D | C | C | | D | C | D | |
| HCM2kAvgQ: | 1 | 9 | 2 | | 8 | 3 | 2 | | 4 | 4 | 1 | | 2 | 3 | 7 | |

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

PM Existing Plus RIM Wed Jul 22, 2009 10:46:23 Page 53-1

Folsom South of US-50 Annexation
Existing Plus RIM PM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #51 East Rd/Street "A"

Cycle (sec): 100 Critical Vol./Cap. (X): 0.382
Loss Time (sec): 12 Average Delay (sec/veh): 9.7
Optimal Cycle: 0 Level Of Service: A

| 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 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 33 | 9 | 11 | | 23 | 10 | 33 | | 39 | 221 | 37 | | 8 | 153 | 12 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 33 | 9 | 11 | | 23 | 10 | 33 | | 39 | 221 | 37 | | 8 | 153 | 12 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 35 | 10 | 12 | | 24 | 11 | 35 | | 41 | 235 | 39 | | 9 | 163 | 13 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 35 | 10 | 12 | | 24 | 11 | 35 | | 41 | 235 | 39 | | 9 | 163 | 13 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 35 | 10 | 12 | | 24 | 11 | 35 | | 41 | 235 | 39 | | 9 | 163 | 13 | |
| 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 | 0.45 | 0.55 | | 1.00 | 0.23 | 0.77 | | 1.00 | 0.86 | 0.14 | | 1.00 | 0.93 | 0.07 | |
| Final Sat.: | 536 | 278 | 339 | | 537 | 148 | 489 | | 639 | 616 | 103 | | 623 | 641 | 50 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.07 | 0.03 | 0.03 | | 0.05 | 0.07 | 0.07 | | 0.06 | 0.38 | 0.38 | | 0.01 | 0.25 | 0.25 | |
| Crit Moves: | **** | | | | | **** | | | | **** | | | | **** | | |
| Delay/Veh: | 9.4 | 8.3 | 8.3 | | 9.2 | 8.3 | 8.3 | | 8.6 | 10.5 | 10.5 | | 8.4 | 9.5 | 9.5 | |
| Delay Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 9.4 | 8.3 | 8.3 | | 9.2 | 8.3 | 8.3 | | 8.6 | 10.5 | 10.5 | | 8.4 | 9.5 | 9.5 | |
| LOS by Move: | A | A | A | | A | A | A | | A | B | B | | A | A | A | |
| ApproachDel: | 9.0 | | | | 8.6 | | | | 10.3 | | | | 9.4 | | | |
| Delay Adj: | 1.00 | | | | 1.00 | | | | 1.00 | | | | 1.00 | | | |
| ApprAdjDel: | 9.0 | | | | 8.6 | | | | 10.3 | | | | 9.4 | | | |
| LOS by Appr: | A | | | | A | | | | B | | | | A | | | |
| AllWayAvgQ: | 0.1 | 0.0 | 0.0 | | 0.0 | 0.1 | 0.1 | | 0.1 | 0.6 | 0.6 | | 0.0 | 0.3 | 0.3 | |

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





PM Existing Plus RIM Wed Jul 22, 2009 10:46:23 Page 54-1

Folsom South of US-50 Annexation
Existing Plus RIM PM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #52 Placerville Rd/ Street "A"

Cycle (sec): 100 Critical Vol./Cap. (X): 0.345
Loss Time (sec): 12 Average Delay (sec/veh): 10.6
Optimal Cycle: 0 Level Of Service: B

| 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 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 70 | 173 | 27 | | 135 | 193 | 1 | | 1 | 41 | 69 | | 20 | 40 | 87 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 70 | 173 | 27 | | 135 | 193 | 1 | | 1 | 41 | 69 | | 20 | 40 | 87 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 74 | 184 | 29 | | 144 | 205 | 1 | | 1 | 44 | 73 | | 21 | 43 | 93 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 74 | 184 | 29 | | 144 | 205 | 1 | | 1 | 44 | 73 | | 21 | 43 | 93 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 74 | 184 | 29 | | 144 | 205 | 1 | | 1 | 44 | 73 | | 21 | 43 | 93 | |
| 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 | 0.87 | 0.13 | | 1.00 | 0.99 | 0.01 | | 1.00 | 0.37 | 0.63 | | 1.00 | 0.31 | 0.69 | |
| Final Sat.: | 557 | 534 | 83 | | 568 | 616 | 3 | | 491 | 211 | 355 | | 498 | 182 | 396 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.13 | 0.34 | 0.34 | | 0.25 | 0.33 | 0.33 | | 0.00 | 0.21 | 0.21 | | 0.04 | 0.23 | 0.23 | |
| Crit Moves: | | | **** | | | **** | | | | **** | | | | | **** | |
| Delay/Veh: | 9.8 | 11.1 | 11.1 | | 10.8 | 11.0 | 11.0 | | 9.6 | 10.0 | 10.0 | | 9.8 | 10.1 | 10.1 | |
| Delay Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 9.8 | 11.1 | 11.1 | | 10.8 | 11.0 | 11.0 | | 9.6 | 10.0 | 10.0 | | 9.8 | 10.1 | 10.1 | |
| LOS by Move: | A | B | B | | B | B | B | | A | B | B | | A | B | B | |
| ApproachDel: | 10.8 | | | | 10.9 | | | | 10.0 | | | | 10.1 | | | |
| Delay Adj: | 1.00 | | | | 1.00 | | | | 1.00 | | | | 1.00 | | | |
| ApprAdjDel: | 10.8 | | | | 10.9 | | | | 10.0 | | | | 10.1 | | | |
| LOS by Appr: | B | | | | B | | | | A | | | | B | | | |
| AllWayAvgQ: | 0.1 | 0.5 | 0.5 | | 0.3 | 0.5 | 0.5 | | 0.0 | 0.2 | 0.2 | | 0.0 | 0.3 | 0.3 | |

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

Folsom South of US-50 Annexation
Existing Plus RIM PM

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

Intersection #53 Empire Ranch Rd/Street "A"

Average Delay (sec/veh): 3.6 Worst Case Level Of Service: B[ 11.8]

| 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 | 1 | 1 0 | 1 | 0 | 1 | 1 0 | 1 | 0 | 0 | 1 0 | 1 | 0 | 0 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 21 | 143 | 16 | | 42 | 129 | 61 | | 35 | 20 | 23 | | 10 | 14 | 25 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 21 | 143 | 16 | | 42 | 129 | 61 | | 35 | 20 | 23 | | 10 | 14 | 25 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 22 | 152 | 17 | | 45 | 137 | 65 | | 37 | 21 | 24 | | 11 | 15 | 27 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| FinalVolume: | 22 | 152 | 17 | | 45 | 137 | 65 | | 37 | 21 | 24 | | 11 | 15 | 27 | |
| Critical Gap Module: | | | | | | | | | | | | | | | | |
| Critical Gp: | 4.1 | xxxx | xxxxx | | 4.1 | xxxx | xxxxx | | 7.5 | 6.5 | 6.9 | | 7.5 | 6.5 | 6.9 | |
| FollowUpTim: | 2.2 | xxxx | xxxxx | | 2.2 | xxxx | xxxxx | | 3.5 | 4.0 | 3.3 | | 3.5 | 4.0 | 3.3 | |
| Capacity Module: | | | | | | | | | | | | | | | | |
| Cnflict Vol: | 202 | xxxx | xxxxx | | 169 | xxxx | xxxxx | | 387 | 473 | 101 | | 374 | 497 | 85 | |
| Potent Cap.: | 1382 | xxxx | xxxxx | | 1421 | xxxx | xxxxx | | 551 | 493 | 941 | | 563 | 478 | 964 | |
| Move Cap.: | 1382 | xxxx | xxxxx | | 1421 | xxxx | xxxxx | | 504 | 469 | 941 | | 510 | 455 | 964 | |
| Volume/Cap: | 0.02 | xxxx | xxxx | | 0.03 | xxxx | xxxx | | 0.07 | 0.05 | 0.03 | | 0.02 | 0.03 | 0.03 | |
| Level Of Service Module: | | | | | | | | | | | | | | | | |
| 2Way95thQ: | 0.0 | xxxx | xxxxx | | 0.1 | xxxx | xxxxx | | 0.2 | xxxx | xxxxx | | 0.1 | xxxx | xxxxx | |
| Control Del: | 7.6 | xxxx | xxxxx | | 7.6 | xxxx | xxxxx | | 12.7 | xxxx | xxxxx | | 12.2 | xxxx | xxxxx | |
| LOS by Move: | A | * | * | | A | * | * | | B | * | * | | B | * | * | |
| Movement: | LT - | LTR - | RT | | LT - | LTR - | RT | | LT - | LTR - | RT | | LT - | LTR - | RT | |
| Shared Cap.: | xxxx | xxxx | xxxxx | | xxxx | xxxx | xxxxx | | xxxx | xxxx | 641 | | xxxx | xxxx | 688 | |
| SharedQueue: | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | 0.2 | | xxxxx | xxxx | 0.2 | |
| Shrd ConDel: | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | 11.0 | | xxxxx | xxxx | 10.6 | |
| Shared LOS: | * | * | * | | * | * | * | | * | * | B | | * | * | B | |
| ApproachDel: | xxxxxx | | | | xxxxxx | | | | 11.8 | | | | 10.9 | | | |
| ApproachLOS: | * | | | | * | | | | B | | | | B | | | |

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





Folsom South of US-50 Annexation
Existing Plus RIM PM

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

Intersection #54 Scott Rd (North)/South Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.389
Loss Time (sec): 12 Average Delay (sec/veh): 25.2
Optimal Cycle: 35 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 2 | 0 1 | 1 | 0 | 2 | 0 1 | 0 | 1 | 0 | 0 1 | 0 | 1 | 0 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 32 | 506 | 83 | | 128 | 264 | 54 | | 38 | 4 | 17 | | 79 | 5 | 142 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 32 | 506 | 83 | | 128 | 264 | 54 | | 38 | 4 | 17 | | 79 | 5 | 142 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 34 | 538 | 88 | | 136 | 281 | 57 | | 40 | 4 | 18 | | 84 | 5 | 151 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 34 | 538 | 88 | | 136 | 281 | 57 | | 40 | 4 | 18 | | 84 | 5 | 151 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 34 | 538 | 88 | | 136 | 281 | 57 | | 40 | 4 | 18 | | 84 | 5 | 151 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.95 | 0.85 | | 0.95 | 0.95 | 0.85 | | 0.96 | 0.96 | 0.85 | | 0.96 | 0.96 | 0.85 | |
| Lanes: | 1.00 | 2.00 | 1.00 | | 1.00 | 2.00 | 1.00 | | 0.90 | 0.10 | 1.00 | | 0.94 | 0.06 | 1.00 | |
| Final Sat.: | 1805 | 3610 | 1615 | | 1805 | 3610 | 1615 | | 1645 | 173 | 1615 | | 1706 | 108 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.15 | 0.05 | | 0.08 | 0.08 | 0.04 | | 0.02 | 0.02 | 0.01 | | 0.05 | 0.05 | 0.09 | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | | **** | |
| Green/Cycle: | 0.11 | 0.38 | 0.38 | | 0.19 | 0.46 | 0.46 | | 0.06 | 0.10 | 0.10 | | 0.20 | 0.24 | 0.24 | |
| Volume/Cap: | 0.17 | 0.39 | 0.14 | | 0.39 | 0.17 | 0.08 | | 0.39 | 0.24 | 0.11 | | 0.24 | 0.21 | 0.39 | |
| Delay/Veh: | 40.5 | 22.6 | 20.2 | | 35.9 | 15.6 | 14.9 | | 47.2 | 42.1 | 41.2 | | 33.8 | 30.6 | 32.5 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 40.5 | 22.6 | 20.2 | | 35.9 | 15.6 | 14.9 | | 47.2 | 42.1 | 41.2 | | 33.8 | 30.6 | 32.5 | |
| LOS by Move: | D | C | C | | D | B | B | | D | D | D | | C | C | C | |
| HCM2kAvgQ: | 1 | 6 | 2 | | 4 | 3 | 1 | | 2 | 1 | 1 | | 2 | 2 | 4 | |

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

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Folsom South of US-50 Annexation
Existing Plus RIM PM

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

Intersection #55 Oak Ave Pkwy/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.257
Loss Time (sec): 9 Average Delay (sec/veh): 16.3
Optimal Cycle: 24 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Ovl | | | | Include | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 2 | 0 | 2 | 0 | 0 | |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | | 163 | 0 | 162 | | 97 | 532 | 0 | | 0 | 384 | 99 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 0 | 0 | 0 | | 163 | 0 | 162 | | 97 | 532 | 0 | | 0 | 384 | 99 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 0 | 0 | 0 | | 173 | 0 | 172 | | 103 | 566 | 0 | | 0 | 409 | 105 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 0 | 0 | | 173 | 0 | 172 | | 103 | 566 | 0 | | 0 | 409 | 105 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 0 | 0 | 0 | | 173 | 0 | 172 | | 103 | 566 | 0 | | 0 | 409 | 105 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 1.00 | 1.00 | | 0.59 | 1.00 | 0.85 | | 0.92 | 0.95 | 1.00 | | 1.00 | 0.91 | 0.85 | |
| Lanes: | 0.00 | 0.00 | 0.00 | | 2.00 | 0.00 | 1.00 | | 2.00 | 2.00 | 0.00 | | 0.00 | 3.00 | 1.00 | |
| Final Sat.: | 0 | 0 | 0 | | 2260 | 0 | 1615 | | 3502 | 3610 | 0 | | 0 | 5187 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | | 0.08 | 0.00 | 0.11 | | 0.03 | 0.16 | 0.00 | | 0.00 | 0.08 | 0.07 | |
| Crit Moves: | | | | | **** | | | | | **** | | | **** | | | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | | 0.30 | 0.00 | 0.47 | | 0.17 | 0.61 | 0.00 | | 0.00 | 0.44 | 0.44 | |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | | 0.26 | 0.00 | 0.23 | | 0.18 | 0.26 | 0.00 | | 0.00 | 0.18 | 0.15 | |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | | 26.8 | 0.0 | 16.2 | | 35.9 | 9.0 | 0.0 | | 0.0 | 16.8 | 16.6 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | | 26.8 | 0.0 | 16.2 | | 35.9 | 9.0 | 0.0 | | 0.0 | 16.8 | 16.6 | |
| LOS by Move: | A | A | A | | C | A | B | | D | A | A | | A | B | B | |
| HCM2kAvgQ: | 0 | 0 | 0 | | 2 | 0 | 3 | | 1 | 4 | 0 | | 0 | 3 | 2 | |

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





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Folsom South of US-50 Annexation
Existing Plus RIM PM

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

Intersection #56 Empire Ranch Rd/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.276
Loss Time (sec): 9 Average Delay (sec/veh): 8.2
Optimal Cycle: 25 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Ovl | | | | Include | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | | 112 | 0 | 10 | | 13 | 678 | 0 | | 0 | 500 | 156 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 0 | 0 | 0 | | 112 | 0 | 10 | | 13 | 678 | 0 | | 0 | 500 | 156 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 0 | 0 | 0 | | 119 | 0 | 11 | | 14 | 721 | 0 | | 0 | 532 | 166 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 0 | 0 | | 119 | 0 | 11 | | 14 | 721 | 0 | | 0 | 532 | 166 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 0 | 0 | 0 | | 119 | 0 | 11 | | 14 | 721 | 0 | | 0 | 532 | 166 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 1.00 | 1.00 | | 0.61 | 1.00 | 0.85 | | 0.95 | 0.95 | 1.00 | | 1.00 | 0.91 | 0.85 | |
| Lanes: | 0.00 | 0.00 | 0.00 | | 2.00 | 0.00 | 1.00 | | 1.00 | 2.00 | 0.00 | | 0.00 | 3.00 | 1.00 | |
| Final Sat.: | 0 | 0 | 0 | | 2304 | 0 | 1615 | | 1805 | 3610 | 0 | | 0 | 5187 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | | 0.05 | 0.00 | 0.01 | | 0.01 | 0.20 | 0.00 | | 0.00 | 0.10 | 0.10 | |
| Crit Moves: | | | | | **** | | | | | **** | | | **** | | | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | | 0.19 | 0.00 | 0.24 | | 0.05 | 0.72 | 0.00 | | 0.00 | 0.67 | 0.67 | |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | | 0.28 | 0.00 | 0.03 | | 0.15 | 0.28 | 0.00 | | 0.00 | 0.15 | 0.15 | |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | | 35.2 | 0.0 | 29.3 | | 46.2 | 4.9 | 0.0 | | 0.0 | 6.0 | 6.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | | 35.2 | 0.0 | 29.3 | | 46.2 | 4.9 | 0.0 | | 0.0 | 6.0 | 6.0 | |
| LOS by Move: | A | A | A | | D | A | C | | D | A | A | | A | A | A | |
| HCM2kAvgQ: | 0 | 0 | 0 | | 2 | 0 | 0 | | 0 | 4 | 0 | | 0 | 2 | 2 | |

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

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Folsom South of US-50 Annexation
Existing Plus RIM PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #57 Hazel Blvd/ Gold Country

Cycle (sec): 100 Critical Vol./Cap. (X): 1.032
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Split Phase | | | | Split Phase | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 3 | 0 1 | 1 | 0 | 3 | 0 1 | 2 | 0 | 0 | 1 1 | 1 | 0 | 0 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 129 | 2890 | 48 | | 16 | 1227 | 165 | | 317 | 18 | 315 | | 24 | 14 | 13 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 129 | 2890 | 48 | | 16 | 1227 | 165 | | 317 | 18 | 315 | | 24 | 14 | 13 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Volume: | 129 | 2890 | 48 | | 16 | 1227 | 165 | | 317 | 18 | 315 | | 24 | 14 | 13 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 129 | 2890 | 48 | | 16 | 1227 | 165 | | 317 | 18 | 315 | | 24 | 14 | 13 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 129 | 2890 | 48 | | 16 | 1227 | 165 | | 317 | 18 | 315 | | 24 | 14 | 13 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | |
| Adjustment: | 1.00 | 0.72 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Lanes: | 2.00 | 3.00 | 1.00 | | 1.00 | 3.00 | 1.00 | | 2.00 | 0.11 | 1.89 | | 1.00 | 0.52 | 0.48 | |
| Final Sat.: | 3000 | 3240 | 1500 | | 1500 | 4500 | 1500 | | 3000 | 162 | 2838 | | 1500 | 778 | 722 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.89 | 0.03 | | 0.01 | 0.27 | 0.11 | | 0.11 | 0.11 | 0.11 | | 0.02 | 0.02 | 0.02 | |
| Crit Volume: | | 963 | | | | 16 | | | | 167 | | | | | 27 | |
| Crit Moves: | | **** | | | | **** | | | | **** | | | | | **** | |





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Folsom South of US-50 Annexation
Existing Plus RIM PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #58 Hazel Ave/ Folsom Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.953
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Split Phase | | | | Split Phase | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 0 | 1 0 | 1 | 1 | 0 | 1 1 | 2 | 0 | 1 | 1 0 | 1 | 0 | 1 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 38 | 254 | 10 | | 428 | 2 | 242 | | 570 | 698 | 5 | | 6 | 317 | 809 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 38 | 254 | 10 | | 428 | 2 | 242 | | 570 | 698 | 5 | | 6 | 317 | 809 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Volume: | 38 | 254 | 10 | | 428 | 2 | 242 | | 570 | 698 | 5 | | 6 | 317 | 809 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 38 | 254 | 10 | | 428 | 2 | 242 | | 570 | 698 | 5 | | 6 | 317 | 809 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 38 | 254 | 10 | | 428 | 2 | 242 | | 570 | 698 | 5 | | 6 | 317 | 809 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | |
| Adjustment: | 0.95 | 0.95 | 0.95 | | 0.95 | 0.95 | 0.95 | | 0.95 | 0.95 | 0.95 | | 0.95 | 0.95 | 0.95 | |
| Lanes: | 1.00 | 0.96 | 0.04 | | 2.00 | 0.02 | 1.98 | | 2.00 | 1.99 | 0.01 | | 1.00 | 1.00 | 1.00 | |
| Final Sat.: | 1425 | 1371 | 54 | | 2850 | 23 | 2827 | | 2850 | 2830 | 20 | | 1425 | 1425 | 1425 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.19 | 0.19 | | 0.15 | 0.09 | 0.09 | | 0.20 | 0.25 | 0.25 | | 0.00 | 0.22 | 0.57 | |
| Crit Volume: | | | 264 | | 0 | | | | 285 | | | | | | 809 | |
| Crit Moves: | | | **** | | **** | | | | **** | | | | | | **** | |

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Folsom South of US-50 Annexation
Existing Plus RIM PM

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

Intersection #59 Grant Line Rd/ White Rock Rd

Average Delay (sec/veh): 225.6 Worst Case Level Of Service: F[642.9]

| 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 1 | 0 | 0 | 0 | 0 0 | 0 | 1 | 0 | 0 0 | 1! | 0 | 0 | 0 0 | 0 | 0 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 12 | 399 | 0 | 0 | 682 | 71 | 402 | 0 | 227 | 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: | 12 | 399 | 0 | 0 | 682 | 71 | 402 | 0 | 227 | 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: | 12 | 399 | 0 | 0 | 682 | 71 | 402 | 0 | 227 | 0 | 0 | 0 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| FinalVolume: | 12 | 399 | 0 | 0 | 682 | 71 | 402 | 0 | 227 | 0 | 0 | 0 | | | | |
| Critical Gap Module: | | | | | | | | | | | | | | | | |
| Critical Gp: | 4.1 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 6.4 | 6.5 | 6.2 | xxxxx | xxxx | xxxxx | | | | |
| FollowUpTim: | 2.2 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 3.5 | 4.0 | 3.3 | xxxxx | xxxx | xxxxx | | | | |
| Capacity Module: | | | | | | | | | | | | | | | | |
| Cnflict Vol: | 753 | xxxx | xxxxx | xxxx | xxxx | xxxxx | 1141 | 1141 | 718 | xxxx | xxxx | xxxxx | | | | |
| Potent Cap.: | 866 | xxxx | xxxxx | xxxx | xxxx | xxxxx | 224 | 202 | 433 | xxxx | xxxx | xxxxx | | | | |
| Move Cap.: | 866 | xxxx | xxxxx | xxxx | xxxx | xxxxx | 222 | 200 | 433 | xxxx | xxxx | xxxxx | | | | |
| Volume/Cap: | 0.01 | xxxx | xxxx | xxxx | xxxx | xxxx | 1.81 | 0.00 | 0.52 | xxxx | xxxx | xxxx | | | | |
| Level Of Service Module: | | | | | | | | | | | | | | | | |
| 2Way95thQ: | 0.0 | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | | |
| Control Del: | 9.2 | xxxx | xxxxx | xxxxx | 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 | | | | |
| Shared Cap.: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | 269 | xxxxx | xxxx | xxxx | xxxxx | | | | |
| SharedQueue: | 0.0 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | 49.7 | xxxxx | xxxxx | xxxx | xxxxx | | | | |
| Shrd ConDel: | 9.2 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | 643 | xxxxx | xxxxx | xxxx | xxxxx | | | | |
| Shared LOS: | A | * | * | * | * | * | * | F | * | * | * | * | | | | |
| ApproachDel: | xxxxxx | | | xxxxxx | | | 642.9 | | | xxxxxx | | | | | | |
| ApproachLOS: | * | | | * | | | * | | | * | | | | | | |

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





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Folsom South of US-50 Annexation
Existing Plus RIM PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #60 Grantline Rd/ Sunrise Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.823
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 129 Level Of Service: D

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Split Phase | | | | Split Phase | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | | | | |
| Lanes: | 0 0 | 1! | 0 | 0 | 0 0 | 1! | 0 | 0 | 1 0 | 1 | 0 | 1 | 1 0 | 1 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 8 | 3 | 4 | 8 | 19 | 742 | 11 | 292 | 245 | 10 | 440 | 5 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 8 | 3 | 4 | 8 | 19 | 742 | 11 | 292 | 245 | 10 | 440 | 5 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 1.00 | 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 | 3 | 4 | 8 | 19 | 742 | 11 | 292 | 245 | 10 | 440 | 5 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 8 | 3 | 4 | 8 | 19 | 742 | 11 | 292 | 245 | 10 | 440 | 5 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| FinalVolume: | 8 | 3 | 4 | 8 | 19 | 742 | 11 | 292 | 245 | 10 | 440 | 5 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | | | | |
| 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: | 0.53 | 0.20 | 0.27 | 0.01 | 0.02 | 0.97 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Final Sat.: | 800 | 300 | 400 | 16 | 37 | 1447 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.01 | 0.01 | 0.51 | 0.51 | 0.51 | 0.01 | 0.19 | 0.16 | 0.01 | 0.29 | 0.00 | | | | |
| Crit Volume: | 15 | | | | | 769 | 11 | | | | 440 | | | | | |
| Crit Moves: | **** | | | | | **** | **** | | | | **** | | | | | |

PM Existing Plus RIM Wed Jul 22, 2009 10:46:23 Page 63-1

Folsom South of US-50 Annexation
Existing Plus RIM PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #65 Sunrise Blvd/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.704
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 77 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 3 | 0 | 1 | 2 | 0 | 3 | 0 | 1 | 2 | 0 | 2 | 0 | 1 | 2 0 3 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 399 | 781 | 53 | | 188 | 964 | 187 | | 415 | 534 | 659 | | 152 | 383 | 233 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 399 | 781 | 53 | | 188 | 964 | 187 | | 415 | 534 | 659 | | 152 | 383 | 233 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Volume: | 399 | 781 | 53 | | 188 | 964 | 187 | | 415 | 534 | 659 | | 152 | 383 | 233 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 399 | 781 | 53 | | 188 | 964 | 187 | | 415 | 534 | 659 | | 152 | 383 | 233 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 399 | 781 | 53 | | 188 | 964 | 187 | | 415 | 534 | 659 | | 152 | 383 | 233 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | |
| 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: | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 2.00 | 1.00 | | 2.00 | 3.00 | 1.00 | |
| Final Sat.: | 3000 | 4500 | 1500 | | 3000 | 4500 | 1500 | | 3000 | 3000 | 1500 | | 3000 | 4500 | 1500 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.13 | 0.17 | 0.04 | | 0.06 | 0.21 | 0.12 | | 0.14 | 0.18 | 0.44 | | 0.05 | 0.09 | 0.16 | |
| Crit Volume: | 0 | | | | | 321 | | | | | 659 | | 76 | | | |
| Crit Moves: | **** | | | | | **** | | | | | **** | | **** | | | |





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Folsom South of US-50 Annexation
Existing Plus RIM PM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #66 Fitzgerald Road / White Rock Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.802
Loss Time (sec): 0 Average Delay (sec/veh): 18.8
Optimal Cycle: 0 Level Of Service: C

| 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: | 0 | 0 | 1! | 0 | 0 | 0 | 0 | 1! | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 0 1! 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 173 | 38 | 38 | | 25 | 13 | 48 | | 19 | 435 | 65 | | 7 | 178 | 26 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 173 | 38 | 38 | | 25 | 13 | 48 | | 19 | 435 | 65 | | 7 | 178 | 26 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Volume: | 173 | 38 | 38 | | 25 | 13 | 48 | | 19 | 435 | 65 | | 7 | 178 | 26 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 173 | 38 | 38 | | 25 | 13 | 48 | | 19 | 435 | 65 | | 7 | 178 | 26 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 173 | 38 | 38 | | 25 | 13 | 48 | | 19 | 435 | 65 | | 7 | 178 | 26 | |
| 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: | 0.70 | 0.15 | 0.15 | | 0.29 | 0.15 | 0.56 | | 1.00 | 0.87 | 0.13 | | 0.03 | 0.85 | 0.12 | |
| Final Sat.: | 385 | 85 | 85 | | 151 | 79 | 291 | | 566 | 543 | 81 | | 20 | 498 | 73 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.45 | 0.45 | 0.45 | | 0.17 | 0.17 | 0.17 | | 0.03 | 0.80 | 0.80 | | 0.36 | 0.36 | 0.36 | |
| Crit Moves: | **** | | | | | | **** | | | **** | | | | | **** | |
| Delay/Veh: | 13.3 | 13.3 | 13.3 | | 10.1 | 10.1 | 10.1 | | 9.2 | 26.3 | 26.3 | | 11.6 | 11.6 | 11.6 | |
| Delay Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 13.3 | 13.3 | 13.3 | | 10.1 | 10.1 | 10.1 | | 9.2 | 26.3 | 26.3 | | 11.6 | 11.6 | 11.6 | |
| LOS by Move: | B | B | B | | B | B | B | | A | D | D | | B | B | B | |
| ApproachDel: | 13.3 | | | | 10.1 | | | | 25.7 | | | | 11.6 | | | |
| Delay Adj: | 1.00 | | | | 1.00 | | | | 1.00 | | | | 1.00 | | | |
| ApprAdjDel: | 13.3 | | | | 10.1 | | | | 25.7 | | | | 11.6 | | | |
| LOS by Appr: | B | | | | B | | | | D | | | | B | | | |
| AllWayAvgQ: | 0.7 | 0.7 | 0.7 | | 0.1 | 0.1 | 0.1 | | 0.0 | 3.1 | 3.1 | | 0.5 | 0.5 | 0.5 | |

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

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Folsom South of US-50 Annexation
Existing Plus RIM PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #67 Sunrise Blvd/ Douglas Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.683
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 72 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Split Phase | | | | Split Phase | | | |
| Rights: | Include | | | | Ovl | | | | Include | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 1 | 1 0 | 1 | 0 | 2 | 0 1 | 0 | 0 | 1! | 0 0 | 0 | 1 | 0 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 26 | 452 | 27 | | 82 | 1254 | 212 | | 87 | 64 | 145 | | 38 | 38 | 63 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 26 | 452 | 27 | | 82 | 1254 | 212 | | 87 | 64 | 145 | | 38 | 38 | 63 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Volume: | 26 | 452 | 27 | | 82 | 1254 | 212 | | 87 | 64 | 145 | | 38 | 38 | 63 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 26 | 452 | 27 | | 82 | 1254 | 212 | | 87 | 64 | 145 | | 38 | 38 | 63 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 26 | 452 | 27 | | 82 | 1254 | 212 | | 87 | 64 | 145 | | 38 | 38 | 63 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | |
| 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 | 1.89 | 0.11 | | 1.00 | 2.00 | 1.00 | | 0.29 | 0.22 | 0.49 | | 0.50 | 0.50 | 1.00 | |
| Final Sat.: | 1500 | 2831 | 169 | | 1500 | 3000 | 1500 | | 441 | 324 | 735 | | 750 | 750 | 1500 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.16 | 0.16 | | 0.05 | 0.42 | 0.14 | | 0.20 | 0.20 | 0.20 | | 0.05 | 0.05 | 0.04 | |
| Crit Volume: | 26 | | | | | 627 | | | | 296 | | | | 76 | | |
| Crit Moves: | **** | | | | | **** | | | | **** | | | | **** | | |





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Folsom South of US-50 Annexation
Existing Plus RIM PM

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

Intersection #68 Grant Line Rd/ Douglas Rd

Average Delay (sec/veh): 3.8 Worst Case Level Of Service: D[ 28.5]

| 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 | 1 | 0 | 0 0 | 0 | 0 | 0 | 1 0 | 0 | 0 | 1! | 0 0 | 0 | 0 | 0 | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 36 | 363 | 0 | | 0 | 572 | 76 | | 73 | 0 | 76 | | 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: | 36 | 363 | 0 | | 0 | 572 | 76 | | 73 | 0 | 76 | | 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: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 38 | 386 | 0 | | 0 | 609 | 81 | | 78 | 0 | 81 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| FinalVolume: | 38 | 386 | 0 | | 0 | 609 | 81 | | 78 | 0 | 81 | | 0 | 0 | 0 | |
| Critical Gap Module: | | | | | | | | | | | | | | | | |
| Critical Gp: | 4.1 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | 6.4 | 6.5 | | 6.2 | xxxxx | xxxx | xxxxx | |
| FollowUpTim: | 2.2 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | 3.5 | 4.0 | | 3.3 | xxxxx | xxxx | xxxxx | |
| Capacity Module: | | | | | | | | | | | | | | | | |
| Cnflict Vol: | 689 | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | 1112 | 1112 | | 649 | xxxx | xxxx | xxxxx | |
| Potent Cap.: | 915 | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | 233 | 211 | | 473 | xxxx | xxxx | xxxxx | |
| Move Cap.: | 915 | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | 226 | 202 | | 473 | xxxx | xxxx | xxxxx | |
| Volume/Cap: | 0.04 | xxxx | xxxx | xxxx | xxxx | xxxx | | | 0.34 | 0.00 | | 0.17 | xxxx | xxxx | xxxx | |
| Level Of Service Module: | | | | | | | | | | | | | | | | |
| 2Way95thQ: | 0.1 | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | xxxx | xxxx | xxxxx | | xxxx | xxxx | xxxxx | |
| Control Del: | 9.1 | xxxx | xxxxx | xxxxx | 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 | |
| Shared Cap.: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | xxxx | 308 | xxxxx | | xxxx | xxxx | xxxxx | |
| SharedQueue: | 0.1 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | xxxxx | 2.8 | xxxxx | | xxxxx | xxxx | xxxxx | |
| Shrd ConDel: | 9.1 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | xxxxx | 28.5 | xxxxx | | xxxxx | xxxx | xxxxx | |
| Shared LOS: | A | * | * | * | * | * | | | * | D | * | | * | * | * | |
| ApproachDel: | xxxxxx | | | | xxxxxx | | | | | 28.5 | | | | xxxxxx | | |
| ApproachLOS: | * | | | | * | | | | | D | | | | * | | |

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

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-------------------------------------------------------------------------------
                        Folsom South of US-50 Annexation
                              Existing Plus RIM PM
-------------------------------------------------------------------------------
                       Level Of Service Computation Report
              2000 HCM 4-Way Stop Method (Base Volume Alternative)
*******************************************************************************
Intersection #69 Grant Line Road / Kiefer Boulevard
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap. (X):         0.830
Loss Time (sec):       0                Average Delay (sec/veh):        19.9
Optimal Cycle:         0                Level Of Service:                  C
*******************************************************************************
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:        0  0  0  1  0     0  1  0  0  0     0  0  0  0  1     0  0  1! 0  0
-------------||---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  405    3   110  556    0     0    0    1    14    0   21
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:    0  405    3   110  556    0     0    0    1    14    0   21
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:     0  405    3   110  556    0     0    0    1    14    0   21
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:    0  405    3   110  556    0     0    0    1    14    0   21
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
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:    0  405    3   110  556    0     0    0    1    14    0   21
-------------||---------------||---------------||---------------||---------------|
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:       0.00 0.99 0.01  0.17 0.83 0.00  0.00 0.00 1.00  0.40 0.00 0.60
Final Sat.:     0  754    6   133  670    0     0    0  581  228    0  341
-------------||---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     xxxx 0.54 0.54  0.83 0.83 xxxx  xxxx xxxx  0.00  0.06 xxxx  0.06
Crit Moves:       ****       ****                     ****                ****
Delay/Veh:    0.0 12.8 12.8  24.9 24.9  0.0   0.0  0.0   8.6   9.1  0.0   9.1
Delay Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:   0.0 12.8 12.8  24.9 24.9  0.0   0.0  0.0   8.6   9.1  0.0   9.1
LOS by Move:    *    B    B     C    C    *     *    *     A     A    *     A
ApproachDel:      12.8             24.9             8.6             9.1
Delay Adj:        1.00             1.00            1.00            1.00
ApprAdjDel:       12.8             24.9             8.6             9.1
LOS by Appr:         B                C               A               A
AllWayAvgQ:   1.1  1.1  1.1   3.9  3.9  3.9   0.0  0.0   0.0   0.1  0.1   0.1
*******************************************************************************
Note: Queue reported is the number of cars per lane.
*******************************************************************************
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-------------------------------------------------------------------------------
                        Folsom South of US-50 Annexation
                              Existing Plus RIM PM
-------------------------------------------------------------------------------
                       Level Of Service Computation Report
             2000 HCM Unsignalized Method (Base Volume Alternative)
*******************************************************************************
Intersection #83 White Rock Rd/ Carson Crossing Rd
*******************************************************************************
Average Delay (sec/veh):      0.5       Worst Case Level Of Service: E[ 39.8]
*******************************************************************************
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     0  0  0  1  0     1  0  1  0  0
-------------||---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      11    0    6     0    0    0     0  688   21     9  879    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:   11    0    6     0    0    0     0  688   21     9  879    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:     0.89 0.89 0.89  0.89 0.89 0.89  0.89 0.89 0.89  0.89 0.89 0.89
PHF Volume:    12    0    7     0    0    0     0  773   24    10  988    0
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
FinalVolume:   12    0    7     0    0    0     0  773   24    10  988    0
-------------||---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  6.4  6.5   6.2 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5  4.0   3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   2.2 xxxx xxxxx
-------------||---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 1793 1793   785  xxxx xxxx xxxxx  xxxx xxxx xxxxx   797 xxxx xxxxx
Potent Cap.:   90   82   396  xxxx xxxx xxxxx  xxxx xxxx xxxxx   834 xxxx xxxxx
Move Cap.:     89   81   396  xxxx xxxx xxxxx  xxxx xxxx xxxxx   834 xxxx xxxxx
Volume/Cap:  0.14 0.00  0.02  xxxx xxxx  xxxx  xxxx xxxx  xxxx  0.01 xxxx  xxxx
-------------||---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.0 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx   9.4 xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     *    *     *     A    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx  122 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx  0.5 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx 39.8 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    E     *     *    *     *     *    *     *     *    *     *
ApproachDel:      39.8            xxxxxx            xxxxxx            xxxxxx
ApproachLOS:         E                 *                 *                 *
*******************************************************************************
Note: Queue reported is the number of cars per lane.
*******************************************************************************
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Folsom South of US-50 Annexation
Existing Plus RIM PM

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

Intersection #84 White Rock Rd/ Stonebriar Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.684
Loss Time (sec): 12 Average Delay (sec/veh): 20.0
Optimal Cycle: 57 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Split Phase | | | Split Phase | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 | 0 | 0 1 | 0 | 1 | 0 1 | 1 | 0 | 0 1 | 0 | 0 | 1! 0 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 96 | 619 | 22 | 42 | 696 | 38 | 28 | 3 | 115 | 15 | 2 | 23 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 96 | 619 | 22 | 42 | 696 | 38 | 28 | 3 | 115 | 15 | 2 | 23 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 |
| PHF Volume: | 110 | 711 | 25 | 48 | 800 | 44 | 32 | 3 | 132 | 17 | 2 | 26 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 110 | 711 | 25 | 48 | 800 | 44 | 32 | 3 | 132 | 17 | 2 | 26 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 110 | 711 | 25 | 48 | 800 | 44 | 32 | 3 | 132 | 17 | 2 | 26 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.93 | 0.98 | 0.98 | 0.93 | 0.98 | 0.83 | 0.95 | 0.85 | 0.85 | 0.91 | 0.91 | 0.91 |
| Lanes: | 1.00 | 0.97 | 0.03 | 1.00 | 1.00 | 1.00 | 1.00 | 0.03 | 0.97 | 0.38 | 0.05 | 0.57 |
| Final Sat.: | 1769 | 1789 | 64 | 1769 | 1862 | 1583 | 1805 | 41 | 1581 | 645 | 86 | 989 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.06 | 0.40 | 0.40 | 0.03 | 0.43 | 0.03 | 0.02 | 0.08 | 0.08 | 0.03 | 0.03 | 0.03 |
| Crit Moves: | **** | | | | **** | | | **** | | | **** | |
| Green/Cycle: | 0.09 | 0.67 | 0.67 | 0.05 | 0.63 | 0.63 | 0.12 | 0.12 | 0.12 | 0.04 | 0.04 | 0.04 |
| Volume/Cap: | 0.68 | 0.59 | 0.59 | 0.59 | 0.68 | 0.04 | 0.15 | 0.68 | 0.68 | 0.68 | 0.68 | 0.68 |
| Delay/Veh: | 55.6 | 9.7 | 9.7 | 57.8 | 13.9 | 7.1 | 39.5 | 51.6 | 51.6 | 72.8 | 72.8 | 72.8 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 55.6 | 9.7 | 9.7 | 57.8 | 13.9 | 7.1 | 39.5 | 51.6 | 51.6 | 72.8 | 72.8 | 72.8 |
| LOS by Move: | E | A | A | E | B | A | D | D | D | E | E | E |
| HCM2kAvgQ: | 5 | 13 | 13 | 2 | 17 | 1 | 1 | 4 | 4 | 2 | 2 | 2 |

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





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Folsom South of US-50 Annexation
Existing Plus RIM PM

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

Intersection #85 White Rock Rd/ Windfield Way

Average Delay (sec/veh): 109.1 Worst Case Level Of Service: F[404.5]

| 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 | 1 | 0 1 | 0 1 | 0 | 1 0 | 2 0 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 337 | 0 | 63 | 0 | 0 | 13 | 13 | 379 | 184 | 33 | 466 | 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: | 337 | 0 | 63 | 0 | 0 | 13 | 13 | 379 | 184 | 33 | 466 | 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: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 379 | 0 | 71 | 0 | 0 | 15 | 15 | 426 | 207 | 37 | 524 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 379 | 0 | 71 | 0 | 0 | 15 | 15 | 426 | 207 | 37 | 524 | 0 |
| Critical Gap Module: | | | | | | | | | | | | |
| Critical Gp: | 7.5 | 6.5 | 6.9 | xxxxx | xxxx | 6.9 | 4.1 | xxxx | xxxxx | 4.1 | xxxx | xxxxx |
| FollowUpTim: | 3.5 | 4.0 | 3.3 | xxxxx | xxxx | 3.3 | 2.2 | xxxx | xxxxx | 2.2 | xxxx | xxxxx |
| Capacity Module: | | | | | | | | | | | | |
| Cnflict Vol: | 894 | 1156 | 316 | xxxx | xxxx | 262 | 524 | xxxx | xxxxx | 633 | xxxx | xxxxx |
| Potent Cap.: | 239 | 198 | 685 | xxxx | xxxx | 743 | 1053 | xxxx | xxxxx | 960 | xxxx | xxxxx |
| Move Cap.: | 225 | 188 | 685 | xxxx | xxxx | 743 | 1053 | xxxx | xxxxx | 960 | xxxx | xxxxx |
| Volume/Cap: | 1.69 | 0.00 | 0.10 | xxxx | xxxx | 0.02 | 0.01 | xxxx | xxxx | 0.04 | xxxx | xxxx |
| Level Of Service Module: | | | | | | | | | | | | |
| 2Way95thQ: | xxxx | xxxx | xxxxx | xxxx | xxxx | 0.1 | 0.0 | xxxx | xxxxx | 0.1 | xxxx | xxxxx |
| Control Del: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | 9.9 | 8.5 | xxxx | xxxxx | 8.9 | xxxx | xxxxx |
| LOS by Move: | * | * | * | * | * | A | A | * | * | A | * | * |
| Movement: | LT - | LTR - | RT | LT - | LTR - | RT | LT - | LTR - | RT | LT - | LTR - | RT |
| Shared Cap.: | xxxx | 251 | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| SharedQueue: | xxxxx | 30.3 | xxxxx | xxxxx | xxxx | xxxxx | 0.0 | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| Shrd ConDel: | xxxxx | 404 | xxxxx | xxxxx | xxxx | xxxxx | 8.5 | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| Shared LOS: | * | F | * | * | * | * | A | * | * | * | * | * |
| ApproachDel: | 404.5 | | | 9.9 | | | xxxxxx | | | xxxxxx | | |
| ApproachLOS: | F | | | A | | | * | | | * | | |

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

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Folsom South of US-50 Annexation
Existing Plus RIM PM

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

Intersection #86 White Rock Rd/ Latrobe Rd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.399
Loss Time (sec): 12 Average Delay (sec/veh): 31.7
Optimal Cycle: 36 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Include | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 4 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 1 | 1 0 | 2 | 0 | 2 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 96 | 902 | 208 | | 283 | 332 | 274 | | 263 | 284 | 31 | | 112 | 99 | 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: | 96 | 902 | 208 | | 283 | 332 | 274 | | 263 | 284 | 31 | | 112 | 99 | 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: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 102 | 960 | 221 | | 301 | 353 | 291 | | 280 | 302 | 33 | | 119 | 105 | 131 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 102 | 960 | 221 | | 301 | 353 | 291 | | 280 | 302 | 33 | | 119 | 105 | 131 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 102 | 960 | 221 | | 301 | 353 | 291 | | 280 | 302 | 33 | | 119 | 105 | 131 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.93 | 0.89 | 0.83 | | 0.90 | 0.89 | 0.83 | | 0.90 | 0.92 | 0.92 | | 0.92 | 0.95 | 0.85 | |
| Lanes: | 1.00 | 4.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 1.80 | 0.20 | | 2.00 | 2.00 | 1.00 | |
| Final Sat.: | 1769 | 6778 | 1583 | | 3432 | 5083 | 1583 | | 3432 | 3142 | 343 | | 3502 | 3610 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.06 | 0.14 | 0.14 | | 0.09 | 0.07 | 0.18 | | 0.08 | 0.10 | 0.10 | | 0.03 | 0.03 | 0.08 | |
| Crit Moves: | | **** | | | **** | | | | | **** | | | **** | | | |
| Green/Cycle: | 0.21 | 0.35 | 0.44 | | 0.22 | 0.37 | 0.61 | | 0.24 | 0.24 | 0.24 | | 0.09 | 0.09 | 0.31 | |
| Volume/Cap: | 0.28 | 0.40 | 0.32 | | 0.40 | 0.19 | 0.30 | | 0.34 | 0.40 | 0.40 | | 0.40 | 0.34 | 0.27 | |
| Delay/Veh: | 40.5 | 29.2 | 22.2 | | 40.4 | 25.9 | 11.5 | | 38.0 | 38.6 | 38.6 | | 52.9 | 52.3 | 31.8 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 40.5 | 29.2 | 22.2 | | 40.4 | 25.9 | 11.5 | | 38.0 | 38.6 | 38.6 | | 52.9 | 52.3 | 31.8 | |
| LOS by Move: | D | C | C | | D | C | B | | D | D | D | | D | D | C | |
| HCM2kAvgQ: | 3 | 7 | 5 | | 5 | 3 | 5 | | 4 | 5 | 5 | | 2 | 2 | 3 | |

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





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Folsom South of US-50 Annexation
Existing Plus RIM PM

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

Intersection #87 White Rock Rd/ Valley View Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.603
Loss Time (sec): 12 Average Delay (sec/veh): 22.4
Optimal Cycle: 49 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Split Phase | | | | Split Phase | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 0 | 1 0 | 1 | 0 | 0 | 1 0 | 1 | 0 | 0 | 1 0 | 1 | 0 | 0 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 87 | 21 | 14 | | 177 | 38 | 52 | | 57 | 574 | 127 | | 9 | 220 | 79 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 87 | 21 | 14 | | 177 | 38 | 52 | | 57 | 574 | 127 | | 9 | 220 | 79 | |
| User Adj: | 0.93 | 0.93 | 0.93 | | 0.93 | 0.93 | 0.93 | | 0.93 | 0.93 | 0.93 | | 0.93 | 0.93 | 0.93 | |
| PHF Adj: | 0.93 | 0.93 | 0.93 | | 0.93 | 0.93 | 0.93 | | 0.93 | 0.93 | 0.93 | | 0.93 | 0.93 | 0.93 | |
| PHF Volume: | 87 | 21 | 14 | | 177 | 38 | 52 | | 57 | 574 | 127 | | 9 | 220 | 79 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 87 | 21 | 14 | | 177 | 38 | 52 | | 57 | 574 | 127 | | 9 | 220 | 79 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 87 | 21 | 14 | | 177 | 38 | 52 | | 57 | 574 | 127 | | 9 | 220 | 79 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.94 | 0.94 | | 0.95 | 0.91 | 0.91 | | 0.95 | 0.97 | 0.97 | | 0.95 | 0.96 | 0.96 | |
| Lanes: | 1.00 | 0.60 | 0.40 | | 1.00 | 0.42 | 0.58 | | 1.00 | 0.82 | 0.18 | | 1.00 | 0.74 | 0.26 | |
| Final Sat.: | 1805 | 1072 | 714 | | 1805 | 732 | 1002 | | 1805 | 1514 | 335 | | 1805 | 1342 | 482 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.05 | 0.02 | 0.02 | | 0.10 | 0.05 | 0.05 | | 0.03 | 0.38 | 0.38 | | 0.00 | 0.16 | 0.16 | |
| Crit Moves: | **** | | | | **** | | | | | **** | | | **** | | | |
| Green/Cycle: | 0.08 | 0.08 | 0.08 | | 0.16 | 0.16 | 0.16 | | 0.10 | 0.63 | 0.63 | | 0.01 | 0.53 | 0.53 | |
| Volume/Cap: | 0.60 | 0.25 | 0.25 | | 0.60 | 0.32 | 0.32 | | 0.31 | 0.60 | 0.60 | | 0.60 | 0.31 | 0.31 | |
| Delay/Veh: | 51.5 | 44.1 | 44.1 | | 42.4 | 37.6 | 37.6 | | 42.5 | 12.0 | 12.0 | | 103.4 | 13.1 | 13.1 | |
| 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: | 51.5 | 44.1 | 44.1 | | 42.4 | 37.6 | 37.6 | | 42.5 | 12.0 | 12.0 | | 103.4 | 13.1 | 13.1 | |
| LOS by Move: | D | D | D | | D | D | D | | D | B | B | | F | B | B | |
| HCM2kAvgQ: | 4 | 1 | 1 | | 6 | 3 | 3 | | 2 | 13 | 13 | | 0 | 5 | 5 | |

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

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Folsom South of US-50 Annexation
Existing Plus RIM PM

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

Intersection #88 El Dorado Hills Blvd/Serrano Prky

Cycle (sec): 100 Critical Vol./Cap. (X): 0.669
Loss Time (sec): 12 Average Delay (sec/veh): 25.4
Optimal Cycle: 55 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Split Phase | | | | Split Phase | | | |
| Rights: | Ignore | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 2 | 0 1 | 1 | 0 | 1 | 1 0 | 1 | 0 | 0 | 1 0 | 1 | 0 | 1! | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 134 | 1231 | 545 | | 34 | 714 | 28 | | 25 | 25 | 42 | | 450 | 20 | 63 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 134 | 1231 | 545 | | 34 | 714 | 28 | | 25 | 25 | 42 | | 450 | 20 | 63 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.97 | 0.97 | 0.00 | | 0.97 | 0.97 | 0.97 | | 0.97 | 0.97 | 0.97 | | 0.97 | 0.97 | 0.97 | |
| PHF Volume: | 138 | 1269 | 0 | | 35 | 736 | 29 | | 26 | 26 | 43 | | 464 | 21 | 65 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 138 | 1269 | 0 | | 35 | 736 | 29 | | 26 | 26 | 43 | | 464 | 21 | 65 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 138 | 1269 | 0 | | 35 | 736 | 29 | | 26 | 26 | 43 | | 464 | 21 | 65 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.95 | 1.00 | | 0.95 | 0.94 | 0.94 | | 0.95 | 0.91 | 0.91 | | 0.94 | 0.94 | 0.94 | |
| Lanes: | 1.00 | 2.00 | 1.00 | | 1.00 | 1.92 | 0.08 | | 1.00 | 0.37 | 0.63 | | 1.74 | 0.06 | 0.20 | |
| Final Sat.: | 1805 | 3610 | 1900 | | 1805 | 3453 | 135 | | 1805 | 642 | 1079 | | 3100 | 116 | 366 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.08 | 0.35 | 0.00 | | 0.02 | 0.21 | 0.21 | | 0.01 | 0.04 | 0.04 | | 0.15 | 0.18 | 0.18 | |
| Crit Moves: | | **** | | | **** | | | | | | **** | | | | **** | |
| Green/Cycle: | 0.15 | 0.53 | 0.00 | | 0.03 | 0.41 | 0.41 | | 0.06 | 0.06 | 0.06 | | 0.27 | 0.27 | 0.27 | |
| Volume/Cap: | 0.52 | 0.67 | 0.00 | | 0.67 | 0.52 | 0.52 | | 0.24 | 0.67 | 0.67 | | 0.56 | 0.67 | 0.67 | |
| Delay/Veh: | 41.3 | 18.3 | 0.0 | | 76.6 | 22.6 | 22.6 | | 46.0 | 61.6 | 61.6 | | 32.5 | 35.0 | 35.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 41.3 | 18.3 | 0.0 | | 76.6 | 22.6 | 22.6 | | 46.0 | 61.6 | 61.6 | | 32.5 | 35.0 | 35.0 | |
| LOS by Move: | D | B | A | | E | C | C | | D | E | E | | C | C | C | |
| HCM2kAvgQ: | 4 | 14 | 0 | | 2 | 9 | 9 | | 1 | 3 | 3 | | 8 | 10 | 10 | |

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





PM Existing Plus RIM Wed Jul 22, 2009 10:46:23 Page 74-1

Folsom South of US-50 Annexation
Existing Plus RIM PM

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

Intersection #89 El Dorado Hills Blvd/Saratoga Way

Cycle (sec): 100 Critical Vol./Cap. (X): 0.998
Loss Time (sec): 12 Average Delay (sec/veh): 52.9
Optimal Cycle: 180 Level Of Service: D

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Split Phase | | | | Split Phase | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 2 | 1 0 | 1 | 0 | 1 | 1 0 | 1 | 1 | 0 | 0 1 | 1 | 0 | 0 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 110 | 1475 | 89 | | 276 | 945 | 13 | | 25 | 10 | 89 | | 85 | 13 | 410 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 110 | 1475 | 89 | | 276 | 945 | 13 | | 25 | 10 | 89 | | 85 | 13 | 410 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.88 | 0.88 | 0.88 | | 0.88 | 0.88 | 0.88 | | 0.88 | 0.88 | 0.88 | | 0.88 | 0.88 | 0.88 | |
| PHF Volume: | 125 | 1676 | 101 | | 314 | 1074 | 15 | | 28 | 11 | 101 | | 97 | 15 | 466 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 125 | 1676 | 101 | | 314 | 1074 | 15 | | 28 | 11 | 101 | | 97 | 15 | 466 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 125 | 1676 | 101 | | 314 | 1074 | 15 | | 28 | 11 | 101 | | 97 | 15 | 466 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.90 | 0.90 | | 0.95 | 0.95 | 0.95 | | 0.97 | 0.97 | 0.85 | | 0.95 | 0.86 | 0.86 | |
| Lanes: | 1.00 | 2.83 | 0.17 | | 1.00 | 1.97 | 0.03 | | 1.43 | 0.57 | 1.00 | | 1.00 | 0.03 | 0.97 | |
| Final Sat.: | 1805 | 4848 | 293 | | 1805 | 3554 | 49 | | 2622 | 1049 | 1615 | | 1805 | 50 | 1575 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.07 | 0.35 | 0.35 | | 0.17 | 0.30 | 0.30 | | 0.01 | 0.01 | 0.06 | | 0.05 | 0.30 | 0.30 | |
| Crit Moves: | | **** | | | **** | | | | | | **** | | | **** | | |
| Green/Cycle: | 0.10 | 0.35 | 0.35 | | 0.17 | 0.42 | 0.42 | | 0.06 | 0.06 | 0.06 | | 0.30 | 0.30 | 0.30 | |
| Volume/Cap: | 0.71 | 1.00 | 1.00 | | 1.00 | 0.71 | 0.71 | | 0.17 | 0.17 | 1.00 | | 0.18 | 1.00 | 1.00 | |
| Delay/Veh: | 56.8 | 53.4 | 53.4 | | 91.4 | 25.4 | 25.4 | | 44.8 | 44.8 | 135.5 | | 26.3 | 75.5 | 75.5 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 56.8 | 53.4 | 53.4 | | 91.4 | 25.4 | 25.4 | | 44.8 | 44.8 | 135.5 | | 26.3 | 75.5 | 75.5 | |
| LOS by Move: | E | D | D | | F | C | C | | D | D | F | | C | E | E | |
| HCM2kAvgQ: | 4 | 24 | 24 | | 12 | 14 | 14 | | 1 | 1 | 6 | | 2 | 21 | 21 | |

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

Folsom South of US-50 Annexation
Existing Plus RIM PM

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

Intersection #90 El Dorado Hills Blvd/Park Drive

Cycle (sec): 100 Critical Vol./Cap. (X): 0.618
Loss Time (sec): 9 Average Delay (sec/veh): 12.9
Optimal Cycle: 42 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 2 | 1 0 | 1 | 0 | 3 | 0 0 | 0 | 0 | 0 | 0 0 | 2 | 0 | 0 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1595 | 336 | | 82 | 1025 | 0 | | 0 | 0 | 0 | | 245 | 0 | 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: | 0 | 1595 | 336 | | 82 | 1025 | 0 | | 0 | 0 | 0 | | 245 | 0 | 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: | 0.95 | 0.95 | 0.95 | | 0.95 | 0.95 | 0.95 | | 0.95 | 0.95 | 0.95 | | 0.95 | 0.95 | 0.95 | |
| PHF Volume: | 0 | 1679 | 354 | | 86 | 1079 | 0 | | 0 | 0 | 0 | | 258 | 0 | 129 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 1679 | 354 | | 86 | 1079 | 0 | | 0 | 0 | 0 | | 258 | 0 | 129 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 0 | 1679 | 354 | | 86 | 1079 | 0 | | 0 | 0 | 0 | | 258 | 0 | 129 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.89 | 0.89 | | 0.95 | 0.91 | 1.00 | | 1.00 | 1.00 | 1.00 | | 0.61 | 1.00 | 0.85 | |
| Lanes: | 0.00 | 2.48 | 0.52 | | 1.00 | 3.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 2.00 | 0.00 | 1.00 | |
| Final Sat.: | 0 | 4173 | 879 | | 1805 | 5187 | 0 | | 0 | 0 | 0 | | 2304 | 0 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.40 | 0.40 | | 0.05 | 0.21 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.11 | 0.00 | 0.08 | |
| Crit Moves: | | **** | | | **** | | | | | | | | **** | | | |
| Green/Cycle: | 0.00 | 0.65 | 0.65 | | 0.08 | 0.73 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.18 | 0.00 | 0.18 | |
| Volume/Cap: | 0.00 | 0.62 | 0.62 | | 0.62 | 0.29 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.62 | 0.00 | 0.44 | |
| Delay/Veh: | 0.0 | 10.5 | 10.5 | | 52.8 | 4.7 | 0.0 | | 0.0 | 0.0 | 0.0 | | 40.5 | 0.0 | 37.5 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 10.5 | 10.5 | | 52.8 | 4.7 | 0.0 | | 0.0 | 0.0 | 0.0 | | 40.5 | 0.0 | 37.5 | |
| LOS by Move: | A | B | B | | D | A | A | | A | A | A | | D | A | D | |
| HCM2kAvgQ: | 0 | 13 | 13 | | 3 | 4 | 0 | | 0 | 0 | 0 | | 5 | 0 | 4 | |

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





Folsom South of US-50 Annexation
Existing Plus RIM PM

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

Intersection #91 Latrobe Rd/ Town Center Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.916
Loss Time (sec): 12 Average Delay (sec/veh): 40.3
Optimal Cycle: 118 Level Of Service: D

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 1 | 1 0 | 1 | 0 | 1 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 7 | 1347 | 78 | | 544 | 831 | 29 | | 326 | 65 | 64 | | 64 | 9 | 659 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 7 | 1347 | 78 | | 544 | 831 | 29 | | 326 | 65 | 64 | | 64 | 9 | 659 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.95 | 0.95 | 0.95 | | 0.95 | 0.95 | 0.95 | | 0.95 | 0.95 | 0.95 | | 0.95 | 0.95 | 0.95 | |
| PHF Volume: | 7 | 1418 | 82 | | 573 | 875 | 31 | | 343 | 68 | 67 | | 67 | 9 | 694 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 7 | 1418 | 82 | | 573 | 875 | 31 | | 343 | 68 | 67 | | 67 | 9 | 694 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 7 | 1418 | 82 | | 573 | 875 | 31 | | 343 | 68 | 67 | | 67 | 9 | 694 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.90 | 0.89 | 0.83 | | 0.90 | 0.89 | 0.83 | | 0.92 | 0.88 | 0.88 | | 0.95 | 1.00 | 0.85 | |
| Lanes: | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 1.01 | 0.99 | | 1.00 | 1.00 | 1.00 | |
| Final Sat.: | 3432 | 5083 | 1583 | | 3432 | 5083 | 1583 | | 3502 | 1684 | 1658 | | 1805 | 1900 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.28 | 0.05 | | 0.17 | 0.17 | 0.02 | | 0.10 | 0.04 | 0.04 | | 0.04 | 0.00 | 0.43 | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | | **** | |
| Green/Cycle: | 0.01 | 0.30 | 0.30 | | 0.18 | 0.48 | 0.48 | | 0.11 | 0.21 | 0.21 | | 0.19 | 0.29 | 0.47 | |
| Volume/Cap: | 0.36 | 0.92 | 0.17 | | 0.92 | 0.36 | 0.04 | | 0.92 | 0.20 | 0.20 | | 0.20 | 0.02 | 0.92 | |
| Delay/Veh: | 59.9 | 42.5 | 25.7 | | 58.5 | 16.4 | 13.8 | | 70.9 | 33.1 | 33.1 | | 34.5 | 25.6 | 40.6 | |
| 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: | 59.9 | 42.5 | 25.7 | | 58.5 | 16.4 | 13.8 | | 70.9 | 33.1 | 33.1 | | 34.5 | 25.6 | 40.6 | |
| LOS by Move: | E | D | C | | E | B | B | | E | C | C | | C | C | D | |
| HCM2kAvgQ: | 0 | 17 | 2 | | 10 | 6 | 0 | | 9 | 2 | 2 | | 2 | 0 | 24 | |

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

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Folsom South of US-50 Annexation
Existing Plus RIM PM

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

Intersection #92 Hazel Blvd/ Tributary- WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.830
Loss Time (sec): 9 Average Delay (sec/veh): 24.4
Optimal Cycle: 76 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Ignore | | | | Ovl | | | | Ovl | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 3 | 0 1 | 0 | 0 | 3 | 0 1 | 0 | 0 | 0 | 0 1 | 1 | 0 | 0 | 1 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 189 | 2335 | 323 | | 0 | 886 | 95 | | 0 | 0 | 599 | | 85 | 220 | 689 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 189 | 2335 | 323 | | 0 | 886 | 95 | | 0 | 0 | 599 | | 85 | 220 | 689 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 201 | 2484 | 0 | | 0 | 943 | 101 | | 0 | 0 | 637 | | 90 | 234 | 733 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 201 | 2484 | 0 | | 0 | 943 | 101 | | 0 | 0 | 637 | | 90 | 234 | 733 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 201 | 2484 | 0 | | 0 | 943 | 101 | | 0 | 0 | 637 | | 90 | 234 | 733 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.91 | 1.00 | | 1.00 | 0.91 | 0.85 | | 1.00 | 1.00 | 0.87 | | 0.80 | 0.89 | 0.89 | |
| Lanes: | 1.00 | 3.00 | 1.00 | | 0.00 | 3.00 | 1.00 | | 0.00 | 0.00 | 1.00 | | 1.00 | 0.48 | 1.52 | |
| Final Sat.: | 1805 | 5187 | 1900 | | 0 | 5187 | 1615 | | 0 | 0 | 1644 | | 1516 | 815 | 2552 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.11 | 0.48 | 0.00 | | 0.00 | 0.18 | 0.06 | | 0.00 | 0.00 | 0.39 | | 0.06 | 0.29 | 0.29 | |
| Crit Moves: | | **** | | | **** | | | | | | **** | | | | | |
| Green/Cycle: | 0.22 | 0.58 | 0.00 | | 0.00 | 0.36 | 0.36 | | 0.00 | 0.00 | 0.55 | | 0.33 | 0.33 | 0.33 | |
| Volume/Cap: | 0.51 | 0.83 | 0.00 | | 0.00 | 0.51 | 0.17 | | 0.00 | 0.00 | 0.70 | | 0.18 | 0.86 | 0.86 | |
| Delay/Veh: | 35.4 | 19.2 | 0.0 | | 0.0 | 25.4 | 22.1 | | 0.0 | 0.0 | 18.9 | | 23.8 | 38.3 | 38.3 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 35.4 | 19.2 | 0.0 | | 0.0 | 25.4 | 22.1 | | 0.0 | 0.0 | 18.9 | | 23.8 | 38.3 | 38.3 | |
| LOS by Move: | D | B | A | | A | C | C | | A | A | B | | C | D | D | |
| HCM2kAvgQ: | 5 | 24 | 0 | | 0 | 8 | 2 | | 0 | 0 | 15 | | 2 | 17 | 17 | |

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





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Folsom South of US-50 Annexation
Existing Plus RIM PM

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

Intersection #93 Hazel Ave/ EB US-50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.808
Loss Time (sec): 9 Average Delay (sec/veh): 21.3
Optimal Cycle: 70 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Ignore | | | | Ignore | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 2 | 0 1 | 0 | 0 | 2 | 0 1 | 1 | 0 | 1! | 0 1 | 0 | 0 | 0 | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1476 | 199 | | 0 | 579 | 662 | | 1401 | 0 | 94 | | 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 | 1476 | 199 | | 0 | 579 | 662 | | 1401 | 0 | 94 | | 0 | 0 | 0 | |
| User Adj: | 1.00 | 0.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 0 | 0 | 0 | | 0 | 616 | 0 | | 1490 | 0 | 100 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 0 | 0 | | 0 | 616 | 0 | | 1490 | 0 | 100 | | 0 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 0 | 0 | | 0 | 616 | 0 | | 1490 | 0 | 100 | | 0 | 0 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.95 | 1.00 | | 1.00 | 0.95 | 1.00 | | 0.72 | 1.00 | 0.72 | | 1.00 | 1.00 | 1.00 | |
| Lanes: | 0.00 | 2.00 | 1.00 | | 0.00 | 2.00 | 1.00 | | 1.94 | 0.00 | 1.06 | | 0.00 | 0.00 | 0.00 | |
| Final Sat.: | 0 | 3610 | 1900 | | 0 | 3610 | 1900 | | 2641 | 0 | 1449 | | 0 | 0 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | | 0.00 | 0.17 | 0.00 | | 0.56 | 0.00 | 0.07 | | 0.00 | 0.00 | 0.00 | |
| Crit Moves: | | | | | | **** | | | **** | | | | | | | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | | 0.00 | 0.21 | 0.00 | | 0.70 | 0.00 | 0.70 | | 0.00 | 0.00 | 0.00 | |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | | 0.00 | 0.81 | 0.00 | | 0.81 | 0.00 | 0.10 | | 0.00 | 0.00 | 0.00 | |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | | 0.0 | 43.9 | 0.0 | | 13.0 | 0.0 | 4.9 | | 0.0 | 0.0 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | | 0.0 | 43.9 | 0.0 | | 13.0 | 0.0 | 4.9 | | 0.0 | 0.0 | 0.0 | |
| LOS by Move: | A | A | A | | A | D | A | | B | A | A | | A | A | A | |
| HCM2kAvgQ: | 0 | 0 | 0 | | 0 | 10 | 0 | | 18 | 0 | 1 | | 0 | 0 | 0 | |

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

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Folsom South of US-50 Annexation
Existing Plus RIM PM

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

Intersection #94 Folsom Blvd/ WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.571
Loss Time (sec): 9 Average Delay (sec/veh): 10.0
Optimal Cycle: 39 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Ignore | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 1 | 1 | 0 | 1! | 0 | 1 | 0 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 37 | 2102 | 0 | | 0 | 716 | 1241 | | 166 | 0 | 181 | | 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: | 37 | 2102 | 0 | | 0 | 716 | 1241 | | 166 | 0 | 181 | | 0 | 0 | 0 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 39 | 2236 | 0 | | 0 | 762 | 0 | | 177 | 0 | 193 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 39 | 2236 | 0 | | 0 | 762 | 0 | | 177 | 0 | 193 | | 0 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 39 | 2236 | 0 | | 0 | 762 | 0 | | 177 | 0 | 193 | | 0 | 0 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.91 | 1.00 | | 1.00 | 0.91 | 1.00 | | 0.75 | 1.00 | 0.75 | | 1.00 | 1.00 | 1.00 | |
| Lanes: | 1.00 | 3.00 | 0.00 | | 0.00 | 3.00 | 1.00 | | 1.48 | 0.00 | 1.52 | | 0.00 | 0.00 | 0.00 | |
| Final Sat.: | 1805 | 5187 | 0 | | 0 | 5187 | 1900 | | 2113 | 0 | 2175 | | 0 | 0 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.43 | 0.00 | | 0.00 | 0.15 | 0.00 | | 0.08 | 0.00 | 0.09 | | 0.00 | 0.00 | 0.00 | |
| Crit Moves: | | **** | | | **** | | | | | | **** | | | | | |
| Green/Cycle: | 0.10 | 0.75 | 0.00 | | 0.00 | 0.66 | 0.00 | | 0.16 | 0.00 | 0.16 | | 0.00 | 0.00 | 0.00 | |
| Volume/Cap: | 0.22 | 0.57 | 0.00 | | 0.00 | 0.22 | 0.00 | | 0.54 | 0.00 | 0.57 | | 0.00 | 0.00 | 0.00 | |
| Delay/Veh: | 42.3 | 5.5 | 0.0 | | 0.0 | 6.9 | 0.0 | | 39.8 | 0.0 | 40.4 | | 0.0 | 0.0 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 42.3 | 5.5 | 0.0 | | 0.0 | 6.9 | 0.0 | | 39.8 | 0.0 | 40.4 | | 0.0 | 0.0 | 0.0 | |
| LOS by Move: | D | A | A | | A | A | A | | D | A | D | | A | A | A | |
| HCM2kAvgQ: | 1 | 11 | 0 | | 0 | 3 | 0 | | 4 | 0 | 4 | | 0 | 0 | 0 | |

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





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Folsom South of US-50 Annexation
Existing Plus RIM PM

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

Intersection #95 Folsom Blvd/ EB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 1.135
Loss Time (sec): 9 Average Delay (sec/veh): 81.1
Optimal Cycle: 180 Level Of Service: F

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Ignore | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 1 | 3 | 0 | 0 | 0 | 1 | 0 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 589 | 1179 | 0 | | 0 | 660 | 238 | | 1282 | 0 | 43 | | 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: | 589 | 1179 | 0 | | 0 | 660 | 238 | | 1282 | 0 | 43 | | 0 | 0 | 0 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 627 | 1254 | 0 | | 0 | 702 | 253 | | 1364 | 0 | 0 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 627 | 1254 | 0 | | 0 | 702 | 253 | | 1364 | 0 | 0 | | 0 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 627 | 1254 | 0 | | 0 | 702 | 253 | | 1364 | 0 | 0 | | 0 | 0 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.95 | 1.00 | | 1.00 | 0.95 | 0.85 | | 0.49 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Lanes: | 1.00 | 2.00 | 0.00 | | 0.00 | 2.00 | 1.00 | | 3.00 | 0.00 | 1.00 | | 0.00 | 0.00 | 0.00 | |
| Final Sat.: | 1805 | 3610 | 0 | | 0 | 3610 | 1615 | | 2776 | 0 | 1900 | | 0 | 0 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.35 | 0.35 | 0.00 | | 0.00 | 0.19 | 0.16 | | 0.49 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | |
| Crit Moves: | **** | | | | | **** | | | **** | | | | | | | |
| Green/Cycle: | 0.31 | 0.48 | 0.00 | | 0.00 | 0.17 | 0.17 | | 0.43 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | |
| Volume/Cap: | 1.14 | 0.73 | 0.00 | | 0.00 | 1.14 | 0.92 | | 1.14 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | |
| Delay/Veh: | 116.0 | 22.5 | 0.0 | | 0.0 | 121 | 73.4 | | 99.9 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 116.0 | 22.5 | 0.0 | | 0.0 | 121 | 73.4 | | 99.9 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | |
| LOS by Move: | F | C | A | | A | F | E | | F | A | A | | A | A | A | |
| HCM2kAvgQ: | 32 | 17 | 0 | | 0 | 18 | 9 | | 22 | 0 | 0 | | 0 | 0 | 0 | |

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

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Folsom South of US-50 Annexation
Existing Plus RIM PM

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

Intersection #96 Prairie City/ WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.456
Loss Time (sec): 6 Average Delay (sec/veh): 14.1
Optimal Cycle: 25 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Ignore | | | | Ignore | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 892 | 186 | | 0 | 869 | 92 | | 0 | 0 | 0 | | 19 | 0 | 407 | |
| Growth Adj: | 1.00 | 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 | 892 | 186 | | 0 | 869 | 92 | | 0 | 0 | 0 | | 19 | 0 | 407 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.91 | 0.91 | 0.00 | | 0.91 | 0.91 | 0.00 | | 0.91 | 0.91 | 0.91 | | 0.91 | 0.91 | 0.91 | |
| PHF Volume: | 0 | 980 | 0 | | 0 | 955 | 0 | | 0 | 0 | 0 | | 21 | 0 | 447 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 980 | 0 | | 0 | 955 | 0 | | 0 | 0 | 0 | | 21 | 0 | 447 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 980 | 0 | | 0 | 955 | 0 | | 0 | 0 | 0 | | 21 | 0 | 447 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.95 | 1.00 | | 1.00 | 0.95 | 1.00 | | 1.00 | 1.00 | 1.00 | | 0.77 | 1.00 | 0.75 | |
| Lanes: | 0.00 | 2.00 | 1.00 | | 0.00 | 2.00 | 1.00 | | 0.00 | 0.00 | 0.00 | | 2.00 | 0.00 | 2.00 | |
| Final Sat.: | 0 | 3610 | 1900 | | 0 | 3610 | 1900 | | 0 | 0 | 0 | | 2923 | 0 | 2842 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.27 | 0.00 | | 0.00 | 0.26 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.01 | 0.00 | 0.16 | |
| Crit Moves: | | **** | | | | | | | | | | | | | **** | |
| Green/Cycle: | 0.00 | 0.60 | 0.00 | | 0.00 | 0.60 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.34 | 0.00 | 0.34 | |
| Volume/Cap: | 0.00 | 0.46 | 0.00 | | 0.00 | 0.44 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.02 | 0.00 | 0.46 | |
| Delay/Veh: | 0.0 | 11.4 | 0.0 | | 0.0 | 11.3 | 0.0 | | 0.0 | 0.0 | 0.0 | | 21.6 | 0.0 | 25.8 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 11.4 | 0.0 | | 0.0 | 11.3 | 0.0 | | 0.0 | 0.0 | 0.0 | | 21.6 | 0.0 | 25.8 | |
| LOS by Move: | A | B | A | | A | B | A | | A | A | A | | C | A | C | |
| HCM2kAvgQ: | 0 | 9 | 0 | | 0 | 8 | 0 | | 0 | 0 | 0 | | 0 | 0 | 6 | |

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





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Folsom South of US-50 Annexation
Existing Plus RIM PM

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

Intersection #97 Prairie City/ EB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.396
Loss Time (sec): 6 Average Delay (sec/veh): 16.9
Optimal Cycle: 23 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 3 | 0 | 1 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 873 | 71 | | 0 | 890 | 0 | | 213 | 2 | 475 | | 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 | 873 | 71 | | 0 | 890 | 0 | | 213 | 2 | 475 | | 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: | 0.91 | 0.91 | 0.91 | | 0.91 | 0.91 | 0.91 | | 0.91 | 0.91 | 0.91 | | 0.91 | 0.91 | 0.91 | |
| PHF Volume: | 0 | 959 | 78 | | 0 | 978 | 0 | | 234 | 2 | 522 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 959 | 78 | | 0 | 978 | 0 | | 234 | 2 | 522 | | 0 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 959 | 78 | | 0 | 978 | 0 | | 234 | 2 | 522 | | 0 | 0 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.91 | 0.85 | | 1.00 | 0.91 | 1.00 | | 0.95 | 0.95 | 0.75 | | 1.00 | 1.00 | 1.00 | |
| Lanes: | 0.00 | 3.00 | 1.00 | | 0.00 | 3.00 | 1.00 | | 1.98 | 0.02 | 2.00 | | 0.00 | 0.00 | 0.00 | |
| Final Sat.: | 0 | 5187 | 1615 | | 0 | 5187 | 1900 | | 3591 | 34 | 2842 | | 0 | 0 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.18 | 0.05 | | 0.00 | 0.19 | 0.00 | | 0.07 | 0.07 | 0.18 | | 0.00 | 0.00 | 0.00 | |
| Crit Moves: | | | | | | **** | | | | | **** | | | | | |
| Green/Cycle: | 0.00 | 0.48 | 0.48 | | 0.00 | 0.48 | 0.00 | | 0.46 | 0.46 | 0.46 | | 0.00 | 0.00 | 0.00 | |
| Volume/Cap: | 0.00 | 0.39 | 0.10 | | 0.00 | 0.40 | 0.00 | | 0.14 | 0.14 | 0.40 | | 0.00 | 0.00 | 0.00 | |
| Delay/Veh: | 0.0 | 16.9 | 14.5 | | 0.0 | 17.0 | 0.0 | | 15.4 | 15.4 | 17.8 | | 0.0 | 0.0 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 16.9 | 14.5 | | 0.0 | 17.0 | 0.0 | | 15.4 | 15.4 | 17.8 | | 0.0 | 0.0 | 0.0 | |
| LOS by Move: | A | B | B | | A | B | A | | B | B | B | | A | A | A | |
| HCM2kAvgQ: | 0 | 7 | 1 | | 0 | 7 | 0 | | 2 | 2 | 6 | | 0 | 0 | 0 | |

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

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Folsom South of US-50 Annexation
Existing Plus RIM PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #98 East Bidwell St/ WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.702
Loss Time (sec): 6 Average Delay (sec/veh): 20.8
Optimal Cycle: 42 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Ignore | | | | Ignore | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1267 | 490 | | 0 | 1615 | 270 | | 0 | 0 | 0 | | 285 | 0 | 877 | |
| Growth Adj: | 1.00 | 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 | 1267 | 490 | | 0 | 1615 | 270 | | 0 | 0 | 0 | | 285 | 0 | 877 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 0 | 1348 | 0 | | 0 | 1718 | 0 | | 0 | 0 | 0 | | 303 | 0 | 933 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 1348 | 0 | | 0 | 1718 | 0 | | 0 | 0 | 0 | | 303 | 0 | 933 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 1348 | 0 | | 0 | 1718 | 0 | | 0 | 0 | 0 | | 303 | 0 | 933 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.91 | 1.00 | | 1.00 | 0.91 | 1.00 | | 1.00 | 1.00 | 1.00 | | 0.59 | 1.00 | 0.75 | |
| Lanes: | 0.00 | 3.00 | 1.00 | | 0.00 | 3.00 | 1.00 | | 0.00 | 0.00 | 0.00 | | 2.00 | 0.00 | 2.00 | |
| Final Sat.: | 0 | 5187 | 1900 | | 0 | 5187 | 1900 | | 0 | 0 | 0 | | 2237 | 0 | 2842 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.26 | 0.00 | | 0.00 | 0.33 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.14 | 0.00 | 0.33 | |
| Crit Moves: | | | | | | **** | | | | | | | | | **** | |
| Green/Cycle: | 0.00 | 0.47 | 0.00 | | 0.00 | 0.47 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.47 | 0.00 | 0.47 | |
| Volume/Cap: | 0.00 | 0.55 | 0.00 | | 0.00 | 0.70 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.29 | 0.00 | 0.70 | |
| Delay/Veh: | 0.0 | 19.1 | 0.0 | | 0.0 | 21.8 | 0.0 | | 0.0 | 0.0 | 0.0 | | 16.5 | 0.0 | 22.8 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 19.1 | 0.0 | | 0.0 | 21.8 | 0.0 | | 0.0 | 0.0 | 0.0 | | 16.5 | 0.0 | 22.8 | |
| LOS by Move: | A | B | A | | A | C | A | | A | A | A | | B | A | C | |
| HCM2kAvgQ: | 0 | 10 | 0 | | 0 | 15 | 0 | | 0 | 0 | 0 | | 3 | 0 | 14 | |

Note: Queue reported is the number of cars per lane.





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Folsom South of US-50 Annexation
Existing Plus RIM PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #99 East Bidwell St/ EB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.501
Loss Time (sec): 6 Average Delay (sec/veh): 16.5
Optimal Cycle: 27 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Ignore | | | | Ignore | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 3 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1326 | 759 | | 0 | 1202 | 697 | | 431 | 0 | 452 | | 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 | 1326 | 759 | | 0 | 1202 | 697 | | 431 | 0 | 452 | | 0 | 0 | 0 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.95 | 0.95 | 0.00 | | 0.95 | 0.95 | 0.00 | | 0.95 | 0.95 | 0.95 | | 0.95 | 0.95 | 0.95 | |
| PHF Volume: | 0 | 1396 | 0 | | 0 | 1265 | 0 | | 454 | 0 | 476 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 1396 | 0 | | 0 | 1265 | 0 | | 454 | 0 | 476 | | 0 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 1396 | 0 | | 0 | 1265 | 0 | | 454 | 0 | 476 | | 0 | 0 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.91 | 1.00 | | 1.00 | 0.91 | 1.00 | | 0.59 | 1.00 | 0.75 | | 1.00 | 1.00 | 1.00 | |
| Lanes: | 0.00 | 3.00 | 1.00 | | 0.00 | 3.00 | 1.00 | | 2.00 | 0.00 | 2.00 | | 0.00 | 0.00 | 0.00 | |
| Final Sat.: | 0 | 5187 | 1900 | | 0 | 5187 | 1900 | | 2245 | 0 | 2842 | | 0 | 0 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.27 | 0.00 | | 0.00 | 0.24 | 0.00 | | 0.20 | 0.00 | 0.17 | | 0.00 | 0.00 | 0.00 | |
| Crit Moves: | | **** | | | | | | | **** | | | | | | | |
| Green/Cycle: | 0.00 | 0.54 | 0.00 | | 0.00 | 0.54 | 0.00 | | 0.40 | 0.00 | 0.40 | | 0.00 | 0.00 | 0.00 | |
| Volume/Cap: | 0.00 | 0.50 | 0.00 | | 0.00 | 0.45 | 0.00 | | 0.50 | 0.00 | 0.42 | | 0.00 | 0.00 | 0.00 | |
| Delay/Veh: | 0.0 | 14.8 | 0.0 | | 0.0 | 14.3 | 0.0 | | 22.8 | 0.0 | 21.6 | | 0.0 | 0.0 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 14.8 | 0.0 | | 0.0 | 14.3 | 0.0 | | 22.8 | 0.0 | 21.6 | | 0.0 | 0.0 | 0.0 | |
| LOS by Move: | A | B | A | | A | B | A | | C | A | C | | A | A | A | |
| HCM2kAvgQ: | 0 | 9 | 0 | | 0 | 8 | 0 | | 6 | 0 | 6 | | 0 | 0 | 0 | |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Existing Plus RIM PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #100 El Dorado Hills Blvd/ WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.906
Loss Time (sec): 9 Average Delay (sec/veh): 27.8
Optimal Cycle: 106 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | | |
| Base Vol: | 997 | 1728 | 0 | | 0 | 592 | 679 | | 0 | 0 | 0 | | 290 | 0 | 240 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 997 | 1728 | 0 | | 0 | 592 | 679 | | 0 | 0 | 0 | | 290 | 0 | 240 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.96 | 0.96 | 0.96 | | 0.96 | 0.96 | 0.96 | | 0.96 | 0.96 | 0.96 | | 0.96 | 0.96 | 0.96 | |
| PHF Volume: | 1039 | 1800 | 0 | | 0 | 617 | 707 | | 0 | 0 | 0 | | 302 | 0 | 250 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 120 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 1039 | 1800 | 0 | | 0 | 617 | 587 | | 0 | 0 | 0 | | 302 | 0 | 250 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 1039 | 1800 | 0 | | 0 | 617 | 587 | | 0 | 0 | 0 | | 302 | 0 | 250 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.90 | 0.93 | 1.00 | | 1.00 | 0.95 | 0.85 | | 1.00 | 1.00 | 1.00 | | 0.72 | 1.00 | 0.83 | |
| Lanes: | 2.00 | 2.00 | 0.00 | | 0.00 | 2.00 | 1.00 | | 0.00 | 0.00 | 0.00 | | 2.00 | 0.00 | 1.00 | |
| Final Sat.: | 3432 | 3538 | 0 | | 0 | 3610 | 1615 | | 0 | 0 | 0 | | 2719 | 0 | 1583 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.30 | 0.51 | 0.00 | | 0.00 | 0.17 | 0.36 | | 0.00 | 0.00 | 0.00 | | 0.11 | 0.00 | 0.16 | |
| Crit Moves: | **** | | | | | | **** | | | | | | | | **** | |
| Green/Cycle: | 0.33 | 0.74 | 0.00 | | 0.00 | 0.40 | 0.40 | | 0.00 | 0.00 | 0.00 | | 0.17 | 0.00 | 0.17 | |
| Volume/Cap: | 0.91 | 0.69 | 0.00 | | 0.00 | 0.43 | 0.91 | | 0.00 | 0.00 | 0.00 | | 0.64 | 0.00 | 0.91 | |
| Delay/Veh: | 42.1 | 7.9 | 0.0 | | 0.0 | 21.8 | 44.5 | | 0.0 | 0.0 | 0.0 | | 41.2 | 0.0 | 71.3 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 42.1 | 7.9 | 0.0 | | 0.0 | 21.8 | 44.5 | | 0.0 | 0.0 | 0.0 | | 41.2 | 0.0 | 71.3 | |
| LOS by Move: | D | A | A | | A | C | D | | A | A | A | | D | A | E | |
| HCM2kAvgQ: | 17 | 16 | 0 | | 0 | 7 | 19 | | 0 | 0 | 0 | | 5 | 0 | 11 | |

Note: Queue reported is the number of cars per lane.





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Folsom South of US-50 Annexation
Existing Plus RIM PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #101 El Dorado Hills Blvd/ EB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.900
Loss Time (sec): 9 Average Delay (sec/veh): 29.3
Optimal Cycle: 103 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Ovl | | | | Ignore | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 3 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1513 | 666 | | 189 | 703 | 0 | | 0 | 0 | 766 | | 0 | 0 | 1289 | |
| Growth Adj: | 1.00 | 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 | 1513 | 666 | | 189 | 703 | 0 | | 0 | 0 | 766 | | 0 | 0 | 1289 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| PHF Adj: | 0.98 | 0.98 | 0.98 | | 0.98 | 0.98 | 0.98 | | 0.98 | 0.98 | 0.98 | | 0.98 | 0.98 | 0.00 | |
| PHF Volume: | 0 | 1544 | 680 | | 193 | 717 | 0 | | 0 | 0 | 782 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 1544 | 680 | | 193 | 717 | 0 | | 0 | 0 | 782 | | 0 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| FinalVolume: | 0 | 1544 | 680 | | 193 | 717 | 0 | | 0 | 0 | 782 | | 0 | 0 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.97 | 0.89 | 0.83 | | 0.93 | 0.93 | 1.00 | | 1.00 | 1.00 | 0.73 | | 1.00 | 1.00 | 1.00 | |
| Lanes: | 2.00 | 3.00 | 1.00 | | 1.00 | 2.00 | 0.00 | | 0.00 | 0.00 | 2.00 | | 0.00 | 0.00 | 1.00 | |
| Final Sat.: | 3686 | 5083 | 1583 | | 1769 | 3538 | 0 | | 0 | 0 | 2786 | | 0 | 0 | 1900 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.30 | 0.43 | | 0.11 | 0.20 | 0.00 | | 0.00 | 0.00 | 0.28 | | 0.00 | 0.00 | 0.00 | |
| Crit Moves: | | | **** | | **** | | | | | | **** | | | | | |
| Green/Cycle: | 0.00 | 0.48 | 0.48 | | 0.12 | 0.60 | 0.00 | | 0.00 | 0.00 | 0.31 | | 0.00 | 0.00 | 0.00 | |
| Volume/Cap: | 0.00 | 0.64 | 0.90 | | 0.90 | 0.34 | 0.00 | | 0.00 | 0.00 | 0.90 | | 0.00 | 0.00 | 0.00 | |
| Delay/Veh: | 0.0 | 20.2 | 37.8 | | 78.8 | 10.2 | 0.0 | | 0.0 | 0.0 | 45.2 | | 0.0 | 0.0 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 20.2 | 37.8 | | 78.8 | 10.2 | 0.0 | | 0.0 | 0.0 | 45.2 | | 0.0 | 0.0 | 0.0 | |
| LOS by Move: | A | C | D | | E | B | A | | A | A | D | | A | A | A | |
| HCM2kAvgQ: | 0 | 12 | 19 | | 7 | 6 | 0 | | 0 | 0 | 17 | | 0 | 0 | 0 | |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Existing Plus RIM PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #102 Sunrise Rd/ Jackson Hwy-SR16

Cycle (sec): 100 Critical Vol./Cap. (X): 0.926
Loss Time (sec): 12 Average Delay (sec/veh): 41.4
Optimal Cycle: 123 Level Of Service: D

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 1 | 221 | 45 | | 229 | 726 | 76 | | 70 | 670 | 12 | | 70 | 228 | 117 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 1 | 221 | 45 | | 229 | 726 | 76 | | 70 | 670 | 12 | | 70 | 228 | 117 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.95 | 0.95 | 0.95 | | 0.95 | 0.95 | 0.95 | | 0.95 | 0.95 | 0.95 | | 0.95 | 0.95 | 0.95 | |
| PHF Volume: | 1 | 233 | 47 | | 241 | 764 | 80 | | 74 | 705 | 13 | | 74 | 240 | 123 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 1 | 233 | 47 | | 241 | 764 | 80 | | 74 | 705 | 13 | | 74 | 240 | 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 | |
| FinalVolume: | 1 | 233 | 47 | | 241 | 764 | 80 | | 74 | 705 | 13 | | 74 | 240 | 123 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.98 | 0.98 | | 0.95 | 1.00 | 0.85 | | 0.95 | 1.00 | 0.85 | | 0.95 | 1.00 | 0.85 | |
| Lanes: | 1.00 | 0.83 | 0.17 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Final Sat.: | 1805 | 1539 | 313 | | 1805 | 1900 | 1615 | | 1805 | 1900 | 1615 | | 1805 | 1900 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.15 | 0.15 | | 0.13 | 0.40 | 0.05 | | 0.04 | 0.37 | 0.01 | | 0.04 | 0.13 | 0.08 | |
| Crit Moves: | **** | | | | | **** | | | | **** | | | **** | | | |
| Green/Cycle: | 0.00 | 0.23 | 0.23 | | 0.20 | 0.43 | 0.54 | | 0.11 | 0.40 | 0.40 | | 0.04 | 0.34 | 0.54 | |
| Volume/Cap: | 0.93 | 0.65 | 0.65 | | 0.65 | 0.93 | 0.09 | | 0.38 | 0.93 | 0.02 | | 0.93 | 0.38 | 0.14 | |
| Delay/Veh: | 796.1 | 38.5 | 38.5 | | 40.8 | 42.9 | 11.0 | | 42.6 | 45.7 | 18.1 | | 123.6 | 25.6 | 11.5 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 796.1 | 38.5 | 38.5 | | 40.8 | 42.9 | 11.0 | | 42.6 | 45.7 | 18.1 | | 123.6 | 25.6 | 11.5 | |
| LOS by Move: | F | D | D | | D | D | B | | D | D | B | | F | C | B | |
| HCM2kAvgQ: | 0 | 7 | 7 | | 7 | 24 | 1 | | 2 | 25 | 0 | | 3 | 5 | 2 | |

Note: Queue reported is the number of cars per lane.





PM Existing Plus RIM Wed Jul 22, 2009 10:46:24 Page 88-1

Folsom South of US-50 Annexation
Existing Plus RIM PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #103 Grant Line Rd/ Jackson Rd- SR16

Cycle (sec): 100 Critical Vol./Cap. (X): 1.130
Loss Time (sec): 12 Average Delay (sec/veh): 99.9
Optimal Cycle: 180 Level Of Service: F

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Split Phase | | | | Split Phase | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 1! | 0 | 0 | 0 | 0 | 1! | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 1 | 265 | 47 | | 69 | 418 | 78 | | 60 | 877 | 4 | | 50 | 335 | 15 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 1 | 265 | 47 | | 69 | 418 | 78 | | 60 | 877 | 4 | | 50 | 335 | 15 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.97 | 0.97 | 0.97 | | 0.97 | 0.97 | 0.97 | | 0.97 | 0.97 | 0.97 | | 0.97 | 0.97 | 0.97 | |
| PHF Volume: | 1 | 273 | 48 | | 71 | 431 | 80 | | 62 | 904 | 4 | | 52 | 345 | 15 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 1 | 273 | 48 | | 71 | 431 | 80 | | 62 | 904 | 4 | | 52 | 345 | 15 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 1 | 273 | 48 | | 71 | 431 | 80 | | 62 | 904 | 4 | | 52 | 345 | 15 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.98 | 0.98 | 0.98 | | 0.98 | 0.98 | 0.98 | | 0.95 | 1.00 | 1.00 | | 0.95 | 0.99 | 0.99 | |
| Lanes: | 0.01 | 0.84 | 0.15 | | 0.12 | 0.74 | 0.14 | | 1.00 | 0.99 | 0.01 | | 1.00 | 0.96 | 0.04 | |
| Final Sat.: | 6 | 1576 | 280 | | 226 | 1371 | 256 | | 1805 | 1889 | 9 | | 1805 | 1808 | 81 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.17 | 0.17 | 0.17 | | 0.31 | 0.31 | 0.31 | | 0.03 | 0.48 | 0.48 | | 0.03 | 0.19 | 0.19 | |
| Crit Moves: | **** | | | | **** | | | | | **** | | | **** | | | |
| Green/Cycle: | 0.15 | 0.15 | 0.15 | | 0.28 | 0.28 | 0.28 | | 0.07 | 0.42 | 0.42 | | 0.03 | 0.38 | 0.38 | |
| Volume/Cap: | 1.13 | 1.13 | 1.13 | | 1.13 | 1.13 | 1.13 | | 0.50 | 1.13 | 1.13 | | 1.13 | 0.50 | 0.50 | |
| Delay/Veh: | 135.5 | 135 | 135.5 | | 116.8 | 117 | 116.8 | | 48.2 | 103 | 102.9 | | 222.8 | 24.3 | 24.3 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 135.5 | 135 | 135.5 | | 116.8 | 117 | 116.8 | | 48.2 | 103 | 102.9 | | 222.8 | 24.3 | 24.3 | |
| LOS by Move: | F | F | F | | F | F | F | | D | F | F | | F | C | C | |
| HCM2kAvgQ: | 18 | 18 | 18 | | 26 | 26 | 26 | | 2 | 42 | 42 | | 3 | 8 | 8 | |

Note: Queue reported is the number of cars per lane.

Folsom South of US-50 Annexation
Existing Plus RIM PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #104 Oak Ave Pkwy/ WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.360
Loss Time (sec): 6 Average Delay (sec/veh): 5.5
Optimal Cycle: 22 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Ignore | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1004 | 447 | | 0 | 678 | 418 | | 0 | 0 | 0 | | 95 | 0 | 99 | |
| Growth Adj: | 1.00 | 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 | 1004 | 447 | | 0 | 678 | 418 | | 0 | 0 | 0 | | 95 | 0 | 99 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 0 | 1068 | 0 | | 0 | 721 | 445 | | 0 | 0 | 0 | | 101 | 0 | 105 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 1068 | 0 | | 0 | 721 | 445 | | 0 | 0 | 0 | | 101 | 0 | 105 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 1068 | 0 | | 0 | 721 | 445 | | 0 | 0 | 0 | | 101 | 0 | 105 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.95 | 1.00 | | 1.00 | 0.95 | 0.85 | | 1.00 | 1.00 | 1.00 | | 0.62 | 1.00 | 0.75 | |
| Lanes: | 0.00 | 2.00 | 1.00 | | 0.00 | 2.00 | 1.00 | | 0.00 | 0.00 | 0.00 | | 2.00 | 0.00 | 2.00 | |
| Final Sat.: | 0 | 3610 | 1900 | | 0 | 3610 | 1615 | | 0 | 0 | 0 | | 2352 | 0 | 2842 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.30 | 0.00 | | 0.00 | 0.20 | 0.28 | | 0.00 | 0.00 | 0.00 | | 0.04 | 0.00 | 0.04 | |
| Crit Moves: | | **** | | | | | | | | | | | **** | | | |
| Green/Cycle: | 0.00 | 0.82 | 0.00 | | 0.00 | 0.82 | 0.82 | | 0.00 | 0.00 | 0.00 | | 0.12 | 0.00 | 0.12 | |
| Volume/Cap: | 0.00 | 0.36 | 0.00 | | 0.00 | 0.24 | 0.34 | | 0.00 | 0.00 | 0.00 | | 0.36 | 0.00 | 0.31 | |
| Delay/Veh: | 0.0 | 2.4 | 0.0 | | 0.0 | 2.0 | 2.4 | | 0.0 | 0.0 | 0.0 | | 41.3 | 0.0 | 40.8 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 2.4 | 0.0 | | 0.0 | 2.0 | 2.4 | | 0.0 | 0.0 | 0.0 | | 41.3 | 0.0 | 40.8 | |
| LOS by Move: | A | A | A | | A | A | A | | A | A | A | | D | A | D | |
| HCM2kAvgQ: | 0 | 4 | 0 | | 0 | 3 | 3 | | 0 | 0 | 0 | | 2 | 0 | 2 | |

Note: Queue reported is the number of cars per lane.





Folsom South of US-50 Annexation
Existing Plus RIM PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #105 Oak Ave Pkwy/ EB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.606
Loss Time (sec): 6 Average Delay (sec/veh): 20.3
Optimal Cycle: 33 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 2 | 0 | 1 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 673 | 73 | | 0 | 419 | 94 | | 778 | 0 | 266 | | 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 | 673 | 73 | | 0 | 419 | 94 | | 778 | 0 | 266 | | 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: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 0 | 716 | 78 | | 0 | 446 | 100 | | 828 | 0 | 283 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 716 | 78 | | 0 | 446 | 100 | | 828 | 0 | 283 | | 0 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 716 | 78 | | 0 | 446 | 100 | | 828 | 0 | 283 | | 0 | 0 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.95 | 0.85 | | 1.00 | 0.95 | 0.85 | | 0.59 | 1.00 | 0.75 | | 1.00 | 1.00 | 1.00 | |
| Lanes: | 0.00 | 2.00 | 1.00 | | 0.00 | 2.00 | 1.00 | | 2.00 | 0.00 | 2.00 | | 0.00 | 0.00 | 0.00 | |
| Final Sat.: | 0 | 3610 | 1615 | | 0 | 3610 | 1615 | | 2226 | 0 | 2842 | | 0 | 0 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.20 | 0.05 | | 0.00 | 0.12 | 0.06 | | 0.37 | 0.00 | 0.10 | | 0.00 | 0.00 | 0.00 | |
| Crit Moves: | | **** | | | | | | | **** | | | | | | | |
| Green/Cycle: | 0.00 | 0.33 | 0.33 | | 0.00 | 0.33 | 0.33 | | 0.61 | 0.00 | 0.61 | | 0.00 | 0.00 | 0.00 | |
| Volume/Cap: | 0.00 | 0.61 | 0.15 | | 0.00 | 0.38 | 0.19 | | 0.61 | 0.00 | 0.16 | | 0.00 | 0.00 | 0.00 | |
| Delay/Veh: | 0.0 | 29.2 | 23.9 | | 0.0 | 26.0 | 24.3 | | 12.7 | 0.0 | 8.4 | | 0.0 | 0.0 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 29.2 | 23.9 | | 0.0 | 26.0 | 24.3 | | 12.7 | 0.0 | 8.4 | | 0.0 | 0.0 | 0.0 | |
| LOS by Move: | A | C | C | | A | C | C | | B | A | A | | A | A | A | |
| HCM2kAvgQ: | 0 | 10 | 2 | | 0 | 5 | 2 | | 9 | 0 | 2 | | 0 | 0 | 0 | |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Existing Plus RIM PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #106 Empire Ranch Rd/ WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.357
Loss Time (sec): 6 Average Delay (sec/veh): 12.2
Optimal Cycle: 22 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Permitted | | | Permitted | | | Permitted | | | Permitted | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 0 | 0 3 | 0 1 | 0 | 0 3 | 0 1 | 0 | 0 0 | 0 0 | 2 | 0 0 | 0 2 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 644 | 342 | 0 | 390 | 159 | 0 | 0 | 0 | 235 | 0 | 213 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 644 | 342 | 0 | 390 | 159 | 0 | 0 | 0 | 235 | 0 | 213 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 0 | 685 | 364 | 0 | 415 | 169 | 0 | 0 | 0 | 250 | 0 | 227 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 685 | 364 | 0 | 415 | 169 | 0 | 0 | 0 | 250 | 0 | 227 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 0 | 685 | 364 | 0 | 415 | 169 | 0 | 0 | 0 | 250 | 0 | 227 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 0.91 | 0.85 | 1.00 | 0.91 | 0.85 | 1.00 | 1.00 | 1.00 | 0.59 | 1.00 | 0.75 |
| Lanes: | 0.00 | 3.00 | 1.00 | 0.00 | 3.00 | 1.00 | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 2.00 |
| Final Sat.: | 0 | 5187 | 1615 | 0 | 5187 | 1615 | 0 | 0 | 0 | 2260 | 0 | 2842 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.13 | 0.23 | 0.00 | 0.08 | 0.10 | 0.00 | 0.00 | 0.00 | 0.11 | 0.00 | 0.08 |
| Crit Moves: | | | **** | | | | | | | **** | | |
| Green/Cycle: | 0.00 | 0.63 | 0.63 | 0.00 | 0.63 | 0.63 | 0.00 | 0.00 | 0.00 | 0.31 | 0.00 | 0.31 |
| Volume/Cap: | 0.00 | 0.21 | 0.36 | 0.00 | 0.13 | 0.17 | 0.00 | 0.00 | 0.00 | 0.36 | 0.00 | 0.26 |
| Delay/Veh: | 0.0 | 7.9 | 9.0 | 0.0 | 7.4 | 7.7 | 0.0 | 0.0 | 0.0 | 27.1 | 0.0 | 26.1 |
| 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: | 0.0 | 7.9 | 9.0 | 0.0 | 7.4 | 7.7 | 0.0 | 0.0 | 0.0 | 27.1 | 0.0 | 26.1 |
| LOS by Move: | A | A | A | A | A | A | A | A | A | C | A | C |
| HCM2kAvgQ: | 0 | 3 | 5 | 0 | 2 | 2 | 0 | 0 | 0 | 3 | 0 | 3 |

Note: Queue reported is the number of cars per lane.





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Folsom South of US-50 Annexation
Existing Plus RIM PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #107 Empire Ranch Rd/ EB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.352
Loss Time (sec): 6 Average Delay (sec/veh): 18.8
Optimal Cycle: 22 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Permitted | | | Permitted | | | Permitted | | | Permitted | | |
| Rights: | Ignore | | | Ignore | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 0 | 0 3 | 0 1 | 0 | 0 3 | 0 1 | 2 | 0 0 | 0 2 | 0 | 0 0 | 0 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 517 | 301 | 0 | 436 | 189 | 469 | 0 | 282 | 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 | 517 | 301 | 0 | 436 | 189 | 469 | 0 | 282 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.00 | 0.94 | 0.94 | 0.00 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 0 | 550 | 0 | 0 | 464 | 0 | 499 | 0 | 300 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 550 | 0 | 0 | 464 | 0 | 499 | 0 | 300 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 550 | 0 | 0 | 464 | 0 | 499 | 0 | 300 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 0.91 | 1.00 | 1.00 | 0.91 | 1.00 | 0.58 | 1.00 | 0.75 | 1.00 | 1.00 | 1.00 |
| Lanes: | 0.00 | 3.00 | 1.00 | 0.00 | 3.00 | 1.00 | 2.00 | 0.00 | 2.00 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 0 | 5187 | 1900 | 0 | 5187 | 1900 | 2219 | 0 | 2842 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.11 | 0.00 | 0.00 | 0.09 | 0.00 | 0.22 | 0.00 | 0.11 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | | **** | | | | | **** | | | | | |
| Green/Cycle: | 0.00 | 0.30 | 0.00 | 0.00 | 0.30 | 0.00 | 0.64 | 0.00 | 0.64 | 0.00 | 0.00 | 0.00 |
| Volume/Cap: | 0.00 | 0.35 | 0.00 | 0.00 | 0.30 | 0.00 | 0.35 | 0.00 | 0.17 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 27.4 | 0.0 | 0.0 | 26.9 | 0.0 | 8.6 | 0.0 | 7.3 | 0.0 | 0.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 27.4 | 0.0 | 0.0 | 26.9 | 0.0 | 8.6 | 0.0 | 7.3 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | A | C | A | A | C | A | A | A | A | A | A | A |
| HCM2kAvgQ: | 0 | 5 | 0 | 0 | 4 | 0 | 4 | 0 | 2 | 0 | 0 | 0 |

Note: Queue reported is the number of cars per lane.

LEVEL OF SERVICE WORKSHEETS

# EXISTING CONDITIONS
# CENTRALIZED DEVELOPMENT (CD) ALTERNATIVE
# AM PEAK HOUR

Folsom South of US-50 Annexation
Existing Plus CD AM

Impact Analysis Report
Level Of Service

| Intersection | Base LOS | Base Del/ Veh | Base V/ C | Future LOS | Future Del/ Veh | Future V/ C | Change in |
|---|---|---|---|---|---|---|---|
| # 1 Folsom Blvd/ Blue Ravine Rd | D | 39.9 | 0.825 | D | 39.9 | 0.825 | + 0.000 D/V |
| # 2 Sibly Street/ Blue Ravine Road | E | 56.1 | 1.010 | E | 56.1 | 1.010 | + 0.000 D/V |
| # 3 Oak Avenue Parkway/ Blue Ravin | C | 25.5 | 0.539 | C | 25.5 | 0.539 | + 0.000 D/V |
| # 4 Empire Ranch Road/ Natoma Stre | C | 18.0 | 0.760 | C | 18.0 | 0.760 | + 0.000 V/C |
| # 5 Oak Avenue Parkway/ Riley Stre | C | 22.0 | 0.608 | C | 22.0 | 0.608 | + 0.000 D/V |
| # 6 Oak Avenue Parkway/ East Bidwe | C | 27.2 | 0.461 | C | 27.2 | 0.461 | + 0.000 D/V |
| # 7 East Bidwell St/Nesmith Ct | B | 12.2 | 0.524 | B | 12.2 | 0.524 | + 0.000 D/V |
| # 8 East Bidwell St/Scholar Way | B | 11.6 | 0.461 | B | 11.6 | 0.461 | + 0.000 D/V |
| # 9 East Bidwell St/Power Center D | A | 7.4 | 0.378 | A | 7.4 | 0.378 | + 0.000 D/V |
| # 10 Broadstone Pkwy/ East Bidwell | C | 22.3 | 0.497 | C | 22.3 | 0.497 | + 0.000 D/V |
| # 11 Empire Ranch Road/ Broadstone | B | 12.7 | 0.466 | B | 12.7 | 0.466 | + 0.000 V/C |
| # 12 Oak Avenue Prky / Haverhill Dr | B | 17.9 | 0.489 | B | 17.9 | 0.489 | + 0.000 D/V |
| # 13 Oak Avenue Prky / Haldion Wy | B | 17.1 | 0.471 | B | 17.1 | 0.471 | + 0.000 D/V |
| # 14 Folsom Blvd/ Iron Point Road | C | 27.8 | 0.908 | C | 27.8 | 0.908 | + 0.000 D/V |
| # 15 Prairie City Rd/ Iron Point Rd | C | 31.0 | 0.848 | C | 31.0 | 0.848 | + 0.000 D/V |
| # 16 Grover Rd/ Iron Point Rd | B | 19.4 | 0.501 | B | 19.4 | 0.501 | + 0.000 D/V |
| # 17 McAdoo Dr/ Iron Point Rd | C | 23.6 | 0.575 | C | 23.6 | 0.575 | + 0.000 D/V |
| # 18 Oak Ave Pkwy/ Iron Point Rd | C | 31.7 | 0.517 | C | 31.7 | 0.517 | + 0.000 D/V |
| # 19 Rowberry Dr/ Iron Point Rd | C | 26.1 | 0.530 | C | 26.1 | 0.530 | + 0.000 D/V |
| # 20 Broadstone Pkwy/ Iron Point Rd | B | 19.9 | 0.293 | B | 19.9 | 0.293 | + 0.000 D/V |
| # 21 East Bidwell St/ Iron Point Rd | C | 20.2 | 0.556 | C | 20.2 | 0.556 | + 0.000 D/V |
| # 22 Cavitt Dr/ Iron Point Rd | C | 23.0 | 0.110 | C | 23.0 | 0.110 | + 0.000 D/V |
| # 23 Serpa Way / Iron Point Rd | C | 26.1 | 0.074 | C | 26.1 | 0.074 | + 0.000 D/V |
| # 24 Empire Ranch Road/ Iron Point | B | 16.7 | 0.347 | B | 16.7 | 0.347 | + 0.000 D/V |

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Folsom South of US-50 Annexation
Existing Plus CD AM

| Intersection | Base LOS | Base Del/ Veh | Base V/ C | Future LOS | Future Del/ Veh | Future V/ C | Change in |
|---|---|---|---|---|---|---|---|
| # 25 Prairie City Rd/ High School | C | 24.5 | 0.718 | C | 24.5 | 0.718 | + 0.000 D/V |
| # 26 East Bidwell / Placerville Roa | A | 7.8 | 0.547 | A | 7.8 | 0.547 | + 0.000 D/V |
| # 27 Prairie City Rd/ White Rock Rd | B | 18.6 | 0.314 | B | 18.6 | 0.314 | + 0.000 D/V |
| # 28 Scott Rd (South)/ White Rock R | B | 13.7 | 0.186 | B | 13.7 | 0.186 | + 0.000 D/V |
| # 29 Scott Rd (North)/ White Rock R | C | 20.2 | 0.284 | C | 20.2 | 0.284 | + 0.000 D/V |
| # 30 Placerville Rd/ White Rock Rd | B | 10.4 | 0.204 | B | 10.4 | 0.204 | + 0.000 D/V |
| # 31 Empire Ranch Rd/ North Rd | B | 14.4 | 0.165 | B | 14.4 | 0.165 | + 0.000 D/V |
| # 32 Prairie City Rd/ Easton Valley | B | 19.5 | 0.495 | B | 19.5 | 0.495 | + 0.000 D/V |
| # 33 Oak Ave Pkwy/ Easton Valley Pk | C | 27.9 | 0.569 | C | 27.9 | 0.569 | + 0.000 D/V |
| # 34 RowberryDr/ Easton Valley Pkwy | B | 14.4 | 0.436 | B | 14.4 | 0.436 | + 0.000 D/V |
| # 35 1st St/ Easton Valley Pkwy | C | 26.5 | 0.597 | C | 26.5 | 0.597 | + 0.000 D/V |
| # 36 2nd St/ Easton Valley Pkwy | C | 23.7 | 0.409 | C | 23.7 | 0.409 | + 0.000 D/V |
| # 37 3rd St/ Easton Valley Pkwy | B | 19.6 | 0.318 | B | 19.6 | 0.318 | + 0.000 D/V |
| # 38 Scott Rd (North)/ Easton Valle | C | 30.7 | 0.614 | C | 30.7 | 0.614 | + 0.000 D/V |
| # 39 4th St/ Easton Valley Pkwy | C | 25.1 | 0.277 | C | 25.1 | 0.277 | + 0.000 D/V |
| # 40 Placerville Rd/ Easton Valley | B | 14.8 | 0.220 | B | 14.8 | 0.220 | + 0.000 D/V |
| # 41 Hillside Dr/ Easton Valley Pkw | C | 19.2 | 0.175 | C | 19.2 | 0.175 | + 0.000 D/V |
| # 42 Empire Ranch Rd/ Easton Valley | B | 11.5 | 0.248 | B | 11.5 | 0.248 | + 0.000 D/V |
| # 43 Prairie City Rd/Middle Rd | B | 12.3 | 0.070 | B | 12.3 | 0.070 | + 0.000 D/V |
| # 44 Oak Ave Pkwy/Middle Rd | C | 22.4 | 0.186 | C | 22.4 | 0.186 | + 0.000 D/V |
| # 45 Scott Rd (North)/ Street "B" | C | 29.3 | 0.608 | C | 29.3 | 0.608 | + 0.000 D/V |
| # 46 East Rd/Street "B" | B | 11.3 | 0.469 | B | 11.3 | 0.469 | + 0.000 V/C |
| # 47 Prairie City Rd/Street "A" | C | 18.4 | 0.347 | C | 18.4 | 0.347 | + 0.000 D/V |
| # 48 Oak Ave Pkwy/Street "A" | B | 13.3 | 0.415 | B | 13.3 | 0.415 | + 0.000 V/C |
| # 49 West Rd/Street "A" | B | 11.8 | 0.548 | B | 11.8 | 0.548 | + 0.000 V/C |

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Folsom South of US-50 Annexation
Existing Plus CD AM

| Intersection | Base LOS | Base Del/ Veh | Base V/ C | Future LOS | Future Del/ Veh | Future V/ C | Change in |
|---|---|---|---|---|---|---|---|
| # 50 Scott Rd (North)/ Street "A" | C | 31.6 | 0.508 | C | 31.6 | 0.508 | + 0.000 D/V |
| # 51 East Rd/Street "A" | B | 11.1 | 0.511 | B | 11.1 | 0.511 | + 0.000 V/C |
| # 52 Placerville Rd/ Street "A" | A | 9.2 | 0.318 | A | 9.2 | 0.318 | + 0.000 V/C |
| # 53 Empire Ranch Rd/Street "A" | A | 8.9 | 0.022 | A | 8.9 | 0.022 | + 0.000 D/V |
| # 54 Scott Rd (North)/South Rd | C | 28.7 | 0.297 | C | 28.7 | 0.297 | + 0.000 D/V |
| # 55 Oak Ave Pkwy/ White Rock Rd | B | 14.5 | 0.259 | B | 14.5 | 0.259 | + 0.000 D/V |
| # 56 Empire Ranch Rd/ White Rock Rd | A | 1.8 | 0.191 | A | 1.8 | 0.191 | + 0.000 D/V |
| # 57 Hazel Blvd/ Gold Country | C | xxxxx | 0.729 | C | xxxxx | 0.729 | + 0.000 V/C |
| # 58 Hazel Ave/ Folsom Blvd | B | xxxxx | 0.615 | B | xxxxx | 0.615 | + 0.000 V/C |
| # 59 Grant Line Rd/ White Rock Rd | F | 62.6 | 0.561 | F | 62.6 | 0.561 | + 0.000 D/V |
| # 60 Grantline Rd/ Sunrise Rd | D | xxxxx | 0.832 | D | xxxxx | 0.832 | + 0.000 V/C |
| # 65 Sunrise Blvd/ White Rock Rd | B | xxxxx | 0.650 | B | xxxxx | 0.650 | + 0.000 V/C |
| # 66 Fitzgerald Road / White Rock R | C | 17.8 | 0.792 | C | 17.8 | 0.792 | + 0.000 V/C |
| # 67 Sunrise Blvd/ Douglas Rd | C | xxxxx | 0.788 | C | xxxxx | 0.788 | + 0.000 V/C |
| # 68 Grant Line Rd/ Douglas Rd | D | 30.2 | 0.381 | D | 30.2 | 0.381 | + 0.000 D/V |
| # 69 Grant Line Road / Kiefer Boule | C | 19.4 | 0.828 | C | 19.4 | 0.828 | + 0.000 V/C |
| # 83 White Rock Rd/ Carson Crossing | D | 26.8 | 0.112 | D | 26.8 | 0.112 | + 0.000 D/V |
| # 84 White Rock Rd/ Stonebriar Rd | B | 18.5 | 0.488 | B | 18.5 | 0.488 | + 0.000 D/V |
| # 85 White Rock Rd/ Windfield Way | D | 33.9 | 0.406 | D | 33.9 | 0.406 | + 0.000 D/V |
| # 86 White Rock Rd/ Latrobe Rd | C | 29.4 | 0.556 | C | 29.4 | 0.556 | + 0.000 D/V |
| # 87 White Rock Rd/ Valley View Pkw | B | 16.7 | 0.478 | B | 16.7 | 0.478 | + 0.000 D/V |
| # 88 El Dorado Hills Blvd/Serrano P | C | 31.5 | 0.828 | C | 31.5 | 0.828 | + 0.000 D/V |
| # 89 El Dorado Hills Blvd/Saratoga | C | 22.7 | 0.661 | C | 22.7 | 0.661 | + 0.000 D/V |
| # 90 El Dorado Hills Blvd/Park Driv | B | 11.5 | 0.484 | B | 11.5 | 0.484 | + 0.000 D/V |
| # 91 Latrobe Rd/ Town Center Blvd | B | 15.9 | 0.428 | B | 15.9 | 0.428 | + 0.000 D/V |





Folsom South of US-50 Annexation
Existing Plus CD AM

| Intersection | Base LOS | Base Del/ Veh | Base V/ C | Future LOS | Future Del/ Veh | Future V/ C | Change in |
|---|---|---|---|---|---|---|---|
| # 92 Hazel Blvd/ Tributary- WB US 5 | C | 29.1 | 0.825 | C | 29.1 | 0.825 | + 0.000 D/V |
| # 93 Hazel Ave/ EB US-50 Ramps | C | 20.4 | 0.617 | C | 20.4 | 0.617 | + 0.000 D/V |
| # 94 Folsom Blvd/ WB US 50 Ramps | A | 7.6 | 0.455 | A | 7.6 | 0.455 | + 0.000 D/V |
| # 95 Folsom Blvd/ EB US 50 Ramps | D | 48.8 | 1.004 | D | 48.8 | 1.004 | + 0.000 D/V |
| # 96 Prairie City/ WB US 50 Ramps | C | 29.6 | 0.918 | C | 29.6 | 0.918 | + 0.000 D/V |
| # 97 Prairie City/ EB US 50 Ramps | B | 15.6 | 0.526 | B | 15.6 | 0.526 | + 0.000 D/V |
| # 98 East Bidwell St/ WB US 50 Ramp | C | 20.7 | 0.624 | C | 20.7 | 0.624 | + 0.000 D/V |
| # 99 East Bidwell St/ EB US 50 Ramp | B | 13.8 | 0.527 | B | 13.8 | 0.527 | + 0.000 D/V |
| #100 El Dorado Hills Blvd/ WB US 50 | D | 50.2 | 1.054 | D | 50.2 | 1.054 | + 0.000 D/V |
| #101 El Dorado Hills Blvd/ EB US 50 | C | 34.3 | 0.876 | C | 34.3 | 0.876 | + 0.000 D/V |
| #102 Sunrise Rd/ Jackson Hwy-SR16 | E | 63.9 | 1.036 | E | 63.9 | 1.036 | + 0.000 D/V |
| #103 Grant Line Rd/ Jackson Rd- SR1 | F | 126.4 | 1.215 | F | 126.4 | 1.215 | + 0.000 D/V |
| #104 Oak Ave Pkwy/ WB US 50 Ramps | A | 10.0 | 0.429 | A | 10.0 | 0.429 | + 0.000 D/V |
| #105 Oak Ave Pkwy/ EB US 50 Ramps | B | 18.7 | 0.464 | B | 18.7 | 0.464 | + 0.000 D/V |
| #106 Empire Ranch Rd/ WB US 50 Ramp | B | 14.5 | 0.558 | B | 14.5 | 0.558 | + 0.000 D/V |
| #107 Empire Ranch Rd/ EB US 50 Ramp | B | 14.9 | 0.201 | B | 14.9 | 0.201 | + 0.000 D/V |

AM Existing Plus CD Thu May 7, 2009 15:54:10 Page 3-1

Folsom South of US-50 Annexation
Existing Plus CD AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #1 Folsom Blvd/ Blue Ravine Rd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.825
Loss Time (sec): 15 Average Delay (sec/veh): 39.9
Optimal Cycle: 97 Level Of Service: D

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 2 | 0 1 | 1 | 0 | 2 | 0 1 | 1 | 0 | 1 | 0 1 | 2 | 0 | 1 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 200 | 846 | 209 | | 500 | 1448 | 53 | | 34 | 39 | 32 | | 538 | 294 | 369 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 200 | 846 | 209 | | 500 | 1448 | 53 | | 34 | 39 | 32 | | 538 | 294 | 369 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.95 | 0.95 | 0.95 | | 0.95 | 0.95 | 0.95 | | 0.95 | 0.95 | 0.95 | | 0.95 | 0.95 | 0.95 | |
| PHF Volume: | 211 | 891 | 220 | | 526 | 1524 | 56 | | 36 | 41 | 34 | | 566 | 309 | 388 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 211 | 891 | 220 | | 526 | 1524 | 56 | | 36 | 41 | 34 | | 566 | 309 | 388 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 211 | 891 | 220 | | 526 | 1524 | 56 | | 36 | 41 | 34 | | 566 | 309 | 388 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.95 | 0.85 | | 0.95 | 0.95 | 0.85 | | 0.95 | 1.00 | 0.85 | | 0.92 | 1.00 | 0.85 | |
| Lanes: | 1.00 | 2.00 | 1.00 | | 1.00 | 2.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 2.00 | 1.00 | 1.00 | |
| Final Sat.: | 1805 | 3610 | 1615 | | 1805 | 3610 | 1615 | | 1805 | 1900 | 1615 | | 3502 | 1900 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.12 | 0.25 | 0.14 | | 0.29 | 0.42 | 0.03 | | 0.02 | 0.02 | 0.02 | | 0.16 | 0.16 | 0.24 | |
| Crit Moves: | | **** | | | **** | | | | | **** | | | **** | | | |
| Green/Cycle: | 0.14 | 0.30 | 0.50 | | 0.35 | 0.51 | 0.54 | | 0.02 | 0.03 | 0.17 | | 0.20 | 0.20 | 0.55 | |
| Volume/Cap: | 0.83 | 0.82 | 0.28 | | 0.82 | 0.83 | 0.06 | | 0.82 | 0.82 | 0.12 | | 0.82 | 0.82 | 0.44 | |
| Delay/Veh: | 69.4 | 44.4 | 17.9 | | 44.0 | 28.0 | 13.4 | | 130.2 | 125 | 42.7 | | 54.3 | 59.6 | 16.2 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 69.4 | 44.4 | 17.9 | | 44.0 | 28.0 | 13.4 | | 130.2 | 125 | 42.7 | | 54.3 | 59.6 | 16.2 | |
| LOS by Move: | E | D | B | | D | C | B | | F | F | D | | D | E | B | |
| HCM2kAvgQ: | 8 | 16 | 4 | | 20 | 27 | 1 | | 3 | 3 | 1 | | 10 | 10 | 8 | |

Note: Queue reported is the number of cars per lane.





AM Existing Plus CD Thu May 7, 2009 15:54:10 Page 4-1

Folsom South of US-50 Annexation
Existing Plus CD AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #2 Sibly Street/ Blue Ravine Road

Cycle (sec): 100 Critical Vol./Cap. (X): 1.010
Loss Time (sec): 12 Average Delay (sec/veh): 56.1
Optimal Cycle: 180 Level Of Service: E

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 2 | 0 1 | 1 | 0 | 2 | 0 1 | 1 | 0 | 2 | 0 1 | 2 | 0 | 1 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 598 | 496 | 244 | | 25 | 547 | 100 | | 73 | 226 | 492 | | 643 | 677 | 34 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 598 | 496 | 244 | | 25 | 547 | 100 | | 73 | 226 | 492 | | 643 | 677 | 34 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.82 | 0.82 | 0.82 | | 0.82 | 0.82 | 0.82 | | 0.82 | 0.82 | 0.82 | | 0.82 | 0.82 | 0.82 | |
| PHF Volume: | 729 | 605 | 298 | | 30 | 667 | 122 | | 89 | 276 | 600 | | 784 | 826 | 41 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 729 | 605 | 298 | | 30 | 667 | 122 | | 89 | 276 | 600 | | 784 | 826 | 41 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 729 | 605 | 298 | | 30 | 667 | 122 | | 89 | 276 | 600 | | 784 | 826 | 41 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.95 | 0.85 | | 0.95 | 0.95 | 0.85 | | 0.95 | 0.95 | 0.85 | | 0.92 | 0.94 | 0.94 | |
| Lanes: | 1.00 | 2.00 | 1.00 | | 1.00 | 2.00 | 1.00 | | 1.00 | 2.00 | 1.00 | | 2.00 | 1.90 | 0.10 | |
| Final Sat.: | 1805 | 3610 | 1615 | | 1805 | 3610 | 1615 | | 1805 | 3610 | 1615 | | 3502 | 3413 | 171 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.40 | 0.17 | 0.18 | | 0.02 | 0.18 | 0.08 | | 0.05 | 0.08 | 0.37 | | 0.22 | 0.24 | 0.24 | |
| Crit Moves: | **** | | | | | **** | | | | **** | | | **** | | | |
| Green/Cycle: | 0.40 | 0.53 | 0.75 | | 0.05 | 0.18 | 0.23 | | 0.05 | 0.08 | 0.48 | | 0.22 | 0.25 | 0.25 | |
| Volume/Cap: | 1.01 | 0.32 | 0.25 | | 0.32 | 1.01 | 0.32 | | 0.98 | 1.01 | 0.78 | | 1.01 | 0.98 | 0.98 | |
| Delay/Veh: | 66.1 | 13.4 | 3.9 | | 47.5 | 78.5 | 32.3 | | 134.9 | 103 | 27.1 | | 73.8 | 62.7 | 62.7 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 66.1 | 13.4 | 3.9 | | 47.5 | 78.5 | 32.3 | | 134.9 | 103 | 27.1 | | 73.8 | 62.7 | 62.7 | |
| LOS by Move: | E | B | A | | D | E | C | | F | F | C | | E | E | E | |
| HCM2kAvgQ: | 27 | 5 | 3 | | 1 | 17 | 3 | | 3 | 6 | 15 | | 16 | 17 | 17 | |

Note: Queue reported is the number of cars per lane.

AM Existing Plus CD Thu May 7, 2009 15:54:10 Page 5-1

Folsom South of US-50 Annexation
Existing Plus CD AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #3 Oak Avenue Parkway/ Blue Ravine Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.539
Loss Time (sec): 12 Average Delay (sec/veh): 25.5
Optimal Cycle: 43 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Include | | | Ignore | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 | 0 3 | 0 1 | 1 | 0 3 | 0 1 | 2 | 0 2 | 0 1 | 2 | 0 1 | 1 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 200 | 150 | 247 | 1 | 227 | 46 | 11 | 276 | 179 | 508 | 926 | 11 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 200 | 150 | 247 | 1 | 227 | 46 | 11 | 276 | 179 | 508 | 926 | 11 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.88 | 0.88 | 0.00 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.00 | 0.88 | 0.88 | 0.88 |
| PHF Volume: | 227 | 170 | 0 | 1 | 258 | 52 | 13 | 314 | 0 | 577 | 1052 | 13 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 227 | 170 | 0 | 1 | 258 | 52 | 13 | 314 | 0 | 577 | 1052 | 13 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 227 | 170 | 0 | 1 | 258 | 52 | 13 | 314 | 0 | 577 | 1052 | 13 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.91 | 1.00 | 0.95 | 0.91 | 0.85 | 0.92 | 0.95 | 1.00 | 0.92 | 0.95 | 0.95 |
| Lanes: | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 | 2.00 | 2.00 | 1.00 | 2.00 | 1.98 | 0.02 |
| Final Sat.: | 1805 | 5187 | 1900 | 1805 | 5187 | 1615 | 3502 | 3610 | 1900 | 3502 | 3560 | 42 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.13 | 0.03 | 0.00 | 0.00 | 0.05 | 0.03 | 0.00 | 0.09 | 0.00 | 0.16 | 0.30 | 0.30 |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | |
| Green/Cycle: | 0.23 | 0.32 | 0.00 | 0.01 | 0.09 | 0.09 | 0.01 | 0.19 | 0.00 | 0.36 | 0.55 | 0.55 |
| Volume/Cap: | 0.54 | 0.10 | 0.00 | 0.10 | 0.54 | 0.35 | 0.54 | 0.45 | 0.00 | 0.45 | 0.54 | 0.54 |
| Delay/Veh: | 35.0 | 24.0 | 0.0 | 53.5 | 44.6 | 44.0 | 72.7 | 36.3 | 0.0 | 24.5 | 14.8 | 14.8 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 35.0 | 24.0 | 0.0 | 53.5 | 44.6 | 44.0 | 72.7 | 36.3 | 0.0 | 24.5 | 14.8 | 14.8 |
| LOS by Move: | D | C | A | D | D | D | E | D | A | C | B | B |
| HCM2kAvgQ: | 6 | 1 | 0 | 0 | 4 | 2 | 0 | 4 | 0 | 7 | 11 | 11 |

Note: Queue reported is the number of cars per lane.





AM Existing Plus CD Thu May 7, 2009 15:54:10 Page 6-1

Folsom South of US-50 Annexation
Existing Plus CD AM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #4 Empire Ranch Road/ Natoma Street

Cycle (sec): 100 Critical Vol./Cap. (X): 0.760
Loss Time (sec): 0 Average Delay (sec/veh): 18.0
Optimal Cycle: 0 Level Of Service: C

| 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: | 2 | 0 1 | 0 0 | 0 | 0 1 | 0 1 | 2 | 0 0 | 0 1 | 0 | 0 0 | 0 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 161 | 69 | 0 | 0 | 366 | 24 | 8 | 0 | 296 | 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: | 161 | 69 | 0 | 0 | 366 | 24 | 8 | 0 | 296 | 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: | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 |
| PHF Volume: | 196 | 84 | 0 | 0 | 446 | 29 | 10 | 0 | 361 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 196 | 84 | 0 | 0 | 446 | 29 | 10 | 0 | 361 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 196 | 84 | 0 | 0 | 446 | 29 | 10 | 0 | 361 | 0 | 0 | 0 |
| 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: | 2.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 | 2.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 947 | 506 | 0 | 0 | 588 | 648 | 990 | 0 | 601 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.21 | 0.17 | xxxx | xxxx | 0.76 | 0.05 | 0.01 | xxxx | 0.60 | xxxx | xxxx | xxxx |
| Crit Moves: | **** | | | | **** | | | | **** | | | |
| Delay/Veh: | 11.8 | 10.8 | 0.0 | 0.0 | 24.4 | 8.3 | 9.7 | 0.0 | 16.1 | 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 |
| AdjDel/Veh: | 11.8 | 10.8 | 0.0 | 0.0 | 24.4 | 8.3 | 9.7 | 0.0 | 16.1 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | B | B | * | * | C | A | A | * | C | * | * | * |
| ApproachDel: | 11.5 | | | | 23.4 | | | 16.0 | | xxxxxx | | |
| Delay Adj: | 1.00 | | | | 1.00 | | | 1.00 | | xxxxx | | |
| ApprAdjDel: | 11.5 | | | | 23.4 | | | 16.0 | | xxxxxx | | |
| LOS by Appr: | B | | | | C | | | C | | * | | |
| AllWayAvgQ: | 0.2 | 0.2 | 0.0 | 0.0 | 2.6 | 0.0 | 0.0 | 0.0 | 1.3 | 0.0 | 0.0 | 0.0 |

Note: Queue reported is the number of cars per lane.

AM Existing Plus CD Thu May 7, 2009 15:54:10 Page 7-1

Folsom South of US-50 Annexation
Existing Plus CD AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #5 Oak Avenue Parkway/ Riley Street

Cycle (sec): 100 Critical Vol./Cap. (X): 0.608
Loss Time (sec): 12 Average Delay (sec/veh): 22.0
Optimal Cycle: 49 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 2 | 1 0 | 1 | 0 | 1 | 1 0 | 1 | 0 | 1 | 0 1 | 1 | 0 | 0 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 130 | 512 | 27 | | 9 | 782 | 184 | | 145 | 9 | 181 | | 40 | 20 | 3 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 130 | 512 | 27 | | 9 | 782 | 184 | | 145 | 9 | 181 | | 40 | 20 | 3 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.90 | 0.90 | 0.90 | | 0.90 | 0.90 | 0.90 | | 0.90 | 0.90 | 0.90 | | 0.90 | 0.90 | 0.90 | |
| PHF Volume: | 144 | 569 | 30 | | 10 | 869 | 204 | | 161 | 10 | 201 | | 44 | 22 | 3 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 144 | 569 | 30 | | 10 | 869 | 204 | | 161 | 10 | 201 | | 44 | 22 | 3 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 144 | 569 | 30 | | 10 | 869 | 204 | | 161 | 10 | 201 | | 44 | 22 | 3 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.90 | 0.90 | | 0.95 | 0.92 | 0.92 | | 0.95 | 1.00 | 0.85 | | 0.95 | 0.98 | 0.98 | |
| Lanes: | 1.00 | 2.85 | 0.15 | | 1.00 | 1.62 | 0.38 | | 1.00 | 1.00 | 1.00 | | 1.00 | 0.87 | 0.13 | |
| Final Sat.: | 1805 | 4893 | 258 | | 1805 | 2841 | 668 | | 1805 | 1900 | 1615 | | 1805 | 1621 | 243 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.08 | 0.12 | 0.12 | | 0.01 | 0.31 | 0.31 | | 0.09 | 0.01 | 0.12 | | 0.02 | 0.01 | 0.01 | |
| Crit Moves: | **** | | | | | **** | | | | | **** | | **** | | | |
| Green/Cycle: | 0.13 | 0.61 | 0.61 | | 0.03 | 0.50 | 0.50 | | 0.21 | 0.20 | 0.20 | | 0.04 | 0.03 | 0.03 | |
| Volume/Cap: | 0.61 | 0.19 | 0.19 | | 0.19 | 0.61 | 0.61 | | 0.42 | 0.03 | 0.61 | | 0.61 | 0.42 | 0.42 | |
| Delay/Veh: | 45.5 | 8.8 | 8.8 | | 49.2 | 18.4 | 18.4 | | 34.8 | 31.8 | 39.4 | | 61.1 | 52.1 | 52.1 | |
| 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: | 45.5 | 8.8 | 8.8 | | 49.2 | 18.4 | 18.4 | | 34.8 | 31.8 | 39.4 | | 61.1 | 52.1 | 52.1 | |
| LOS by Move: | D | A | A | | D | B | B | | C | C | D | | E | D | D | |
| HCM2kAvgQ: | 4 | 3 | 3 | | 0 | 12 | 12 | | 5 | 0 | 6 | | 2 | 1 | 1 | |

Note: Queue reported is the number of cars per lane.





AM Existing Plus CD Thu May 7, 2009 15:54:10 Page 8-1

Folsom South of US-50 Annexation
Existing Plus CD AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #6 Oak Avenue Parkway/ East Bidwell Street

Cycle (sec): 100 Critical Vol./Cap. (X): 0.461
Loss Time (sec): 12 Average Delay (sec/veh): 27.2
Optimal Cycle: 38 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ignore | | | | Ignore | | | | Ignore | | | | Ignore | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 187 | 282 | 177 | | 368 | 553 | 105 | | 72 | 749 | 156 | | 53 | 917 | 250 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 187 | 282 | 177 | | 368 | 553 | 105 | | 72 | 749 | 156 | | 53 | 917 | 250 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| PHF Adj: | 0.88 | 0.88 | 0.00 | | 0.88 | 0.88 | 0.00 | | 0.88 | 0.88 | 0.00 | | 0.88 | 0.88 | 0.00 | |
| PHF Volume: | 213 | 320 | 0 | | 418 | 628 | 0 | | 82 | 851 | 0 | | 60 | 1042 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 213 | 320 | 0 | | 418 | 628 | 0 | | 82 | 851 | 0 | | 60 | 1042 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| FinalVolume: | 213 | 320 | 0 | | 418 | 628 | 0 | | 82 | 851 | 0 | | 60 | 1042 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.91 | 1.00 | | 0.92 | 0.91 | 1.00 | | 0.92 | 0.91 | 1.00 | | 0.92 | 0.91 | 1.00 | |
| Lanes: | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | |
| Final Sat.: | 3502 | 5187 | 1900 | | 3502 | 5187 | 1900 | | 3502 | 5187 | 1900 | | 3502 | 5187 | 1900 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.06 | 0.06 | 0.00 | | 0.12 | 0.12 | 0.00 | | 0.02 | 0.16 | 0.00 | | 0.02 | 0.20 | 0.00 | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.13 | 0.13 | 0.00 | | 0.26 | 0.26 | 0.00 | | 0.05 | 0.44 | 0.00 | | 0.05 | 0.44 | 0.00 | |
| Volume/Cap: | 0.46 | 0.46 | 0.00 | | 0.46 | 0.46 | 0.00 | | 0.46 | 0.37 | 0.00 | | 0.37 | 0.46 | 0.00 | |
| Delay/Veh: | 40.9 | 40.4 | 0.0 | | 31.5 | 31.2 | 0.0 | | 48.0 | 18.8 | 0.0 | | 47.7 | 20.1 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 40.9 | 40.4 | 0.0 | | 31.5 | 31.2 | 0.0 | | 48.0 | 18.8 | 0.0 | | 47.7 | 20.1 | 0.0 | |
| LOS by Move: | D | D | A | | C | C | A | | D | B | A | | D | C | A | |
| HCM2kAvgQ: | 3 | 3 | 0 | | 5 | 6 | 0 | | 2 | 6 | 0 | | 1 | 8 | 0 | |

Note: Queue reported is the number of cars per lane.

AM Existing Plus CD Thu May 7, 2009 15:54:10 Page 9-1

Folsom South of US-50 Annexation
Existing Plus CD AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #7 East Bidwell St/Nesmith Ct

Cycle (sec): 100 Critical Vol./Cap. (X): 0.524
Loss Time (sec): 12 Average Delay (sec/veh): 12.2
Optimal Cycle: 42 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - | R | L | - T | - | R | L | - T | - | R | L | - T | - | R |
| Control: | Protected | | | | Protected | | | | Split Phase | | | | Split Phase | | | |
| Rights: | Ovl | | | | Include | | | | Include | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 2 | 0 | 1 | 2 | 0 | 2 | 1 | 0 | 0 | 1! | 0 | 0 | 1 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 43 | 1105 | 104 | | 263 | 1084 | 42 | | 20 | 1 | 13 | | 34 | 1 | 51 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 43 | 1105 | 104 | | 263 | 1084 | 42 | | 20 | 1 | 13 | | 34 | 1 | 51 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 48 | 1242 | 117 | | 296 | 1218 | 47 | | 22 | 1 | 15 | | 38 | 1 | 57 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 48 | 1242 | 117 | | 296 | 1218 | 47 | | 22 | 1 | 15 | | 38 | 1 | 57 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 48 | 1242 | 117 | | 296 | 1218 | 47 | | 22 | 1 | 15 | | 38 | 1 | 57 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.95 | 0.85 | | 0.92 | 0.90 | 0.90 | | 0.92 | 0.92 | 0.92 | | 0.95 | 0.95 | 0.85 | |
| Lanes: | 1.00 | 2.00 | 1.00 | | 2.00 | 2.89 | 0.11 | | 0.59 | 0.03 | 0.38 | | 1.94 | 0.06 | 1.00 | |
| Final Sat.: | 1805 | 3610 | 1615 | | 3502 | 4964 | 192 | | 1029 | 51 | 669 | | 3522 | 104 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.34 | 0.07 | | 0.08 | 0.25 | 0.25 | | 0.02 | 0.02 | 0.02 | | 0.01 | 0.01 | 0.04 | |
| Crit Moves: | | **** | | | **** | | | | | **** | | | **** | | | |
| Green/Cycle: | 0.08 | 0.66 | 0.68 | | 0.16 | 0.74 | 0.74 | | 0.04 | 0.04 | 0.04 | | 0.02 | 0.02 | 0.18 | |
| Volume/Cap: | 0.33 | 0.52 | 0.11 | | 0.52 | 0.33 | 0.33 | | 0.52 | 0.52 | 0.52 | | 0.52 | 0.52 | 0.20 | |
| Delay/Veh: | 44.8 | 9.2 | 5.7 | | 39.3 | 4.6 | 4.6 | | 53.7 | 53.7 | 53.7 | | 55.1 | 55.1 | 35.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 44.8 | 9.2 | 5.7 | | 39.3 | 4.6 | 4.6 | | 53.7 | 53.7 | 53.7 | | 55.1 | 55.1 | 35.0 | |
| LOS by Move: | D | A | A | | D | A | A | | D | D | D | | E | E | D | |
| HCM2kAvgQ: | 2 | 11 | 1 | | 5 | 5 | 5 | | 1 | 1 | 1 | | 1 | 1 | 1 | |

Note: Queue reported is the number of cars per lane.





AM Existing Plus CD Thu May 7, 2009 15:54:10 Page 10-1

Folsom South of US-50 Annexation
Existing Plus CD AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #8 East Bidwell St/Scholar Way

Cycle (sec): 100 Critical Vol./Cap. (X): 0.461
Loss Time (sec): 12 Average Delay (sec/veh): 11.6
Optimal Cycle: 38 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - | R | L | - T | - | R | L | - T | - | R | L | - T | - | R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ignore | | | | Ignore | | | | Ignore | | | | Ignore | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 2 | 0 | 1 | 2 | 0 | 3 | 0 | 1 | 1 | 0 | 2 | 0 | 1 | 1 | 0 | 2 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 37 | 1052 | 266 | | 63 | 989 | 83 | | 79 | 16 | 4 | | 102 | 29 | 115 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 37 | 1052 | 266 | | 63 | 989 | 83 | | 79 | 16 | 4 | | 102 | 29 | 115 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.00 | |
| PHF Volume: | 42 | 1182 | 0 | | 71 | 1111 | 0 | | 89 | 18 | 0 | | 115 | 33 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 42 | 1182 | 0 | | 71 | 1111 | 0 | | 89 | 18 | 0 | | 115 | 33 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| FinalVolume: | 42 | 1182 | 0 | | 71 | 1111 | 0 | | 89 | 18 | 0 | | 115 | 33 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.95 | 1.00 | | 0.92 | 0.91 | 1.00 | | 0.95 | 0.95 | 1.00 | | 0.95 | 0.95 | 1.00 | |
| Lanes: | 2.00 | 2.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 1.00 | 2.00 | 1.00 | | 1.00 | 2.00 | 1.00 | |
| Final Sat.: | 3502 | 3610 | 1900 | | 3502 | 5187 | 1900 | | 1805 | 3610 | 1900 | | 1805 | 3610 | 1900 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.33 | 0.00 | | 0.02 | 0.21 | 0.00 | | 0.05 | 0.00 | 0.00 | | 0.06 | 0.01 | 0.00 | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.04 | 0.71 | 0.00 | | 0.04 | 0.71 | 0.00 | | 0.11 | 0.01 | 0.00 | | 0.12 | 0.02 | 0.00 | |
| Volume/Cap: | 0.30 | 0.46 | 0.00 | | 0.46 | 0.30 | 0.00 | | 0.46 | 0.54 | 0.00 | | 0.54 | 0.46 | 0.00 | |
| Delay/Veh: | 47.9 | 6.4 | 0.0 | | 48.8 | 5.2 | 0.0 | | 43.7 | 66.5 | 0.0 | | 44.5 | 53.2 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 47.9 | 6.4 | 0.0 | | 48.8 | 5.2 | 0.0 | | 43.7 | 66.5 | 0.0 | | 44.5 | 53.2 | 0.0 | |
| LOS by Move: | D | A | A | | D | A | A | | D | E | A | | D | D | A | |
| HCM2kAvgQ: | 1 | 8 | 0 | | 2 | 5 | 0 | | 3 | 0 | 0 | | 3 | 1 | 0 | |

Note: Queue reported is the number of cars per lane.

AM Existing Plus CD Thu May 7, 2009 15:54:11 Page 11-1

Folsom South of US-50 Annexation
Existing Plus CD AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #9 East Bidwell St/Power Center Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.378
Loss Time (sec): 12 Average Delay (sec/veh): 7.4
Optimal Cycle: 34 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Split Phase | | | | Split Phase | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 3 | 0 1 | 1 | 0 | 3 | 0 1 | 1 | 1 | 0 | 0 1 | 0 | 1 | 0 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 18 | 1310 | 65 | 8 | 1047 | 39 | 36 | 11 | 32 | 44 | 4 | 31 | | | | |
| Growth Adj: | 1.00 | 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 | 1310 | 65 | 8 | 1047 | 39 | 36 | 11 | 32 | 44 | 4 | 31 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | | | | |
| PHF Volume: | 20 | 1472 | 73 | 9 | 1176 | 44 | 40 | 12 | 36 | 49 | 4 | 35 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 20 | 1472 | 73 | 9 | 1176 | 44 | 40 | 12 | 36 | 49 | 4 | 35 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| FinalVolume: | 20 | 1472 | 73 | 9 | 1176 | 44 | 40 | 12 | 36 | 49 | 4 | 35 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 0.95 | 0.91 | 0.85 | 0.95 | 0.91 | 0.85 | 0.96 | 0.96 | 0.85 | 0.96 | 0.96 | 0.85 | | | | |
| Lanes: | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 | 1.53 | 0.47 | 1.00 | 0.92 | 0.08 | 1.00 | | | | |
| Final Sat.: | 1805 | 5187 | 1615 | 1805 | 5187 | 1615 | 2803 | 856 | 1615 | 1665 | 151 | 1615 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.28 | 0.05 | 0.00 | 0.23 | 0.03 | 0.01 | 0.01 | 0.02 | 0.03 | 0.03 | 0.02 | | | | |
| Crit Moves: | | **** | | **** | | | | **** | | | **** | | | | | |
| Green/Cycle: | 0.04 | 0.75 | 0.83 | 0.01 | 0.73 | 0.77 | 0.04 | 0.04 | 0.07 | 0.08 | 0.08 | 0.09 | | | | |
| Volume/Cap: | 0.31 | 0.38 | 0.05 | 0.38 | 0.31 | 0.04 | 0.38 | 0.38 | 0.30 | 0.38 | 0.38 | 0.24 | | | | |
| Delay/Veh: | 49.7 | 4.4 | 1.6 | 58.7 | 4.9 | 2.8 | 48.7 | 48.7 | 45.3 | 45.4 | 45.4 | 43.0 | | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| AdjDel/Veh: | 49.7 | 4.4 | 1.6 | 58.7 | 4.9 | 2.8 | 48.7 | 48.7 | 45.3 | 45.4 | 45.4 | 43.0 | | | | |
| LOS by Move: | D | A | A | E | A | A | D | D | D | D | D | D | | | | |
| HCM2kAvgQ: | 1 | 6 | 0 | 1 | 5 | 0 | 1 | 1 | 1 | 2 | 2 | 1 | | | | |

Note: Queue reported is the number of cars per lane.





AM Existing Plus CD Thu May 7, 2009 15:54:11 Page 12-1

Folsom South of US-50 Annexation
Existing Plus CD AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #10 Broadstone Pkwy/ East Bidwell St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.497
Loss Time (sec): 12 Average Delay (sec/veh): 22.3
Optimal Cycle: 40 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ignore | | | | Ignore | | | | Ignore | | | | Ignore | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 12 | 193 | 6 | 240 | 477 | 148 | 155 | 903 | 25 | 56 | 1171 | 139 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 12 | 193 | 6 | 240 | 477 | 148 | 155 | 903 | 25 | 56 | 1171 | 139 | | | | |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | | | | |
| PHF Adj: | 0.86 | 0.86 | 0.00 | 0.86 | 0.86 | 0.00 | 0.86 | 0.86 | 0.00 | 0.86 | 0.86 | 0.00 | | | | |
| PHF Volume: | 14 | 224 | 0 | 279 | 555 | 0 | 180 | 1050 | 0 | 65 | 1362 | 0 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 14 | 224 | 0 | 279 | 555 | 0 | 180 | 1050 | 0 | 65 | 1362 | 0 | | | | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | | | | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | | | | |
| FinalVolume: | 14 | 224 | 0 | 279 | 555 | 0 | 180 | 1050 | 0 | 65 | 1362 | 0 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 0.92 | 0.91 | 1.00 | 0.92 | 0.91 | 1.00 | 0.92 | 0.91 | 1.00 | 0.92 | 0.91 | 1.00 | | | | |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | | | | |
| Final Sat.: | 3502 | 5187 | 1900 | 3502 | 5187 | 1900 | 3502 | 5187 | 1900 | 3502 | 5187 | 1900 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.04 | 0.00 | 0.08 | 0.11 | 0.00 | 0.05 | 0.20 | 0.00 | 0.02 | 0.26 | 0.00 | | | | |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | | | | | |
| Green/Cycle: | 0.01 | 0.09 | 0.00 | 0.16 | 0.24 | 0.00 | 0.10 | 0.58 | 0.00 | 0.05 | 0.53 | 0.00 | | | | |
| Volume/Cap: | 0.45 | 0.50 | 0.00 | 0.50 | 0.45 | 0.00 | 0.50 | 0.35 | 0.00 | 0.35 | 0.50 | 0.00 | | | | |
| Delay/Veh: | 59.2 | 44.4 | 0.0 | 39.0 | 32.7 | 0.0 | 43.4 | 11.2 | 0.0 | 46.8 | 15.2 | 0.0 | | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| AdjDel/Veh: | 59.2 | 44.4 | 0.0 | 39.0 | 32.7 | 0.0 | 43.4 | 11.2 | 0.0 | 46.8 | 15.2 | 0.0 | | | | |
| LOS by Move: | E | D | A | D | C | A | D | B | A | D | B | A | | | | |
| HCM2kAvgQ: | 0 | 2 | 0 | 5 | 6 | 0 | 3 | 6 | 0 | 1 | 10 | 0 | | | | |

Note: Queue reported is the number of cars per lane.

AM Existing Plus CD Thu May 7, 2009 15:54:11 Page 13-1

Folsom South of US-50 Annexation
Existing Plus CD AM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #11 Empire Ranch Road/ Broadstone Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.466
Loss Time (sec): 0 Average Delay (sec/veh): 12.7
Optimal Cycle: 0 Level Of Service: B

| 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 | 2 | 1 | 0 | 1 | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 1! | 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 67 | 214 | 3 | | 7 | 617 | 87 | | 29 | 11 | 115 | | 15 | 22 | 18 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 67 | 214 | 3 | | 7 | 617 | 87 | | 29 | 11 | 115 | | 15 | 22 | 18 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.87 | 0.87 | 0.87 | | 0.87 | 0.87 | 0.87 | | 0.87 | 0.87 | 0.87 | | 0.87 | 0.87 | 0.87 | |
| PHF Volume: | 77 | 246 | 3 | | 8 | 709 | 100 | | 33 | 13 | 132 | | 17 | 25 | 21 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 77 | 246 | 3 | | 8 | 709 | 100 | | 33 | 13 | 132 | | 17 | 25 | 21 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 77 | 246 | 3 | | 8 | 709 | 100 | | 33 | 13 | 132 | | 17 | 25 | 21 | |
| 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 | 2.96 | 0.04 | | 1.00 | 2.63 | 0.37 | | 2.00 | 1.00 | 1.00 | | 0.27 | 0.40 | 0.33 | |
| Final Sat.: | 462 | 1462 | 21 | | 525 | 1521 | 221 | | 888 | 473 | 525 | | 132 | 194 | 159 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.17 | 0.17 | 0.17 | | 0.02 | 0.47 | 0.45 | | 0.04 | 0.03 | 0.25 | | 0.13 | 0.13 | 0.13 | |
| Crit Moves: | | **** | | | | **** | | | | | **** | | **** | | | |
| Delay/Veh: | 11.6 | 11.0 | 10.9 | | 9.5 | 13.9 | 13.3 | | 10.6 | 10.0 | 11.1 | | 11.0 | 11.0 | 11.0 | |
| 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 | |
| AdjDel/Veh: | 11.6 | 11.0 | 10.9 | | 9.5 | 13.9 | 13.3 | | 10.6 | 10.0 | 11.1 | | 11.0 | 11.0 | 11.0 | |
| LOS by Move: | B | B | B | | A | B | B | | B | B | B | | B | B | B | |
| ApproachDel: | | 11.1 | | | | 13.8 | | | | 10.9 | | | | 11.0 | | |
| Delay Adj: | | 1.00 | | | | 1.00 | | | | 1.00 | | | | 1.00 | | |
| ApprAdjDel: | | 11.1 | | | | 13.8 | | | | 10.9 | | | | 11.0 | | |
| LOS by Appr: | | B | | | | B | | | | B | | | | B | | |
| AllWayAvgQ: | 0.2 | 0.2 | 0.2 | | 0.0 | 0.8 | 0.8 | | 0.0 | 0.0 | 0.3 | | 0.1 | 0.1 | 0.1 | |

Note: Queue reported is the number of cars per lane.





AM Existing Plus CD Thu May 7, 2009 15:54:11 Page 14-1

Folsom South of US-50 Annexation
Existing Plus CD AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #12 Oak Avenue Prky / Haverhill Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.489
Loss Time (sec): 9 Average Delay (sec/veh): 17.9
Optimal Cycle: 34 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 1! | 0 | 0 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 1 | 533 | 16 | | 84 | 881 | 1 | | 1 | 20 | 4 | | 75 | 14 | 124 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 1 | 533 | 16 | | 84 | 881 | 1 | | 1 | 20 | 4 | | 75 | 14 | 124 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.86 | 0.86 | 0.86 | | 0.86 | 0.86 | 0.86 | | 0.86 | 0.86 | 0.86 | | 0.86 | 0.86 | 0.86 | |
| PHF Volume: | 1 | 620 | 19 | | 98 | 1024 | 1 | | 1 | 23 | 5 | | 87 | 16 | 144 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 1 | 620 | 19 | | 98 | 1024 | 1 | | 1 | 23 | 5 | | 87 | 16 | 144 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 1 | 620 | 19 | | 98 | 1024 | 1 | | 1 | 23 | 5 | | 87 | 16 | 144 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.95 | 0.95 | | 0.95 | 0.95 | 0.95 | | 0.97 | 0.97 | 0.97 | | 0.81 | 0.81 | 0.81 | |
| Lanes: | 1.00 | 1.94 | 0.06 | | 1.00 | 1.99 | 0.01 | | 0.04 | 0.80 | 0.16 | | 0.35 | 0.07 | 0.58 | |
| Final Sat.: | 1805 | 3491 | 105 | | 1805 | 3606 | 4 | | 74 | 1476 | 295 | | 543 | 101 | 899 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.18 | 0.18 | | 0.05 | 0.28 | 0.28 | | 0.02 | 0.02 | 0.02 | | 0.16 | 0.16 | 0.16 | |
| Crit Moves: | **** | | | | | **** | | | | | | | | **** | | |
| Green/Cycle: | 0.00 | 0.45 | 0.45 | | 0.14 | 0.58 | 0.58 | | 0.33 | 0.33 | 0.33 | | 0.33 | 0.33 | 0.33 | |
| Volume/Cap: | 0.49 | 0.40 | 0.40 | | 0.40 | 0.49 | 0.49 | | 0.05 | 0.05 | 0.05 | | 0.49 | 0.49 | 0.49 | |
| Delay/Veh: | 158.3 | 18.8 | 18.8 | | 40.5 | 12.5 | 12.5 | | 23.0 | 23.0 | 23.0 | | 27.6 | 27.6 | 27.6 | |
| 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: | 158.3 | 18.8 | 18.8 | | 40.5 | 12.5 | 12.5 | | 23.0 | 23.0 | 23.0 | | 27.6 | 27.6 | 27.6 | |
| LOS by Move: | F | B | B | | D | B | B | | C | C | C | | C | C | C | |
| HCM2kAvgQ: | 0 | 7 | 7 | | 3 | 9 | 9 | | 1 | 1 | 1 | | 6 | 6 | 6 | |

Note: Queue reported is the number of cars per lane.

AM Existing Plus CD Thu May 7, 2009 15:54:11 Page 15-1

Folsom South of US-50 Annexation
Existing Plus CD AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #13 Oak Avenue Prky / Haldion Wy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.471
Loss Time (sec): 9 Average Delay (sec/veh): 17.1
Optimal Cycle: 33 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Permitted | | | Permitted | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 0 | 1 | 1 0 | 1 0 | 1 | 1 0 | 0 0 | 1! | 0 0 | 0 0 | 1! | 0 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 43 | 512 | 80 | 38 | 881 | 10 | 16 | 23 | 65 | 136 | 5 | 32 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 43 | 512 | 80 | 38 | 881 | 10 | 16 | 23 | 65 | 136 | 5 | 32 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| PHF Volume: | 45 | 539 | 84 | 40 | 927 | 11 | 17 | 24 | 68 | 143 | 5 | 34 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 45 | 539 | 84 | 40 | 927 | 11 | 17 | 24 | 68 | 143 | 5 | 34 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 45 | 539 | 84 | 40 | 927 | 11 | 17 | 24 | 68 | 143 | 5 | 34 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.93 | 0.93 | 0.95 | 0.95 | 0.95 | 0.87 | 0.87 | 0.87 | 0.67 | 0.67 | 0.67 |
| Lanes: | 1.00 | 1.73 | 0.27 | 1.00 | 1.98 | 0.02 | 0.15 | 0.22 | 0.63 | 0.79 | 0.03 | 0.18 |
| Final Sat.: | 1805 | 3060 | 478 | 1805 | 3562 | 40 | 254 | 366 | 1033 | 1002 | 37 | 236 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.18 | 0.18 | 0.02 | 0.26 | 0.26 | 0.07 | 0.07 | 0.07 | 0.14 | 0.14 | 0.14 |
| Crit Moves: | **** | | | | **** | | | | | | **** | |
| Green/Cycle: | 0.05 | 0.54 | 0.54 | 0.07 | 0.55 | 0.55 | 0.30 | 0.30 | 0.30 | 0.30 | 0.30 | 0.30 |
| Volume/Cap: | 0.47 | 0.33 | 0.33 | 0.33 | 0.47 | 0.47 | 0.22 | 0.22 | 0.22 | 0.47 | 0.47 | 0.47 |
| Delay/Veh: | 49.6 | 13.0 | 13.0 | 46.0 | 13.7 | 13.7 | 26.2 | 26.2 | 26.2 | 29.2 | 29.2 | 29.2 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 49.6 | 13.0 | 13.0 | 46.0 | 13.7 | 13.7 | 26.2 | 26.2 | 26.2 | 29.2 | 29.2 | 29.2 |
| LOS by Move: | D | B | B | D | B | B | C | C | C | C | C | C |
| HCM2kAvgQ: | 1 | 5 | 5 | 1 | 9 | 9 | 3 | 3 | 3 | 5 | 5 | 5 |

Note: Queue reported is the number of cars per lane.





AM Existing Plus CD Thu May 7, 2009 15:54:11 Page 16-1

Folsom South of US-50 Annexation
Existing Plus CD AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #14 Folsom Blvd/ Iron Point Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.908
Loss Time (sec): 9 Average Delay (sec/veh): 27.8
Optimal Cycle: 107 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 0 0 | 2 | 0 1 | 1 0 | 2 | 0 0 | 0 0 | 0 | 0 0 | 2 0 | 0 | 0 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 1107 | 225 | 181 | 1805 | 0 | 0 | 0 | 0 | 852 | 0 | 101 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 1107 | 225 | 181 | 1805 | 0 | 0 | 0 | 0 | 852 | 0 | 101 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| PHF Volume: | 0 | 1230 | 250 | 201 | 2006 | 0 | 0 | 0 | 0 | 947 | 0 | 112 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 1230 | 250 | 201 | 2006 | 0 | 0 | 0 | 0 | 947 | 0 | 112 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 0 | 1230 | 250 | 201 | 2006 | 0 | 0 | 0 | 0 | 947 | 0 | 112 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 0.95 | 0.85 | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 0.92 | 1.00 | 0.85 |
| Lanes: | 0.00 | 2.00 | 1.00 | 1.00 | 2.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 1.00 |
| Final Sat.: | 0 | 3610 | 1615 | 1805 | 3610 | 0 | 0 | 0 | 0 | 3502 | 0 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.34 | 0.15 | 0.11 | 0.56 | 0.00 | 0.00 | 0.00 | 0.00 | 0.27 | 0.00 | 0.07 |
| Crit Moves: | **** | | | | **** | | | | | | **** | |
| Green/Cycle: | 0.00 | 0.46 | 0.76 | 0.15 | 0.61 | 0.00 | 0.00 | 0.00 | 0.00 | 0.30 | 0.00 | 0.30 |
| Volume/Cap: | 0.00 | 0.74 | 0.20 | 0.74 | 0.91 | 0.00 | 0.00 | 0.00 | 0.00 | 0.91 | 0.00 | 0.23 |
| Delay/Veh: | 0.0 | 23.8 | 3.5 | 50.8 | 22.9 | 0.0 | 0.0 | 0.0 | 0.0 | 45.1 | 0.0 | 26.7 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 23.8 | 3.5 | 50.8 | 22.9 | 0.0 | 0.0 | 0.0 | 0.0 | 45.1 | 0.0 | 26.7 |
| LOS by Move: | A | C | A | D | C | A | A | A | A | D | A | C |
| HCM2kAvgQ: | 0 | 16 | 2 | 6 | 29 | 0 | 0 | 0 | 0 | 15 | 0 | 2 |

Note: Queue reported is the number of cars per lane.

AM Existing Plus CD Thu May 7, 2009 15:54:11 Page 17-1

Folsom South of US-50 Annexation
Existing Plus CD AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #15 Prairie City Rd/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.848
Loss Time (sec): 12 Average Delay (sec/veh): 31.0
Optimal Cycle: 90 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ignore | | | | Ignore | | | | Ignore | | | | Ignore | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 2 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 612 | 980 | 136 | | 61 | 1440 | 62 | | 6 | 65 | 176 | | 58 | 741 | 375 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 612 | 980 | 136 | | 61 | 1440 | 62 | | 6 | 65 | 176 | | 58 | 741 | 375 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| PHF Adj: | 0.80 | 0.80 | 0.00 | | 0.80 | 0.80 | 0.00 | | 0.80 | 0.80 | 0.00 | | 0.80 | 0.80 | 0.00 | |
| PHF Volume: | 765 | 1225 | 0 | | 76 | 1800 | 0 | | 8 | 81 | 0 | | 73 | 926 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 765 | 1225 | 0 | | 76 | 1800 | 0 | | 8 | 81 | 0 | | 73 | 926 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| FinalVolume: | 765 | 1225 | 0 | | 76 | 1800 | 0 | | 8 | 81 | 0 | | 73 | 926 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.95 | 1.00 | | 0.92 | 0.91 | 1.00 | | 0.92 | 0.91 | 1.00 | | 0.92 | 0.91 | 1.00 | |
| Lanes: | 2.00 | 2.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | |
| Final Sat.: | 3502 | 3610 | 1900 | | 3502 | 5187 | 1900 | | 3502 | 5187 | 1900 | | 3502 | 5187 | 1900 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.22 | 0.34 | 0.00 | | 0.02 | 0.35 | 0.00 | | 0.00 | 0.02 | 0.00 | | 0.02 | 0.18 | 0.00 | |
| Crit Moves: | **** | | | | | **** | | | **** | | | | | **** | | |
| Green/Cycle: | 0.26 | 0.63 | 0.00 | | 0.04 | 0.41 | 0.00 | | 0.00 | 0.09 | 0.00 | | 0.12 | 0.21 | 0.00 | |
| Volume/Cap: | 0.85 | 0.54 | 0.00 | | 0.54 | 0.85 | 0.00 | | 0.85 | 0.17 | 0.00 | | 0.17 | 0.85 | 0.00 | |
| Delay/Veh: | 42.8 | 10.8 | 0.0 | | 51.3 | 30.1 | 0.0 | | 260.5 | 42.1 | 0.0 | | 39.6 | 44.3 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 42.8 | 10.8 | 0.0 | | 51.3 | 30.1 | 0.0 | | 260.5 | 42.1 | 0.0 | | 39.6 | 44.3 | 0.0 | |
| LOS by Move: | D | B | A | | D | C | A | | F | D | A | | D | D | A | |
| HCM2kAvgQ: | 12 | 11 | 0 | | 1 | 17 | 0 | | 0 | 1 | 0 | | 1 | 11 | 0 | |

Note: Queue reported is the number of cars per lane.





AM Existing Plus CD Thu May 7, 2009 15:54:11 Page 18-1

Folsom South of US-50 Annexation
Existing Plus CD AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #16 Grover Rd/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.501
Loss Time (sec): 12 Average Delay (sec/veh): 19.4
Optimal Cycle: 41 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Split Phase | | | | Split Phase | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 1! | 0 0 | 1 | 0 | 0 | 1 0 | 1 | 0 | 3 | 0 1 | 1 | 0 | 2 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 93 | 18 | 1 | | 79 | 52 | 90 | | 12 | 261 | 122 | | 26 | 999 | 57 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 93 | 18 | 1 | | 79 | 52 | 90 | | 12 | 261 | 122 | | 26 | 999 | 57 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.75 | 0.75 | 0.75 | | 0.75 | 0.75 | 0.75 | | 0.75 | 0.75 | 0.75 | | 0.75 | 0.75 | 0.75 | |
| PHF Volume: | 124 | 24 | 1 | | 105 | 69 | 120 | | 16 | 348 | 163 | | 35 | 1332 | 76 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 124 | 24 | 1 | | 105 | 69 | 120 | | 16 | 348 | 163 | | 35 | 1332 | 76 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 124 | 24 | 1 | | 105 | 69 | 120 | | 16 | 348 | 163 | | 35 | 1332 | 76 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.96 | 0.96 | 0.96 | | 0.95 | 0.91 | 0.91 | | 0.95 | 0.91 | 0.85 | | 0.95 | 0.90 | 0.90 | |
| Lanes: | 1.71 | 0.27 | 0.02 | | 1.00 | 0.37 | 0.63 | | 1.00 | 3.00 | 1.00 | | 1.00 | 2.84 | 0.16 | |
| Final Sat.: | 3116 | 501 | 28 | | 1805 | 630 | 1090 | | 1805 | 5187 | 1615 | | 1805 | 4868 | 278 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.05 | 0.05 | | 0.06 | 0.11 | 0.11 | | 0.01 | 0.07 | 0.10 | | 0.02 | 0.27 | 0.27 | |
| Crit Moves: | | | **** | | | | **** | | **** | | | | | **** | | |
| Green/Cycle: | 0.10 | 0.10 | 0.10 | | 0.22 | 0.22 | 0.22 | | 0.02 | 0.47 | 0.47 | | 0.09 | 0.55 | 0.55 | |
| Volume/Cap: | 0.42 | 0.50 | 0.50 | | 0.27 | 0.50 | 0.50 | | 0.50 | 0.14 | 0.21 | | 0.21 | 0.50 | 0.50 | |
| Delay/Veh: | 43.4 | 44.3 | 44.3 | | 32.7 | 35.2 | 35.2 | | 60.5 | 14.9 | 15.5 | | 42.8 | 14.3 | 14.3 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 43.4 | 44.3 | 44.3 | | 32.7 | 35.2 | 35.2 | | 60.5 | 14.9 | 15.5 | | 42.8 | 14.3 | 14.3 | |
| LOS by Move: | D | D | D | | C | D | D | | E | B | B | | D | B | B | |
| HCM2kAvgQ: | 3 | 3 | 3 | | 3 | 6 | 6 | | 1 | 2 | 3 | | 1 | 10 | 10 | |

Note: Queue reported is the number of cars per lane.

AM Existing Plus CD Thu May 7, 2009 15:54:11 Page 19-1

Folsom South of US-50 Annexation
Existing Plus CD AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #17 McAdoo Dr/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.575
Loss Time (sec): 12 Average Delay (sec/veh): 23.6
Optimal Cycle: 46 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 | 0 | 0 0 | 1 | 0 | 0 | 0 1 | 1 | 0 | 3 | 0 0 | 0 | 0 | 2 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 135 | 0 | 309 | 69 | 302 | 0 | 0 | 826 | 71 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 0 | 0 | 0 | 135 | 0 | 309 | 69 | 302 | 0 | 0 | 826 | 71 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | | | | |
| PHF Volume: | 0 | 0 | 0 | 169 | 0 | 386 | 86 | 378 | 0 | 0 | 1033 | 89 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 0 | 0 | 0 | 169 | 0 | 386 | 86 | 378 | 0 | 0 | 1033 | 89 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| 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: | 0 | 0 | 0 | 169 | 0 | 386 | 86 | 378 | 0 | 0 | 1033 | 89 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 1.00 | 1.00 | 1.00 | 0.77 | 1.00 | 0.85 | 0.95 | 0.91 | 1.00 | 1.00 | 0.90 | 0.90 | | | | |
| Lanes: | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 3.00 | 0.00 | 0.00 | 2.76 | 0.24 | | | | |
| Final Sat.: | 0 | 0 | 0 | 1461 | 0 | 1615 | 1805 | 5187 | 0 | 0 | 4719 | 406 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.12 | 0.00 | 0.24 | 0.05 | 0.07 | 0.00 | 0.00 | 0.22 | 0.22 | | | | |
| Crit Moves: | | | | | | **** | **** | | | | **** | | | | | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | 0.42 | 0.00 | 0.42 | 0.08 | 0.46 | 0.00 | 0.00 | 0.38 | 0.38 | | | | |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.28 | 0.00 | 0.57 | 0.57 | 0.16 | 0.00 | 0.00 | 0.57 | 0.57 | | | | |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 19.5 | 0.0 | 23.6 | 49.5 | 15.5 | 0.0 | 0.0 | 25.0 | 25.0 | | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 19.5 | 0.0 | 23.6 | 49.5 | 15.5 | 0.0 | 0.0 | 25.0 | 25.0 | | | | |
| LOS by Move: | A | A | A | B | A | C | D | B | A | A | C | C | | | | |
| HCM2kAvgQ: | 0 | 0 | 0 | 3 | 0 | 10 | 3 | 2 | 0 | 0 | 10 | 10 | | | | |

Note: Queue reported is the number of cars per lane.





AM Existing Plus CD Thu May 7, 2009 15:54:11 Page 20-1

Folsom South of US-50 Annexation
Existing Plus CD AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #18 Oak Ave Pkwy/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.517
Loss Time (sec): 12 Average Delay (sec/veh): 31.7
Optimal Cycle: 42 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ignore | | | | Ignore | | | | Ovl | | | | Ignore | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 2 | 0 1 | 2 | 0 | 2 | 0 1 | 2 | 0 | 2 | 0 1 | 2 | 0 | 2 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 160 | 395 | 334 | 280 | 586 | 384 | 97 | 240 | 110 | 360 | 413 | 132 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 160 | 395 | 334 | 280 | 586 | 384 | 97 | 240 | 110 | 360 | 413 | 132 | | | | |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | | | | |
| PHF Adj: | 0.83 | 0.83 | 0.00 | 0.83 | 0.83 | 0.00 | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.00 | | | | |
| PHF Volume: | 193 | 476 | 0 | 337 | 706 | 0 | 117 | 289 | 133 | 434 | 498 | 0 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 193 | 476 | 0 | 337 | 706 | 0 | 117 | 289 | 133 | 434 | 498 | 0 | | | | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | | | | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | | | | |
| FinalVolume: | 193 | 476 | 0 | 337 | 706 | 0 | 117 | 289 | 133 | 434 | 498 | 0 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 0.92 | 0.95 | 1.00 | 0.92 | 0.95 | 1.00 | 0.92 | 0.95 | 0.85 | 0.92 | 0.95 | 1.00 | | | | |
| Lanes: | 2.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 | | | | |
| Final Sat.: | 3502 | 3610 | 1900 | 3502 | 3610 | 1900 | 3502 | 3610 | 1615 | 3502 | 3610 | 1900 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.06 | 0.13 | 0.00 | 0.10 | 0.20 | 0.00 | 0.03 | 0.08 | 0.08 | 0.12 | 0.14 | 0.00 | | | | |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | | | | | |
| Green/Cycle: | 0.11 | 0.28 | 0.00 | 0.20 | 0.38 | 0.00 | 0.08 | 0.16 | 0.26 | 0.24 | 0.32 | 0.00 | | | | |
| Volume/Cap: | 0.52 | 0.47 | 0.00 | 0.47 | 0.52 | 0.00 | 0.43 | 0.52 | 0.31 | 0.52 | 0.43 | 0.00 | | | | |
| Delay/Veh: | 43.5 | 30.2 | 0.0 | 35.5 | 24.3 | 0.0 | 45.2 | 39.6 | 30.1 | 33.5 | 27.2 | 0.0 | | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| AdjDel/Veh: | 43.5 | 30.2 | 0.0 | 35.5 | 24.3 | 0.0 | 45.2 | 39.6 | 30.1 | 33.5 | 27.2 | 0.0 | | | | |
| LOS by Move: | D | C | A | D | C | A | D | D | C | C | C | A | | | | |
| HCM2kAvgQ: | 3 | 6 | 0 | 5 | 9 | 0 | 2 | 4 | 3 | 6 | 6 | 0 | | | | |

Note: Queue reported is the number of cars per lane.

AM Existing Plus CD Thu May 7, 2009 15:54:11 Page 21-1

Folsom South of US-50 Annexation
Existing Plus CD AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #19 Rowberry Dr/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.530
Loss Time (sec): 12 Average Delay (sec/veh): 26.1
Optimal Cycle: 43 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Split Phase | | | | Split Phase | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Include | | | | Ovl | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 1 | 0 | 0 1 | 1 | 0 | 0 | 1 0 | 1 | 0 | 2 | 0 1 | 2 | 0 | 1 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 331 | 47 | 72 | | 6 | 89 | 42 | | 16 | 539 | 296 | | 199 | 540 | 1 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 331 | 47 | 72 | | 6 | 89 | 42 | | 16 | 539 | 296 | | 199 | 540 | 1 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.82 | 0.82 | 0.82 | | 0.82 | 0.82 | 0.82 | | 0.82 | 0.82 | 0.82 | | 0.82 | 0.82 | 0.82 | |
| PHF Volume: | 404 | 57 | 88 | | 7 | 109 | 51 | | 20 | 657 | 361 | | 243 | 659 | 1 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 404 | 57 | 88 | | 7 | 109 | 51 | | 20 | 657 | 361 | | 243 | 659 | 1 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 404 | 57 | 88 | | 7 | 109 | 51 | | 20 | 657 | 361 | | 243 | 659 | 1 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.96 | 0.96 | 0.85 | | 0.95 | 0.95 | 0.95 | | 0.95 | 0.95 | 0.85 | | 0.92 | 0.95 | 0.95 | |
| Lanes: | 1.75 | 0.25 | 1.00 | | 1.00 | 0.68 | 0.32 | | 1.00 | 2.00 | 1.00 | | 2.00 | 1.99 | 0.01 | |
| Final Sat.: | 3188 | 453 | 1615 | | 1805 | 1229 | 580 | | 1805 | 3610 | 1615 | | 3502 | 3603 | 7 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.13 | 0.13 | 0.05 | | 0.00 | 0.09 | 0.09 | | 0.01 | 0.18 | 0.22 | | 0.07 | 0.18 | 0.18 | |
| Crit Moves: | | **** | | | | **** | | | | **** | | | **** | | | |
| Green/Cycle: | 0.24 | 0.24 | 0.37 | | 0.17 | 0.17 | 0.17 | | 0.03 | 0.34 | 0.58 | | 0.13 | 0.45 | 0.45 | |
| Volume/Cap: | 0.53 | 0.53 | 0.15 | | 0.02 | 0.53 | 0.53 | | 0.41 | 0.53 | 0.38 | | 0.53 | 0.41 | 0.41 | |
| Delay/Veh: | 33.8 | 33.8 | 21.1 | | 34.9 | 39.9 | 39.9 | | 53.5 | 26.8 | 11.5 | | 41.8 | 18.8 | 18.8 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 33.8 | 33.8 | 21.1 | | 34.9 | 39.9 | 39.9 | | 53.5 | 26.8 | 11.5 | | 41.8 | 18.8 | 18.8 | |
| LOS by Move: | C | C | C | | C | D | D | | D | C | B | | D | B | B | |
| HCM2kAvgQ: | 6 | 6 | 2 | | 0 | 5 | 5 | | 1 | 8 | 6 | | 4 | 7 | 7 | |

Note: Queue reported is the number of cars per lane.





AM Existing Plus CD Thu May 7, 2009 15:54:11 Page 22-1

Folsom South of US-50 Annexation
Existing Plus CD AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #20 Broadstone Pkwy/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.293
Loss Time (sec): 12 Average Delay (sec/veh): 19.9
Optimal Cycle: 31 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Split Phase | | | | Split Phase | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Ignore | | | | Include | | | | Ignore | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 1 | 0 | 0 1 | 2 | 0 | 1 | 0 1 | 1 | 0 | 2 | 0 1 | 2 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 7 | 1 | 1 | | 52 | 42 | 554 | | 271 | 278 | 55 | | 83 | 166 | 11 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 7 | 1 | 1 | | 52 | 42 | 554 | | 271 | 278 | 55 | | 83 | 166 | 11 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| PHF Adj: | 0.80 | 0.80 | 0.80 | | 0.80 | 0.80 | 0.00 | | 0.80 | 0.80 | 0.80 | | 0.80 | 0.80 | 0.00 | |
| PHF Volume: | 9 | 1 | 1 | | 65 | 53 | 0 | | 339 | 348 | 69 | | 104 | 208 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 9 | 1 | 1 | | 65 | 53 | 0 | | 339 | 348 | 69 | | 104 | 208 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| FinalVolume: | 9 | 1 | 1 | | 65 | 53 | 0 | | 339 | 348 | 69 | | 104 | 208 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.96 | 0.96 | 0.85 | | 0.92 | 1.00 | 1.00 | | 0.95 | 0.95 | 0.85 | | 0.92 | 0.91 | 1.00 | |
| Lanes: | 1.75 | 0.25 | 1.00 | | 2.00 | 1.00 | 1.00 | | 1.00 | 2.00 | 1.00 | | 2.00 | 3.00 | 1.00 | |
| Final Sat.: | 3185 | 455 | 1615 | | 3502 | 1900 | 1900 | | 1805 | 3610 | 1615 | | 3502 | 5187 | 1900 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | | 0.02 | 0.03 | 0.00 | | 0.19 | 0.10 | 0.04 | | 0.03 | 0.04 | 0.00 | |
| Crit Moves: | **** | | | | | **** | | | **** | | | | | **** | | |
| Green/Cycle: | 0.01 | 0.01 | 0.01 | | 0.09 | 0.09 | 0.00 | | 0.64 | 0.59 | 0.59 | | 0.18 | 0.14 | 0.00 | |
| Volume/Cap: | 0.29 | 0.29 | 0.08 | | 0.20 | 0.29 | 0.00 | | 0.29 | 0.16 | 0.07 | | 0.16 | 0.29 | 0.00 | |
| Delay/Veh: | 54.0 | 54.0 | 51.4 | | 42.1 | 43.1 | 0.0 | | 8.1 | 9.2 | 8.7 | | 34.5 | 39.1 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 54.0 | 54.0 | 51.4 | | 42.1 | 43.1 | 0.0 | | 8.1 | 9.2 | 8.7 | | 34.5 | 39.1 | 0.0 | |
| LOS by Move: | D | D | D | | D | D | A | | A | A | A | | C | D | A | |
| HCM2kAvgQ: | 0 | 0 | 0 | | 1 | 2 | 0 | | 4 | 2 | 1 | | 1 | 2 | 0 | |

Note: Queue reported is the number of cars per lane.

AM Existing Plus CD Thu May 7, 2009 15:54:11 Page 23-1

Folsom South of US-50 Annexation
Existing Plus CD AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #21 East Bidwell St/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.556
Loss Time (sec): 12 Average Delay (sec/veh): 20.2
Optimal Cycle: 45 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ignore | | | | Ignore | | | | Include | | | | Ignore | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 2 | 1 0 | 2 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 158 | 1418 | 100 | 32 | 1226 | 28 | 35 | 12 | 210 | 25 | 45 | 32 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 158 | 1418 | 100 | 32 | 1226 | 28 | 35 | 12 | 210 | 25 | 45 | 32 | | | | |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | | | | |
| PHF Adj: | 0.88 | 0.88 | 0.00 | 0.88 | 0.88 | 0.00 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.00 | | | | |
| PHF Volume: | 180 | 1611 | 0 | 36 | 1393 | 0 | 40 | 14 | 239 | 28 | 51 | 0 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 180 | 1611 | 0 | 36 | 1393 | 0 | 40 | 14 | 239 | 28 | 51 | 0 | | | | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | | | | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | | | | |
| FinalVolume: | 180 | 1611 | 0 | 36 | 1393 | 0 | 40 | 14 | 239 | 28 | 51 | 0 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 0.92 | 0.91 | 1.00 | 0.92 | 0.91 | 1.00 | 0.92 | 0.78 | 0.78 | 0.92 | 0.91 | 1.00 | | | | |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 2.00 | 1.00 | 2.00 | 3.00 | 1.00 | | | | |
| Final Sat.: | 3502 | 5187 | 1900 | 3502 | 5187 | 1900 | 3502 | 2967 | 1483 | 3502 | 5187 | 1900 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.05 | 0.31 | 0.00 | 0.01 | 0.27 | 0.00 | 0.01 | 0.00 | 0.16 | 0.01 | 0.01 | 0.00 | | | | |
| Crit Moves: | **** | | | | **** | | | | **** | **** | | | | | | |
| Green/Cycle: | 0.09 | 0.56 | 0.00 | 0.02 | 0.48 | 0.00 | 0.16 | 0.29 | 0.29 | 0.01 | 0.14 | 0.00 | | | | |
| Volume/Cap: | 0.56 | 0.56 | 0.00 | 0.56 | 0.56 | 0.00 | 0.07 | 0.02 | 0.56 | 0.56 | 0.07 | 0.00 | | | | |
| Delay/Veh: | 45.5 | 14.5 | 0.0 | 59.0 | 18.5 | 0.0 | 35.5 | 25.4 | 31.6 | 61.7 | 37.3 | 0.0 | | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| AdjDel/Veh: | 45.5 | 14.5 | 0.0 | 59.0 | 18.5 | 0.0 | 35.5 | 25.4 | 31.6 | 61.7 | 37.3 | 0.0 | | | | |
| LOS by Move: | D | B | A | E | B | A | D | C | C | E | D | A | | | | |
| HCM2kAvgQ: | 3 | 11 | 0 | 1 | 11 | 0 | 1 | 0 | 7 | 1 | 0 | 0 | | | | |

Note: Queue reported is the number of cars per lane.





AM Existing Plus CD Thu May 7, 2009 15:54:11 Page 24-1

Folsom South of US-50 Annexation
Existing Plus CD AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #22 Cavitt Dr/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.110
Loss Time (sec): 12 Average Delay (sec/veh): 23.0
Optimal Cycle: 25 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 1 | 0 | 0 1 | 1 | 1 | 0 | 0 1 | 1 | 0 | 3 | 0 1 | 1 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 32 | 2 | 6 | 2 | 3 | 81 | 16 | 92 | 53 | 15 | 91 | 4 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 32 | 2 | 6 | 2 | 3 | 81 | 16 | 92 | 53 | 15 | 91 | 4 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | | | | |
| PHF Volume: | 34 | 2 | 6 | 2 | 3 | 86 | 17 | 98 | 56 | 16 | 97 | 4 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 34 | 2 | 6 | 2 | 3 | 86 | 17 | 98 | 56 | 16 | 97 | 4 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| 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: | 34 | 2 | 6 | 2 | 3 | 86 | 17 | 98 | 56 | 16 | 97 | 4 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 0.71 | 0.71 | 0.85 | 0.95 | 0.95 | 0.85 | 0.95 | 0.91 | 0.85 | 0.95 | 0.91 | 0.85 | | | | |
| Lanes: | 1.88 | 0.12 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 | | | | |
| Final Sat.: | 2532 | 158 | 1615 | 1813 | 1813 | 1615 | 1805 | 5187 | 1615 | 1805 | 5187 | 1615 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.01 | 0.00 | 0.00 | 0.00 | 0.05 | 0.01 | 0.02 | 0.03 | 0.01 | 0.02 | 0.00 | | | | |
| Crit Moves: | | | | | | **** | | | **** | **** | | | | | | |
| Green/Cycle: | 0.48 | 0.48 | 0.48 | 0.48 | 0.48 | 0.48 | 0.13 | 0.32 | 0.32 | 0.08 | 0.26 | 0.26 | | | | |
| Volume/Cap: | 0.03 | 0.03 | 0.01 | 0.00 | 0.00 | 0.11 | 0.07 | 0.06 | 0.11 | 0.11 | 0.07 | 0.01 | | | | |
| Delay/Veh: | 13.5 | 13.5 | 13.4 | 13.4 | 13.4 | 14.2 | 38.1 | 23.8 | 24.3 | 43.0 | 27.7 | 27.2 | | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| AdjDel/Veh: | 13.5 | 13.5 | 13.4 | 13.4 | 13.4 | 14.2 | 38.1 | 23.8 | 24.3 | 43.0 | 27.7 | 27.2 | | | | |
| LOS by Move: | B | B | B | B | B | B | D | C | C | D | C | C | | | | |
| HCM2kAvgQ: | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 0 | | | | |

Note: Queue reported is the number of cars per lane.

AM Existing Plus CD Thu May 7, 2009 15:54:11 Page 25-1

Folsom South of US-50 Annexation
Existing Plus CD AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #23 Serpa Way / Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.074
Loss Time (sec): 12 Average Delay (sec/veh): 26.1
Optimal Cycle: 24 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Include | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 1 | 0 | 1 | 2 | 0 | 0 | 1 | 0 | 3 | 0 | 1 | 1 | 0 | 3 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | | | |
| Base Vol: | 42 | | 3 | | 7 | 46 | | 10 | 13 | 23 | | 44 | 20 | 18 | | 63 | 27 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Initial Bse: | 42 | | 3 | | 7 | 46 | | 10 | 13 | 23 | | 44 | 20 | 18 | | 63 | 27 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | |
| PHF Volume: | 45 | | 3 | | 7 | 49 | | 11 | 14 | 24 | | 47 | 21 | 19 | | 67 | 29 | |
| Reduct Vol: | 0 | | 0 | | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | |
| Reduced Vol: | 45 | | 3 | | 7 | 49 | | 11 | 14 | 24 | | 47 | 21 | 19 | | 67 | 29 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | |
| FinalVolume: | 45 | | 3 | | 7 | 49 | | 11 | 14 | 24 | | 47 | 21 | 19 | | 67 | 29 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | |
| Adjustment: | 0.95 | 1.00 | 0.85 | | 0.92 | 0.92 | | 0.92 | 0.95 | 0.91 | | 0.85 | 0.95 | 0.91 | | 0.85 | | |
| Lanes: | 1.00 | 1.00 | 1.00 | | 2.00 | 0.43 | | 0.57 | 1.00 | 3.00 | | 1.00 | 1.00 | 3.00 | | 1.00 | | |
| Final Sat.: | 1805 | 1900 | 1615 | | 3502 | 756 | | 983 | 1805 | 5187 | | 1615 | 1805 | 5187 | | 1615 | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.00 | 0.00 | | 0.01 | 0.01 | | 0.01 | 0.01 | 0.01 | | 0.01 | 0.01 | 0.01 | | 0.02 | | |
| Crit Moves: | **** | | | | | **** | | | **** | | | | | **** | | | | |
| Green/Cycle: | 0.33 | 0.06 | 0.25 | | 0.47 | 0.19 | | 0.19 | 0.18 | 0.16 | | 0.50 | 0.19 | 0.17 | | 0.64 | | |
| Volume/Cap: | 0.07 | 0.03 | 0.02 | | 0.03 | 0.07 | | 0.07 | 0.07 | 0.06 | | 0.03 | 0.06 | 0.07 | | 0.03 | | |
| Delay/Veh: | 22.8 | 44.7 | 28.4 | | 14.4 | 33.4 | | 33.4 | 34.0 | 35.3 | | 12.8 | 33.0 | 34.6 | | 6.6 | | |
| 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: | 22.8 | 44.7 | 28.4 | | 14.4 | 33.4 | | 33.4 | 34.0 | 35.3 | | 12.8 | 33.0 | 34.6 | | 6.6 | | |
| LOS by Move: | C | D | C | | B | C | | C | C | D | | B | C | C | | A | | |
| HCM2kAvgQ: | 1 | 0 | 0 | | 0 | 1 | | 1 | 1 | 0 | | 0 | 0 | 1 | | 0 | | |

Note: Queue reported is the number of cars per lane.





AM Existing Plus CD Thu May 7, 2009 15:54:11 Page 26-1

Folsom South of US-50 Annexation
Existing Plus CD AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #24 Empire Ranch Road/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.347
Loss Time (sec): 12 Average Delay (sec/veh): 16.7
Optimal Cycle: 33 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 3 | 0 | 1 | 1 | 0 | 3 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | |
| Volume Module: | | | | | | | | | | | | | | | | | | |
| Base Vol: | 57 | 257 | | 0 | | 2 | 856 | | 36 | 49 | | 73 | 50 | 0 | | 99 | 7 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Initial Bse: | 57 | 257 | | 0 | | 2 | 856 | | 36 | 49 | | 73 | 50 | 0 | | 99 | 7 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | |
| PHF Adj: | 0.83 | 0.83 | 0.83 | | 0.83 | 0.83 | | 0.83 | 0.83 | 0.83 | | 0.83 | 0.83 | 0.83 | | 0.83 | 0.83 | |
| PHF Volume: | 69 | 310 | | 0 | | 2 | 1031 | | 43 | 59 | | 88 | 60 | 0 | | 119 | 8 | |
| Reduct Vol: | 0 | 0 | | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | |
| Reduced Vol: | 69 | 310 | | 0 | | 2 | 1031 | | 43 | 59 | | 88 | 60 | 0 | | 119 | 8 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | |
| FinalVolume: | 69 | 310 | | 0 | | 2 | 1031 | | 43 | 59 | | 88 | 60 | 0 | | 119 | 8 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.91 | 1.00 | | 0.95 | 0.91 | | 0.85 | 0.95 | 0.89 | | 0.89 | 1.00 | 0.94 | | 0.94 | | |
| Lanes: | 1.00 | 3.00 | 1.00 | | 1.00 | 3.00 | | 1.00 | 1.00 | 1.19 | | 0.81 | 1.00 | 1.87 | | 0.13 | | |
| Final Sat.: | 1805 | 5187 | 1900 | | 1805 | 5187 | | 1615 | 1805 | 2012 | | 1378 | 1900 | 3338 | | 236 | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.06 | 0.00 | | 0.00 | 0.20 | | 0.03 | 0.03 | 0.04 | | 0.04 | 0.00 | 0.04 | | 0.04 | | |
| Crit Moves: | **** | | | | | **** | | | **** | | | | | **** | | | | |
| Green/Cycle: | 0.11 | 0.67 | 0.00 | | 0.01 | 0.57 | | 0.67 | 0.09 | 0.20 | | 0.20 | 0.00 | 0.10 | | 0.10 | | |
| Volume/Cap: | 0.35 | 0.09 | 0.00 | | 0.09 | 0.35 | | 0.04 | 0.35 | 0.22 | | 0.22 | 0.00 | 0.35 | | 0.35 | | |
| Delay/Veh: | 42.3 | 5.9 | 0.0 | | 50.0 | 11.4 | | 5.7 | 43.6 | 33.9 | | 33.9 | 0.0 | 42.3 | | 42.3 | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | | |
| AdjDel/Veh: | 42.3 | 5.9 | 0.0 | | 50.0 | 11.4 | | 5.7 | 43.6 | 33.9 | | 33.9 | 0.0 | 42.3 | | 42.3 | | |
| LOS by Move: | D | A | A | | D | B | | A | D | C | | C | A | D | | D | | |
| HCM2kAvgQ: | 2 | 1 | 0 | | 0 | 6 | | 0 | 2 | 2 | | 2 | 0 | 2 | | 2 | | |

Note: Queue reported is the number of cars per lane.

AM Existing Plus CD Thu May 7, 2009 15:54:11 Page 27-1

Folsom South of US-50 Annexation
Existing Plus CD AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #25 Prairie City Rd/ High School

Cycle (sec): 100 Critical Vol./Cap. (X): 0.718
Loss Time (sec): 12 Average Delay (sec/veh): 24.5
Optimal Cycle: 62 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 2 | 1 0 | 2 | 0 | 2 | 1 0 | 2 | 0 | 0 | 1 1 | 1 | 0 | 0 | 1 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 599 | 1618 | | 75 | 436 | 1157 | | 81 | 1 | | 3 | 49 | 66 | | 0 | 111 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 599 | 1618 | | 75 | 436 | 1157 | | 81 | 1 | | 3 | 49 | 66 | | 0 | 111 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 |
| PHF Volume: | 749 | 2023 | | 94 | 545 | 1446 | | 101 | 1 | | 4 | 61 | 83 | | 0 | 139 |
| Reduct Vol: | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 |
| Reduced Vol: | 749 | 2023 | | 94 | 545 | 1446 | | 101 | 1 | | 4 | 61 | 83 | | 0 | 139 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 749 | 2023 | | 94 | 545 | 1446 | | 101 | 1 | | 4 | 61 | 83 | | 0 | 139 |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.90 | 0.90 | 0.92 | 0.90 | 0.90 | 0.92 | 0.86 | 0.86 | 0.95 | 1.00 | 0.85 | | | | |
| Lanes: | 2.00 | 2.87 | 0.13 | 2.00 | 2.80 | 0.20 | 2.00 | 0.12 | 1.88 | 1.00 | 0.00 | 2.00 | | | | |
| Final Sat.: | 3502 | 4923 | 228 | 3502 | 4799 | 336 | 3502 | 188 | 3076 | 1805 | 0 | 3230 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.21 | 0.41 | 0.41 | 0.16 | 0.30 | 0.30 | 0.00 | 0.02 | 0.02 | 0.05 | 0.00 | 0.04 | | | | |
| Crit Moves: | | **** | | **** | | | | **** | | **** | | | | | | |
| Green/Cycle: | 0.33 | 0.57 | 0.57 | 0.22 | 0.46 | 0.46 | 0.00 | 0.03 | 0.03 | 0.06 | 0.00 | 0.09 | | | | |
| Volume/Cap: | 0.65 | 0.72 | 0.72 | 0.72 | 0.65 | 0.65 | 0.47 | 0.72 | 0.72 | 0.72 | 0.00 | 0.47 | | | | |
| Delay/Veh: | 30.1 | 16.4 | 16.4 | 39.7 | 21.4 | 21.4 | 146.2 | 72.3 | 72.3 | 65.5 | 0.0 | 44.4 | | | | |
| 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: | 30.1 | 16.4 | 16.4 | 39.7 | 21.4 | 21.4 | 146.2 | 72.3 | 72.3 | 65.5 | 0.0 | 44.4 | | | | |
| LOS by Move: | C | B | B | D | C | C | F | E | E | E | A | D | | | | |
| HCM2kAvgQ: | 9 | 16 | 16 | 8 | 13 | 13 | 0 | 2 | 2 | 4 | 0 | 3 | | | | |

Note: Queue reported is the number of cars per lane.





AM Existing Plus CD Thu May 7, 2009 15:54:11 Page 28-1

Folsom South of US-50 Annexation
Existing Plus CD AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #26 East Bidwell / Placerville Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.547
Loss Time (sec): 6 Average Delay (sec/veh): 7.8
Optimal Cycle: 30 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 | 2 | 1 0 | 1 | 0 | 3 | 0 0 | 0 | 0 | 0 | 0 0 | 0 | 0 | 0 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | | 0 | 1818 | 0 | | 0 | 1462 | 0 | | 0 | 0 | 0 | | 0 | 0 | 176 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | | 0 | 1818 | 0 | | 0 | 1462 | 0 | | 0 | 0 | 0 | | 0 | 0 | 176 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | | | | |
| PHF Volume: | | 0 | 2043 | 0 | | 0 | 1643 | 0 | | 0 | 0 | 0 | | 0 | 0 | 198 |
| Reduct Vol: | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 |
| Reduced Vol: | | 0 | 2043 | 0 | | 0 | 1643 | 0 | | 0 | 0 | 0 | | 0 | 0 | 198 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | | 0 | 2043 | 0 | | 0 | 1643 | 0 | | 0 | 0 | 0 | | 0 | 0 | 198 |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 0.91 | 0.91 | 1.00 | 0.91 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.87 | | | | |
| Lanes: | 0.00 | 3.00 | 0.00 | 1.00 | 3.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.00 | | | | |
| Final Sat.: | | 0 | 5187 | 0 | 1900 | 5187 | 0 | 0 | 0 | 0 | 0 | 1644 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.39 | 0.00 | 0.00 | 0.32 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.12 | | | | |
| Crit Moves: | | **** | | **** | | | | | | | | **** | | | | |
| Green/Cycle: | 0.00 | 0.72 | 0.00 | 0.00 | 0.72 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.22 | | | | |
| Volume/Cap: | 0.00 | 0.55 | 0.00 | 0.00 | 0.44 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.55 | | | | |
| Delay/Veh: | 0.0 | 6.6 | 0.0 | 0.0 | 5.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 36.3 | | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| AdjDel/Veh: | 0.0 | 6.6 | 0.0 | 0.0 | 5.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 36.3 | | | | |
| LOS by Move: | A | A | A | A | A | A | A | A | A | A | A | D | | | | |
| HCM2kAvgQ: | 0 | 11 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | | | | |

Note: Queue reported is the number of cars per lane.

AM Existing Plus CD Thu May 7, 2009 15:54:11 Page 29-1

Folsom South of US-50 Annexation
Existing Plus CD AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #27 Prairie City Rd/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.314
Loss Time (sec): 9 Average Delay (sec/veh): 18.6
Optimal Cycle: 26 Level of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Permitted | | | Permitted | | | Protected | | | Protected | | |
| Rights: | Include | | | Ovl | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 2 | 0 |
| | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | | |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 103 | 0 | 383 | 392 | 259 | 0 | 0 | 449 | 44 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 103 | 0 | 383 | 392 | 259 | 0 | 0 | 449 | 44 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 0 | 0 | 0 | 110 | 0 | 407 | 417 | 276 | 0 | 0 | 478 | 47 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 110 | 0 | 407 | 417 | 276 | 0 | 0 | 478 | 47 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 0 | 0 | 0 | 110 | 0 | 407 | 417 | 276 | 0 | 0 | 478 | 47 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 0.77 | 1.00 | 0.75 | 0.92 | 0.95 | 1.00 | 1.00 | 0.91 | 0.85 |
| Lanes: | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 2.00 | 2.00 | 2.00 | 0.00 | 0.00 | 3.00 | 1.00 |
| Final Sat.: | 0 | 0 | 0 | 1465 | 0 | 2842 | 3502 | 3610 | 0 | 0 | 5187 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.07 | 0.00 | 0.14 | 0.12 | 0.08 | 0.00 | 0.00 | 0.09 | 0.03 |
| Crit Moves: | | | | **** | | | **** | | | | **** | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | 0.24 | 0.00 | 0.62 | 0.38 | 0.67 | 0.00 | 0.00 | 0.29 | 0.29 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.31 | 0.00 | 0.23 | 0.31 | 0.11 | 0.00 | 0.00 | 0.31 | 0.10 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 31.9 | 0.0 | 8.6 | 22.0 | 5.8 | 0.0 | 0.0 | 27.6 | 25.8 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 31.9 | 0.0 | 8.6 | 22.0 | 5.8 | 0.0 | 0.0 | 27.6 | 25.8 |
| LOS by Move: | A | A | A | C | A | A | C | A | A | A | C | C |
| HCM2kAvgQ: | 0 | 0 | 0 | 3 | 0 | 3 | 5 | 2 | 0 | 0 | 4 | 1 |

Note: Queue reported is the number of cars per lane.





AM Existing Plus CD Thu May 7, 2009 15:54:11 Page 30-1

Folsom South of US-50 Annexation
Existing Plus CD AM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #28 Scott Rd (South)/ White Rock Rd

Average Delay (sec/veh): 3.0 Worst Case Level Of Service: B[ 13.7]

| 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 | 0 | 1 |
| | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 3 | 0 | 0 | | |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 75 | 0 | 130 | 0 | 0 | 0 | 0 | 254 | 40 | 51 | 535 | 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: | 75 | 0 | 130 | 0 | 0 | 0 | 0 | 254 | 40 | 51 | 535 | 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: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 80 | 0 | 138 | 0 | 0 | 0 | 0 | 270 | 43 | 54 | 569 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 80 | 0 | 138 | 0 | 0 | 0 | 0 | 270 | 43 | 54 | 569 | 0 |
| Critical Gap Module: | | | | | | | | | | | | |
| Critical Gp: | 6.8 | 6.5 | 6.9 | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 4.1 | xxxx | xxxxx |
| FollowUpTim: | 3.5 | 4.0 | 3.3 | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 2.2 | xxxx | xxxxx |
| Capacity Module: | | | | | | | | | | | | |
| Cnflict Vol: | 590 | 969 | 156 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 313 | xxxx | xxxxx |
| Potent Cap.: | 444 | 255 | 868 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 1259 | xxxx | xxxxx |
| Move Cap.: | 429 | 244 | 868 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 1259 | xxxx | xxxxx |
| Volume/Cap: | 0.19 | 0.00 | 0.16 | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | 0.04 | xxxx | xxxx |
| Level Of Service Module: | | | | | | | | | | | | |
| 2Way95thQ: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 0.1 | xxxx | xxxxx |
| Control Del: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 8.0 | xxxx | xxxxx |
| LOS by Move: | * | * | * | * | * | * | * | * | * | A | * | * |
| Movement: | LT - | LTR - | RT | LT - | LTR - | RT | LT - | LTR - | RT | LT - | LTR - | RT |
| Shared Cap.: | xxxx | 631 | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| SharedQueue: | xxxxx | 1.5 | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| Shrd ConDel: | xxxxx | 13.7 | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| Shared LOS: | * | B | * | * | * | * | * | * | * | * | * | * |
| ApproachDel: | 13.7 | | | xxxxxx | | | xxxxxx | | | xxxxxx | | |
| ApproachLOS: | B | | | * | | | * | | | * | | |

Note: Queue reported is the number of cars per lane.

AM Existing Plus CD Thu May 7, 2009 15:54:11 Page 31-1

Folsom South of US-50 Annexation
Existing Plus CD AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #29 Scott Rd (North)/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.284
Loss Time (sec): 9 Average Delay (sec/veh): 20.2
Optimal Cycle: 25 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Ovl | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 3 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 2 | 0 | | 158 | 0 | 348 | | 137 | 310 | 0 | | 0 | 389 | 114 | |
| Growth Adj: | 1.00 | 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 | 2 | 0 | | 158 | 0 | 348 | | 137 | 310 | 0 | | 0 | 389 | 114 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.86 | 0.86 | 0.86 | | 0.86 | 0.86 | 0.86 | | 0.86 | 0.86 | 0.86 | | 0.86 | 0.86 | 0.86 | |
| PHF Volume: | 0 | 2 | 0 | | 184 | 0 | 405 | | 159 | 360 | 0 | | 0 | 452 | 133 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 2 | 0 | | 184 | 0 | 405 | | 159 | 360 | 0 | | 0 | 452 | 133 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 0 | 2 | 0 | | 184 | 0 | 405 | | 159 | 360 | 0 | | 0 | 452 | 133 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 1.00 | 1.00 | | 0.77 | 1.00 | 0.75 | | 0.92 | 0.95 | 1.00 | | 1.00 | 0.91 | 0.85 | |
| Lanes: | 0.00 | 1.00 | 0.00 | | 1.00 | 0.00 | 2.00 | | 2.00 | 2.00 | 0.00 | | 0.00 | 3.00 | 1.00 | |
| Final Sat.: | 0 | 1900 | 0 | | 1457 | 0 | 2842 | | 3502 | 3610 | 0 | | 0 | 5187 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | | 0.13 | 0.00 | 0.14 | | 0.05 | 0.10 | 0.00 | | 0.00 | 0.09 | 0.08 | |
| Crit Moves: | | | | | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.00 | 0.44 | 0.00 | | 0.44 | 0.00 | 0.60 | | 0.16 | 0.47 | 0.00 | | 0.00 | 0.31 | 0.31 | |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | | 0.28 | 0.00 | 0.24 | | 0.28 | 0.21 | 0.00 | | 0.00 | 0.28 | 0.27 | |
| Delay/Veh: | 0.0 | 15.5 | 0.0 | | 18.0 | 0.0 | 9.2 | | 37.2 | 15.9 | 0.0 | | 0.0 | 26.4 | 26.5 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 15.5 | 0.0 | | 18.0 | 0.0 | 9.2 | | 37.2 | 15.9 | 0.0 | | 0.0 | 26.4 | 26.5 | |
| LOS by Move: | A | B | A | | B | A | A | | D | B | A | | A | C | C | |
| HCM2kAvgQ: | 0 | 0 | 0 | | 3 | 0 | 3 | | 2 | 3 | 0 | | 0 | 4 | 3 | |

Note: Queue reported is the number of cars per lane.





AM Existing Plus CD Thu May 7, 2009 15:54:11 Page 32-1

Folsom South of US-50 Annexation
Existing Plus CD AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #30 Placerville Rd/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.204
Loss Time (sec): 9 Average Delay (sec/veh): 10.4
Optimal Cycle: 23 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Split Phase | | | | Split Phase | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 1! | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 1 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | | 180 | 0 | 6 | | 2 | 471 | 0 | | 0 | 460 | 29 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 0 | 0 | 0 | | 180 | 0 | 6 | | 2 | 471 | 0 | | 0 | 460 | 29 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.97 | 0.97 | 0.97 | | 0.97 | 0.97 | 0.97 | | 0.97 | 0.97 | 0.97 | | 0.97 | 0.97 | 0.97 | |
| PHF Volume: | 0 | 0 | 0 | | 186 | 0 | 6 | | 2 | 486 | 0 | | 0 | 474 | 30 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 0 | 0 | | 186 | 0 | 6 | | 2 | 486 | 0 | | 0 | 474 | 30 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 0 | 0 | 0 | | 186 | 0 | 6 | | 2 | 486 | 0 | | 0 | 474 | 30 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 1.00 | 1.00 | | 0.95 | 1.00 | 0.85 | | 0.95 | 0.95 | 1.00 | | 1.00 | 0.91 | 0.85 | |
| Lanes: | 0.00 | 1.00 | 0.00 | | 2.00 | 0.00 | 1.00 | | 1.00 | 2.00 | 1.00 | | 1.00 | 3.00 | 1.00 | |
| Final Sat.: | 0 | 1900 | 0 | | 3618 | 0 | 1615 | | 1805 | 3610 | 1900 | | 1900 | 5187 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | | 0.05 | 0.00 | 0.00 | | 0.00 | 0.13 | 0.00 | | 0.00 | 0.09 | 0.02 | |
| Crit Moves: | | | | | **** | | | | | **** | | | **** | | | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | | 0.25 | 0.00 | 0.26 | | 0.01 | 0.66 | 0.00 | | 0.00 | 0.65 | 0.90 | |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | | 0.20 | 0.00 | 0.01 | | 0.14 | 0.20 | 0.00 | | 0.00 | 0.14 | 0.02 | |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | | 29.7 | 0.0 | 27.5 | | 53.6 | 6.8 | 0.0 | | 0.0 | 6.7 | 0.5 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | | 29.7 | 0.0 | 27.5 | | 53.6 | 6.8 | 0.0 | | 0.0 | 6.7 | 0.5 | |
| LOS by Move: | A | A | A | | C | A | C | | D | A | A | | A | A | A | |
| HCM2kAvgQ: | 0 | 0 | 0 | | 2 | 0 | 0 | | 0 | 3 | 0 | | 0 | 2 | 0 | |

Note: Queue reported is the number of cars per lane.

AM Existing Plus CD Thu May 7, 2009 15:54:11 Page 33-1

Folsom South of US-50 Annexation
Existing Plus CD AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #31 Empire Ranch Rd/ North Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.165
Loss Time (sec): 12 Average Delay (sec/veh): 14.4
Optimal Cycle: 27 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Ovl | | | Ovl | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 2 | 0 | 3 | 0 | 1 | 2 | 0 | 3 | 0 | 1 | 2 | 0 | 1 | 0 | 1 | 2 | 0 | 1 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 99 | 32 | 254 | 283 | 188 | 76 | 5 | 0 | 38 | 6 | 138 |
| Growth Adj: | 1.00 | 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 | 99 | 32 | 254 | 283 | 188 | 76 | 5 | 0 | 38 | 6 | 138 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 0 | 111 | 36 | 285 | 318 | 211 | 85 | 6 | 0 | 43 | 7 | 155 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 111 | 36 | 285 | 318 | 211 | 85 | 6 | 0 | 43 | 7 | 155 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 0 | 111 | 36 | 285 | 318 | 211 | 85 | 6 | 0 | 43 | 7 | 155 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.97 | 0.91 | 0.85 | 0.92 | 0.91 | 0.85 | 0.92 | 1.00 | 1.00 | 0.92 | 1.00 | 0.85 |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 |
| Final Sat.: | 3686 | 5187 | 1615 | 3502 | 5187 | 1615 | 3502 | 1900 | 1900 | 3502 | 1900 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.02 | 0.02 | 0.08 | 0.06 | 0.13 | 0.02 | 0.00 | 0.00 | 0.01 | 0.00 | 0.10 |
| Crit Moves: | **** | | | | | **** | **** | | | | | **** |
| Green/Cycle: | 0.00 | 0.13 | 0.32 | 0.51 | 0.64 | 0.79 | 0.15 | 0.05 | 0.00 | 0.19 | 0.09 | 0.60 |
| Volume/Cap: | 0.00 | 0.16 | 0.07 | 0.16 | 0.10 | 0.17 | 0.17 | 0.06 | 0.00 | 0.06 | 0.04 | 0.16 |
| Delay/Veh: | 0.0 | 38.4 | 23.4 | 13.1 | 6.7 | 2.5 | 37.4 | 46.0 | 0.0 | 33.3 | 41.8 | 9.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 38.4 | 23.4 | 13.1 | 6.7 | 2.5 | 37.4 | 46.0 | 0.0 | 33.3 | 41.8 | 9.0 |
| LOS by Move: | A | D | C | B | A | A | D | D | A | C | D | A |
| HCM2kAvgQ: | 0 | 1 | 1 | 2 | 1 | 2 | 1 | 0 | 0 | 1 | 0 | 2 |

Note: Queue reported is the number of cars per lane.





AM Existing Plus CD Thu May 7, 2009 15:54:11 Page 34-1

Folsom South of US-50 Annexation
Existing Plus CD AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #32 Prairie City Rd/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.495
Loss Time (sec): 9 Average Delay (sec/veh): 19.5
Optimal Cycle: 34 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Permitted | | | Permitted | | |
| Rights: | Ovl | | | Ovl | | | Ovl | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 0 | 0 | 3 | 0 | 1 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 792 | 165 | 568 | 492 | 0 | 0 | 0 | 0 | 170 | 0 | 705 |
| Growth Adj: | 1.00 | 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 | 792 | 165 | 568 | 492 | 0 | 0 | 0 | 0 | 170 | 0 | 705 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 0 | 890 | 185 | 638 | 553 | 0 | 0 | 0 | 0 | 191 | 0 | 792 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 890 | 185 | 638 | 553 | 0 | 0 | 0 | 0 | 191 | 0 | 792 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 0 | 890 | 185 | 638 | 553 | 0 | 0 | 0 | 0 | 191 | 0 | 792 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 0.91 | 0.85 | 0.92 | 0.91 | 1.00 | 1.00 | 1.00 | 1.00 | 0.59 | 1.00 | 0.75 |
| Lanes: | 0.00 | 3.00 | 1.00 | 2.00 | 3.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 2.00 |
| Final Sat.: | 0 | 5187 | 1615 | 3502 | 5187 | 0 | 0 | 0 | 0 | 2230 | 0 | 2842 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.17 | 0.11 | 0.18 | 0.11 | 0.00 | 0.00 | 0.00 | 0.00 | 0.09 | 0.00 | 0.28 |
| Crit Moves: | | **** | | **** | | | | | | | | **** |
| Green/Cycle: | 0.00 | 0.35 | 0.35 | 0.37 | 0.72 | 0.00 | 0.00 | 0.00 | 0.00 | 0.19 | 0.00 | 0.56 |
| Volume/Cap: | 0.00 | 0.49 | 0.33 | 0.49 | 0.15 | 0.00 | 0.00 | 0.00 | 0.00 | 0.44 | 0.00 | 0.49 |
| Delay/Veh: | 0.0 | 26.0 | 24.5 | 24.7 | 4.6 | 0.0 | 0.0 | 0.0 | 0.0 | 36.2 | 0.0 | 13.5 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 26.0 | 24.5 | 24.7 | 4.6 | 0.0 | 0.0 | 0.0 | 0.0 | 36.2 | 0.0 | 13.5 |
| LOS by Move: | A | C | C | C | A | A | A | A | A | D | A | B |
| HCM2kAvgQ: | 0 | 8 | 4 | 8 | 2 | 0 | 0 | 0 | 0 | 3 | 0 | 8 |

Note: Queue reported is the number of cars per lane.

AM Existing Plus CD Thu May 7, 2009 15:54:11 Page 35-1

Folsom South of US-50 Annexation
Existing Plus CD AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #33 Oak Ave Pkwy/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.569
Loss Time (sec): 12 Average Delay (sec/veh): 27.9
Optimal Cycle: 46 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 2 | 0 1 | 2 | 0 | 2 | 0 1 | 2 | 0 | 2 | 0 1 | 2 | 0 | 2 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 207 | 276 | 76 | | 323 | 257 | 384 | | 158 | 364 | 64 | | 30 | 538 | 212 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 207 | 276 | 76 | | 323 | 257 | 384 | | 158 | 364 | 64 | | 30 | 538 | 212 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 233 | 310 | 85 | | 363 | 289 | 431 | | 178 | 409 | 72 | | 34 | 604 | 238 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 233 | 310 | 85 | | 363 | 289 | 431 | | 178 | 409 | 72 | | 34 | 604 | 238 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 233 | 310 | 85 | | 363 | 289 | 431 | | 178 | 409 | 72 | | 34 | 604 | 238 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.95 | 0.85 | | 0.92 | 0.95 | 0.85 | | 0.92 | 0.95 | 0.85 | | 0.92 | 0.95 | 0.85 | |
| Lanes: | 2.00 | 2.00 | 1.00 | | 2.00 | 2.00 | 1.00 | | 2.00 | 2.00 | 1.00 | | 2.00 | 2.00 | 1.00 | |
| Final Sat.: | 3502 | 3610 | 1615 | | 3502 | 3610 | 1615 | | 3502 | 3610 | 1615 | | 3502 | 3610 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.07 | 0.09 | 0.05 | | 0.10 | 0.08 | 0.27 | | 0.05 | 0.11 | 0.04 | | 0.01 | 0.17 | 0.15 | |
| Crit Moves: | **** | | | | | | **** | | **** | | | | | **** | | |
| Green/Cycle: | 0.12 | 0.23 | 0.26 | | 0.27 | 0.38 | 0.47 | | 0.09 | 0.35 | 0.47 | | 0.03 | 0.29 | 0.57 | |
| Volume/Cap: | 0.57 | 0.38 | 0.21 | | 0.38 | 0.21 | 0.57 | | 0.57 | 0.32 | 0.09 | | 0.32 | 0.57 | 0.26 | |
| Delay/Veh: | 43.7 | 33.1 | 29.5 | | 29.8 | 21.0 | 20.3 | | 46.2 | 23.7 | 14.8 | | 49.3 | 30.7 | 11.2 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 43.7 | 33.1 | 29.5 | | 29.8 | 21.0 | 20.3 | | 46.2 | 23.7 | 14.8 | | 49.3 | 30.7 | 11.2 | |
| LOS by Move: | D | C | C | | C | C | C | | D | C | B | | D | C | B | |
| HCM2kAvgQ: | 4 | 4 | 2 | | 4 | 3 | 9 | | 3 | 5 | 1 | | 1 | 8 | 4 | |

Note: Queue reported is the number of cars per lane.





AM Existing Plus CD Thu May 7, 2009 15:54:11 Page 36-1

Folsom South of US-50 Annexation
Existing Plus CD AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #34 RowberryDr/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.436
Loss Time (sec): 12 Average Delay (sec/veh): 14.4
Optimal Cycle: 37 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Split Phase | | | | Split Phase | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 1! 0 | 0 | 1 | 1 | 0 | 0 1 | 2 | 0 | 2 | 0 1 | 1 | 0 | 2 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | | 407 | 0 | 16 | | 62 | 702 | 0 | | 0 | 763 | 437 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 0 | 0 | 0 | | 407 | 0 | 16 | | 62 | 702 | 0 | | 0 | 763 | 437 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 0 | 0 | 0 | | 457 | 0 | 18 | | 70 | 789 | 0 | | 0 | 857 | 491 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 0 | 0 | | 457 | 0 | 18 | | 70 | 789 | 0 | | 0 | 857 | 491 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 0 | 0 | 0 | | 457 | 0 | 18 | | 70 | 789 | 0 | | 0 | 857 | 491 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 1.00 | 1.00 | | 0.95 | 1.00 | 0.85 | | 0.92 | 0.95 | 1.00 | | 1.00 | 0.95 | 0.85 | |
| Lanes: | 0.00 | 1.00 | 0.00 | | 2.00 | 0.00 | 1.00 | | 2.00 | 2.00 | 1.00 | | 1.00 | 2.00 | 1.00 | |
| Final Sat.: | 0 | 1900 | 0 | | 3618 | 0 | 1615 | | 3502 | 3610 | 1900 | | 1900 | 3610 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | | 0.13 | 0.00 | 0.01 | | 0.02 | 0.22 | 0.00 | | 0.00 | 0.24 | 0.30 | |
| Crit Moves: | | | | | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | | 0.29 | 0.00 | 0.34 | | 0.05 | 0.59 | 0.00 | | 0.00 | 0.54 | 0.83 | |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | | 0.44 | 0.00 | 0.03 | | 0.44 | 0.37 | 0.00 | | 0.00 | 0.44 | 0.36 | |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | | 29.2 | 0.0 | 22.4 | | 48.4 | 10.9 | 0.0 | | 0.0 | 13.8 | 2.1 | |
| 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: | 0.0 | 0.0 | 0.0 | | 29.2 | 0.0 | 22.4 | | 48.4 | 10.9 | 0.0 | | 0.0 | 13.8 | 2.1 | |
| LOS by Move: | A | A | A | | C | A | C | | D | B | A | | A | B | A | |
| HCM2kAvgQ: | 0 | 0 | 0 | | 5 | 0 | 0 | | 1 | 6 | 0 | | 0 | 8 | 4 | |

Note: Queue reported is the number of cars per lane.

AM Existing Plus CD Thu May 7, 2009 15:54:11 Page 37-1

Folsom South of US-50 Annexation
Existing Plus CD AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #35 1st St/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.597
Loss Time (sec): 12 Average Delay (sec/veh): 26.5
Optimal Cycle: 48 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - | R | L | - T | - | R | L | - T | - | R | L | - T | - | R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Ovl | | | | Include | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 2 | 1 | 0 | 1 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 344 | 47 | 0 | | 87 | 23 | 166 | | 242 | 507 | 189 | | 0 | 680 | 172 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 344 | 47 | 0 | | 87 | 23 | 166 | | 242 | 507 | 189 | | 0 | 680 | 172 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 387 | 53 | 0 | | 98 | 26 | 187 | | 272 | 570 | 212 | | 0 | 764 | 193 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 387 | 53 | 0 | | 98 | 26 | 187 | | 272 | 570 | 212 | | 0 | 764 | 193 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 387 | 53 | 0 | | 98 | 26 | 187 | | 272 | 570 | 212 | | 0 | 764 | 193 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 1.00 | 1.00 | | 0.95 | 1.00 | 0.85 | | 0.95 | 0.87 | 0.87 | | 1.00 | 0.91 | 0.85 | |
| Lanes: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 2.19 | 0.81 | | 1.00 | 3.00 | 1.00 | |
| Final Sat.: | 1805 | 1900 | 0 | | 1805 | 1900 | 1615 | | 1805 | 3624 | 1351 | | 1900 | 5187 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.21 | 0.03 | 0.00 | | 0.05 | 0.01 | 0.12 | | 0.15 | 0.16 | 0.16 | | 0.00 | 0.15 | 0.12 | |
| Crit Moves: | **** | | | | | **** | | | **** | | | | | **** | | |
| Green/Cycle: | 0.36 | 0.13 | 0.00 | | 0.25 | 0.02 | 0.27 | | 0.25 | 0.50 | 0.50 | | 0.00 | 0.25 | 0.50 | |
| Volume/Cap: | 0.60 | 0.21 | 0.00 | | 0.21 | 0.60 | 0.42 | | 0.60 | 0.32 | 0.32 | | 0.00 | 0.60 | 0.24 | |
| Delay/Veh: | 27.7 | 39.4 | 0.0 | | 29.8 | 69.2 | 30.4 | | 35.1 | 15.0 | 15.0 | | 0.0 | 34.1 | 14.4 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 27.7 | 39.4 | 0.0 | | 29.8 | 69.2 | 30.4 | | 35.1 | 15.0 | 15.0 | | 0.0 | 34.1 | 14.4 | |
| LOS by Move: | C | D | A | | C | E | C | | D | B | B | | A | C | B | |
| HCM2kAvgQ: | 10 | 2 | 0 | | 2 | 2 | 5 | | 7 | 5 | 5 | | 0 | 7 | 3 | |

Note: Queue reported is the number of cars per lane.





AM Existing Plus CD Thu May 7, 2009 15:54:11 Page 38-1

Folsom South of US-50 Annexation
Existing Plus CD AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #36 2nd St/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.409
Loss Time (sec): 12 Average Delay (sec/veh): 23.7
Optimal Cycle: 36 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - | R | L | - T | - | R | L | - T | - | R | L | - T | - | R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 0 | 1 | 0 | 2 | 0 | 1 | 0 | 1 | 0 | 2 | 1 | 0 | 1 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 57 | 43 | | 126 | 25 | 125 | | 168 | 446 | 0 | | 27 | 702 | 236 | |
| Growth Adj: | 1.00 | 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 | 57 | 43 | | 126 | 25 | 125 | | 168 | 446 | 0 | | 27 | 702 | 236 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 0 | 64 | 48 | | 142 | 28 | 140 | | 189 | 501 | 0 | | 30 | 789 | 265 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 64 | 48 | | 142 | 28 | 140 | | 189 | 501 | 0 | | 30 | 789 | 265 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 0 | 64 | 48 | | 142 | 28 | 140 | | 189 | 501 | 0 | | 30 | 789 | 265 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.94 | 0.94 | | 0.92 | 1.00 | 0.85 | | 0.95 | 0.91 | 0.91 | | 0.95 | 0.91 | 0.85 | |
| Lanes: | 1.00 | 0.57 | 0.43 | | 2.00 | 1.00 | 1.00 | | 1.00 | 3.00 | 0.00 | | 1.00 | 3.00 | 1.00 | |
| Final Sat.: | 1900 | 1014 | 765 | | 3502 | 1900 | 1615 | | 1805 | 5187 | 0 | | 1805 | 5187 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.06 | 0.06 | | 0.04 | 0.01 | 0.09 | | 0.10 | 0.10 | 0.00 | | 0.02 | 0.15 | 0.16 | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.00 | 0.15 | 0.15 | | 0.10 | 0.25 | 0.25 | | 0.26 | 0.53 | 0.00 | | 0.09 | 0.37 | 0.47 | |
| Volume/Cap: | 0.00 | 0.41 | 0.41 | | 0.41 | 0.06 | 0.34 | | 0.41 | 0.18 | 0.00 | | 0.18 | 0.41 | 0.35 | |
| Delay/Veh: | 0.0 | 39.2 | 39.2 | | 43.1 | 28.4 | 31.1 | | 31.5 | 12.1 | 0.0 | | 42.4 | 23.4 | 17.1 | |
| 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: | 0.0 | 39.2 | 39.2 | | 43.1 | 28.4 | 31.1 | | 31.5 | 12.1 | 0.0 | | 42.4 | 23.4 | 17.1 | |
| LOS by Move: | A | D | D | | D | C | C | | C | B | A | | D | C | B | |
| HCM2kAvgQ: | 0 | 3 | 3 | | 3 | 1 | 4 | | 5 | 3 | 0 | | 1 | 6 | 5 | |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Existing Plus CD AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #37 3rd St/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.318
Loss Time (sec): 0 Average Delay (sec/veh): 19.6
Optimal Cycle: 33 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Ovl | | | | Include | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 0 | 1 0 | 2 | 0 | 1 | 0 1 | 1 | 0 | 2 | 1 0 | 1 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 83 | 10 | 97 | | 129 | 6 | 108 | | 44 | 560 | 68 | | 92 | 812 | 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: | 83 | 10 | 97 | | 129 | 6 | 108 | | 44 | 560 | 68 | | 92 | 812 | 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: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 93 | 11 | 109 | | 145 | 7 | 121 | | 49 | 629 | 76 | | 103 | 912 | 138 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 93 | 11 | 109 | | 145 | 7 | 121 | | 49 | 629 | 76 | | 103 | 912 | 138 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 93 | 11 | 109 | | 145 | 7 | 121 | | 49 | 629 | 76 | | 103 | 912 | 138 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.86 | 0.86 | | 0.92 | 1.00 | 0.85 | | 0.95 | 0.90 | 0.90 | | 0.95 | 0.91 | 0.85 | |
| Lanes: | 1.00 | 0.09 | 0.91 | | 2.00 | 1.00 | 1.00 | | 1.00 | 2.68 | 0.32 | | 1.00 | 3.00 | 1.00 | |
| Final Sat.: | 1805 | 153 | 1488 | | 3502 | 1900 | 1615 | | 1805 | 4551 | 553 | | 1805 | 5187 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.05 | 0.07 | 0.07 | | 0.04 | 0.00 | 0.08 | | 0.03 | 0.14 | 0.14 | | 0.06 | 0.18 | 0.09 | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.19 | 0.23 | 0.23 | | 0.13 | 0.17 | 0.26 | | 0.09 | 0.45 | 0.45 | | 0.19 | 0.55 | 0.68 | |
| Volume/Cap: | 0.28 | 0.32 | 0.32 | | 0.32 | 0.02 | 0.29 | | 0.32 | 0.31 | 0.31 | | 0.31 | 0.32 | 0.13 | |
| Delay/Veh: | 35.3 | 32.4 | 32.4 | | 39.9 | 34.3 | 30.0 | | 44.1 | 17.5 | 17.5 | | 35.5 | 12.2 | 5.5 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 35.3 | 32.4 | 32.4 | | 39.9 | 34.3 | 30.0 | | 44.1 | 17.5 | 17.5 | | 35.5 | 12.2 | 5.5 | |
| LOS by Move: | D | C | C | | D | C | C | | D | B | B | | D | B | A | |
| HCM2kAvgQ: | 3 | 3 | 3 | | 2 | 0 | 3 | | 1 | 5 | 5 | | 3 | 5 | 1 | |

Note: Queue reported is the number of cars per lane.





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Folsom South of US-50 Annexation
Existing Plus CD AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #38 Scott Rd (North)/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.614
Loss Time (sec): 12 Average Delay (sec/veh): 30.7
Optimal Cycle: 50 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 321 | 503 | 55 | | 586 | 794 | 425 | | 569 | 150 | 66 | | 79 | 282 | 172 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 321 | 503 | 55 | | 586 | 794 | 425 | | 569 | 150 | 66 | | 79 | 282 | 172 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 361 | 565 | 62 | | 658 | 892 | 478 | | 639 | 169 | 74 | | 89 | 317 | 193 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 361 | 565 | 62 | | 658 | 892 | 478 | | 639 | 169 | 74 | | 89 | 317 | 193 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 361 | 565 | 62 | | 658 | 892 | 478 | | 639 | 169 | 74 | | 89 | 317 | 193 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.91 | 0.85 | | 0.92 | 0.91 | 0.85 | | 0.92 | 0.91 | 0.85 | | 0.92 | 0.91 | 0.85 | |
| Lanes: | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | |
| Final Sat.: | 3502 | 5187 | 1615 | | 3502 | 5187 | 1615 | | 3502 | 5187 | 1615 | | 3502 | 5187 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.10 | 0.11 | 0.04 | | 0.19 | 0.17 | 0.30 | | 0.18 | 0.03 | 0.05 | | 0.03 | 0.06 | 0.12 | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.18 | 0.18 | 0.35 | | 0.31 | 0.30 | 0.60 | | 0.30 | 0.22 | 0.40 | | 0.17 | 0.10 | 0.41 | |
| Volume/Cap: | 0.57 | 0.61 | 0.11 | | 0.61 | 0.57 | 0.49 | | 0.61 | 0.15 | 0.11 | | 0.15 | 0.61 | 0.30 | |
| Delay/Veh: | 38.6 | 39.2 | 22.0 | | 30.7 | 29.9 | 11.8 | | 31.3 | 31.3 | 18.7 | | 35.1 | 45.4 | 20.3 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 38.6 | 39.2 | 22.0 | | 30.7 | 29.9 | 11.8 | | 31.3 | 31.3 | 18.7 | | 35.1 | 45.4 | 20.3 | |
| LOS by Move: | D | D | C | | C | C | B | | C | C | B | | D | D | C | |
| HCM2kAvgQ: | 5 | 6 | 1 | | 9 | 8 | 8 | | 9 | 1 | 1 | | 1 | 4 | 4 | |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Existing Plus CD AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #39 4th St/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.277
Loss Time (sec): 12 Average Delay (sec/veh): 25.1
Optimal Cycle: 30 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Ovl | | | Include | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 2 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 70 | 100 | 43 | 23 | 43 | 49 | 308 | 252 | 66 | 36 | 181 | 130 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 70 | 100 | 43 | 23 | 43 | 49 | 308 | 252 | 66 | 36 | 181 | 130 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 79 | 112 | 48 | 26 | 48 | 55 | 346 | 283 | 74 | 40 | 203 | 146 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 79 | 112 | 48 | 26 | 48 | 55 | 346 | 283 | 74 | 40 | 203 | 146 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 79 | 112 | 48 | 26 | 48 | 55 | 346 | 283 | 74 | 40 | 203 | 146 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 1.00 | 0.85 | 0.95 | 1.00 | 0.85 | 0.92 | 0.88 | 0.88 | 0.95 | 0.91 | 0.85 |
| Lanes: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 2.38 | 0.62 | 1.00 | 3.00 | 1.00 |
| Final Sat.: | 1805 | 1900 | 1615 | 1805 | 1900 | 1615 | 3502 | 3983 | 1043 | 1805 | 5187 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.06 | 0.03 | 0.01 | 0.03 | 0.03 | 0.10 | 0.07 | 0.07 | 0.02 | 0.04 | 0.09 |
| Crit Moves: | **** | | | | **** | | **** | | | | | **** |
| Green/Cycle: | 0.16 | 0.20 | 0.20 | 0.05 | 0.09 | 0.45 | 0.36 | 0.48 | 0.48 | 0.15 | 0.27 | 0.32 |
| Volume/Cap: | 0.28 | 0.30 | 0.15 | 0.30 | 0.28 | 0.08 | 0.28 | 0.15 | 0.15 | 0.15 | 0.14 | 0.28 |
| Delay/Veh: | 37.7 | 34.4 | 33.2 | 47.8 | 43.2 | 15.8 | 23.1 | 14.6 | 14.6 | 37.1 | 27.4 | 25.5 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 37.7 | 34.4 | 33.2 | 47.8 | 43.2 | 15.8 | 23.1 | 14.6 | 14.6 | 37.1 | 27.4 | 25.5 |
| LOS by Move: | D | C | C | D | D | B | C | B | B | D | C | C |
| HCM2kAvgQ: | 2 | 3 | 1 | 1 | 2 | 1 | 4 | 2 | 2 | 1 | 2 | 3 |

Note: Queue reported is the number of cars per lane.





AM Existing Plus CD Thu May 7, 2009 15:54:11 Page 42-1

Folsom South of US-50 Annexation
Existing Plus CD AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #40 Placerville Rd/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.220
Loss Time (sec): 12 Average Delay (sec/veh): 14.8
Optimal Cycle: 28 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 75 | 32 | 0 | 0 | 0 | 0 | 319 | 0 | 27 | 346 | 54 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 75 | 32 | 0 | 0 | 0 | 0 | 319 | 0 | 27 | 346 | 54 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 0 | 84 | 36 | 0 | 0 | 0 | 0 | 358 | 0 | 30 | 389 | 61 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 84 | 36 | 0 | 0 | 0 | 0 | 358 | 0 | 30 | 389 | 61 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 0 | 84 | 36 | 0 | 0 | 0 | 0 | 358 | 0 | 30 | 389 | 61 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 0.96 | 0.96 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 0.95 | 0.93 | 0.93 |
| Lanes: | 1.00 | 0.70 | 0.30 | 1.00 | 1.00 | 0.00 | 1.00 | 2.00 | 0.00 | 1.00 | 1.73 | 0.27 |
| Final Sat.: | 1900 | 1272 | 543 | 1900 | 1900 | 0 | 1900 | 3610 | 0 | 1805 | 3060 | 478 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.07 | 0.07 | 0.00 | 0.00 | 0.00 | 0.00 | 0.10 | 0.00 | 0.02 | 0.13 | 0.13 |
| Crit Moves: | | **** | | | | | **** | | | | **** | |
| Green/Cycle: | 0.00 | 0.30 | 0.30 | 0.00 | 0.00 | 0.00 | 0.00 | 0.49 | 0.00 | 0.08 | 0.58 | 0.58 |
| Volume/Cap: | 0.00 | 0.22 | 0.22 | 0.00 | 0.00 | 0.00 | 0.00 | 0.20 | 0.00 | 0.20 | 0.22 | 0.22 |
| Delay/Veh: | 0.0 | 26.3 | 26.3 | 0.0 | 0.0 | 0.0 | 0.0 | 14.2 | 0.0 | 43.4 | 10.2 | 10.2 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 26.3 | 26.3 | 0.0 | 0.0 | 0.0 | 0.0 | 14.2 | 0.0 | 43.4 | 10.2 | 10.2 |
| LOS by Move: | A | C | C | A | A | A | A | B | A | D | B | B |
| HCM2kAvgQ: | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 3 | 3 |

Note: Queue reported is the number of cars per lane.

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-------------------------------------------------------------------------------
                        Folsom South of US-50 Annexation
                              Existing Plus CD AM
-------------------------------------------------------------------------------
                       Level Of Service Computation Report
              2000 HCM Unsignalized Method (Base Volume Alternative)
*******************************************************************************
Intersection #41 Hillside Dr/ Easton Valley Pkwy
*******************************************************************************
Average Delay (sec/veh):      4.0       Worst Case Level Of Service: C[ 19.2]
*******************************************************************************
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          Ignore           Include          Ignore
Lanes:        0  0  0  0  0    1  0  0  0  1    1  0  1  0  0    0  0  1  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0    32    0    93   205  117     0     0  230   126
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     0    32    0    93   205  117     0     0  230   126
User Adj:    1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  0.00
PHF Adj:     0.89 0.89  0.89  0.89 0.89  0.00  0.89 0.89  0.89  0.89 0.89  0.00
PHF Volume:     0    0     0    36    0     0   230  131     0     0  258     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0    0     0    36    0     0   230  131     0     0  258     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   6.4 xxxx   6.2   4.1 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx   3.5 xxxx   3.3   2.2 xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx   851 xxxx   258   258 xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx   333 xxxx   785  1318 xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx   289 xxxx   785  1318 xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  xxxx xxxx  xxxx  0.12 xxxx  0.00  0.17 xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx   0.4 xxxx xxxxx   0.6 xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx  19.2 xxxx xxxxx   8.3 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *     *     C    *     *     A    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:    xxxxxx            19.2           xxxxxx           xxxxxx
ApproachLOS:        *               C               *                *
*******************************************************************************
Note: Queue reported is the number of cars per lane.
*******************************************************************************
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AM Existing Plus CD        Thu May 7, 2009 15:54:11                 Page 44-1
-------------------------------------------------------------------------------
                        Folsom South of US-50 Annexation
                              Existing Plus CD AM
-------------------------------------------------------------------------------
                       Level Of Service Computation Report
              2000 HCM Operations Method (Base Volume Alternative)
*******************************************************************************
Intersection #42 Empire Ranch Rd/ Easton Valley Pkwy
*******************************************************************************
Cycle (sec):          100                Critical Vol./Cap. (X):          0.248
Loss Time (sec):       12                Average Delay (sec/veh):         11.5
Optimal Cycle:         29                Level Of Service:                   B
*******************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include           Ovl             Ovl              Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
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
Lanes:        1  0  2  1  0    1  0  3  0  1    1  1  0  0  1    0  1  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      27   54     0     0   32   289    77    0     5     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:   27   54     0     0   32   289    77    0     5     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:     0.89 0.89  0.89  0.89 0.89  0.89  0.89 0.89  0.89  0.89 0.89  0.89
PHF Volume:    30   61     0     0   36   325    87    0     6     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   30   61     0     0   36   325    87    0     6     0    0     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   30   61     0     0   36   325    87    0     6     0    0     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.95 0.91  0.91  1.00 0.91  0.85  0.95 1.00  0.85  1.00 1.00  1.00
Lanes:       1.00 3.00  0.00  1.00 3.00  1.00  2.00 0.00  1.00  0.00 1.00  1.00
Final Sat.:  1805 5187     0  1900 5187  1615  3618    0  1615     0 1900  1900
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.02 0.01  0.00  0.00 0.01  0.20  0.02 0.00  0.00  0.00 0.00  0.00
Crit Moves:  ****                         ****  ****
Green/Cycle: 0.07 0.78  0.00  0.00 0.72  0.81  0.10 0.00  0.16  0.00 0.00  0.00
Volume/Cap:  0.25 0.01  0.00  0.00 0.01  0.25  0.25 0.00  0.02  0.00 0.00  0.00
Delay/Veh:   45.2  2.4   0.0   0.0  4.1   2.3  42.2  0.0  35.1   0.0  0.0   0.0
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  45.2  2.4   0.0   0.0  4.1   2.3  42.2  0.0  35.1   0.0  0.0   0.0
LOS by Move:    D    A     A     A    A     A     D    A     D     A    A     A
HCM2kAvgQ:      1    0     0     0    0     2     1    0     0     0    0     0
*******************************************************************************
Note: Queue reported is the number of cars per lane.
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AM Existing Plus CD Thu May 7, 2009 15:54:11 Page 45-1

Folsom South of US-50 Annexation
Existing Plus CD AM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #43 Prairie City Rd/Middle Rd

Average Delay (sec/veh): 0.6 Worst Case Level Of Service: B[ 12.3]

| 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 | 2 | 1 0 | 1 | 0 | 3 | 0 0 | 0 | 0 | 0 | 0 0 | 1 | 0 | 0 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 822 | 3 | | 31 | 600 | 0 | | 0 | 0 | 0 | | 5 | 0 | 43 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 0 | 822 | 3 | | 31 | 600 | 0 | | 0 | 0 | 0 | | 5 | 0 | 43 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 0 | 924 | 3 | | 35 | 674 | 0 | | 0 | 0 | 0 | | 6 | 0 | 48 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| FinalVolume: | 0 | 924 | 3 | | 35 | 674 | 0 | | 0 | 0 | 0 | | 6 | 0 | 48 | |
| Critical Gap Module: | | | | | | | | | | | | | | | | |
| Critical Gp: | xxxxx | xxxx | xxxxx | | 4.1 | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | 6.8 | xxxx | 6.9 | |
| FollowUpTim: | xxxxx | xxxx | xxxxx | | 2.2 | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | 3.5 | xxxx | 3.3 | |
| Capacity Module: | | | | | | | | | | | | | | | | |
| Cnflict Vol: | xxxx | xxxx | xxxxx | | 927 | xxxx | xxxxx | | xxxx | xxxx | xxxxx | | 1220 | xxxx | 310 | |
| Potent Cap.: | xxxx | xxxx | xxxxx | | 746 | xxxx | xxxxx | | xxxx | xxxx | xxxxx | | 175 | xxxx | 692 | |
| Move Cap.: | xxxx | xxxx | xxxxx | | 746 | xxxx | xxxxx | | xxxx | xxxx | xxxxx | | 169 | xxxx | 692 | |
| Volume/Cap: | xxxx | xxxx | xxxx | | 0.05 | xxxx | xxxx | | xxxx | xxxx | xxxx | | 0.03 | xxxx | 0.07 | |
| Level Of Service Module: | | | | | | | | | | | | | | | | |
| 2Way95thQ: | xxxx | xxxx | xxxxx | | 0.1 | xxxx | xxxxx | | xxxx | xxxx | xxxxx | | 0.1 | xxxx | 0.2 | |
| Control Del: | xxxxx | xxxx | xxxxx | | 10.1 | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | 27.0 | xxxx | 10.6 | |
| LOS by Move: | * | * | * | | B | * | * | | * | * | * | | D | * | B | |
| Movement: | LT - | LTR - | RT | | LT - | LTR - | RT | | LT - | LTR - | RT | | LT - | LTR - | RT | |
| Shared Cap.: | xxxx | xxxx | xxxxx | | xxxx | xxxx | xxxxx | | xxxx | xxxx | xxxxx | | xxxx | xxxx | xxxxx | |
| SharedQueue: | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | |
| Shrd ConDel: | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | |
| Shared LOS: | * | * | * | | * | * | * | | * | * | * | | * | * | * | |
| ApproachDel: | xxxxxx | | | | xxxxxx | | | | xxxxxx | | | | 12.3 | | | |
| ApproachLOS: | * | | | | * | | | | * | | | | B | | | |

Note: Queue reported is the number of cars per lane.





AM Existing Plus CD Thu May 7, 2009 15:54:11 Page 46-1

Folsom South of US-50 Annexation
Existing Plus CD AM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #44 Oak Ave Pkwy/Middle Rd

Average Delay (sec/veh): 2.5 Worst Case Level Of Service: C[ 22.4]

| 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 | | | | Ignore | | | | Include | | | |
| Lanes: | 1 | 0 | 1 | 1 0 | 1 | 0 | 1 | 1 0 | 1 | 0 | 1 | 0 1 | 1 | 0 | 0 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 50 | 459 | 4 | | 21 | 279 | 51 | | 42 | 2 | 40 | | 7 | 4 | 58 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 50 | 459 | 4 | | 21 | 279 | 51 | | 42 | 2 | 40 | | 7 | 4 | 58 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 56 | 516 | 4 | | 24 | 313 | 57 | | 47 | 2 | 0 | | 8 | 4 | 65 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| FinalVolume: | 56 | 516 | 4 | | 24 | 313 | 57 | | 47 | 2 | 0 | | 8 | 4 | 65 | |
| Critical Gap Module: | | | | | | | | | | | | | | | | |
| Critical Gp: | 4.1 | xxxx | xxxxx | | 4.1 | xxxx | xxxxx | | 7.5 | 6.5 | 6.9 | | 7.5 | 6.5 | 6.9 | |
| FollowUpTim: | 2.2 | xxxx | xxxxx | | 2.2 | xxxx | xxxxx | | 3.5 | 4.0 | 3.3 | | 3.5 | 4.0 | 3.3 | |
| Capacity Module: | | | | | | | | | | | | | | | | |
| Cnflict Vol: | 371 | xxxx | xxxxx | | 520 | xxxx | xxxxx | | 762 | 1022 | 185 | | 835 | 1048 | 260 | |
| Potent Cap.: | 1199 | xxxx | xxxxx | | 1056 | xxxx | xxxxx | | 298 | 238 | 831 | | 264 | 230 | 745 | |
| Move Cap.: | 1199 | xxxx | xxxxx | | 1056 | xxxx | xxxxx | | 253 | 222 | 831 | | 248 | 214 | 745 | |
| Volume/Cap: | 0.05 | xxxx | xxxx | | 0.02 | xxxx | xxxx | | 0.19 | 0.01 | 0.00 | | 0.03 | 0.02 | 0.09 | |
| Level Of Service Module: | | | | | | | | | | | | | | | | |
| 2Way95thQ: | 0.1 | xxxx | xxxxx | | 0.1 | xxxx | xxxxx | | 0.7 | 0.0 | xxxxx | | 0.1 | xxxx | xxxxx | |
| Control Del: | 8.2 | xxxx | xxxxx | | 8.5 | xxxx | xxxxx | | 22.4 | 21.4 | xxxxx | | 20.0 | xxxx | xxxxx | |
| LOS by Move: | A | * | * | | A | * | * | | C | C | * | | C | * | * | |
| Movement: | LT - | LTR - | RT | | LT - | LTR - | RT | | LT - | LTR - | RT | | LT - | LTR - | RT | |
| Shared Cap.: | xxxx | xxxx | xxxxx | | xxxx | xxxx | xxxxx | | xxxx | xxxx | xxxxx | | xxxx | xxxx | 642 | |
| SharedQueue: | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | 0.4 | |
| Shrd ConDel: | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | 11.3 | |
| Shared LOS: | * | * | * | | * | * | * | | * | * | * | | * | * | B | |
| ApproachDel: | xxxxxx | | | | xxxxxx | | | | 22.4 | | | | 12.2 | | | |
| ApproachLOS: | * | | | | * | | | | C | | | | B | | | |

Note: Queue reported is the number of cars per lane.

AM Existing Plus CD Thu May 7, 2009 15:54:12 Page 47-1

Folsom South of US-50 Annexation
Existing Plus CD AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #45 Scott Rd (North)/ Street "B"

Cycle (sec): 100 Critical Vol./Cap. (X): 0.608
Loss Time (sec): 12 Average Delay (sec/veh): 29.3
Optimal Cycle: 49 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 | 0 2 | 0 1 | 1 | 0 2 | 0 1 | 1 | 0 0 | 1 0 | 1 | 0 0 | 1 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 44 | 531 | 52 | 158 | 766 | 15 | 4 | 49 | 35 | 41 | 52 | 343 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 44 | 531 | 52 | 158 | 766 | 15 | 4 | 49 | 35 | 41 | 52 | 343 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 49 | 597 | 58 | 178 | 861 | 17 | 4 | 55 | 39 | 46 | 58 | 385 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 49 | 597 | 58 | 178 | 861 | 17 | 4 | 55 | 39 | 46 | 58 | 385 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 49 | 597 | 58 | 178 | 861 | 17 | 4 | 55 | 39 | 46 | 58 | 385 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.95 | 0.85 | 0.95 | 0.95 | 0.85 | 0.95 | 0.94 | 0.94 | 0.95 | 0.87 | 0.87 |
| Lanes: | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 0.58 | 0.42 | 1.00 | 0.13 | 0.87 |
| Final Sat.: | 1805 | 3610 | 1615 | 1805 | 3610 | 1615 | 1805 | 1039 | 742 | 1805 | 218 | 1435 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.17 | 0.04 | 0.10 | 0.24 | 0.01 | 0.00 | 0.05 | 0.05 | 0.03 | 0.27 | 0.27 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green/Cycle: | 0.04 | 0.27 | 0.27 | 0.16 | 0.39 | 0.39 | 0.00 | 0.30 | 0.30 | 0.14 | 0.44 | 0.44 |
| Volume/Cap: | 0.61 | 0.61 | 0.13 | 0.61 | 0.61 | 0.03 | 0.61 | 0.18 | 0.18 | 0.18 | 0.61 | 0.61 |
| Delay/Veh: | 60.0 | 32.8 | 27.6 | 42.6 | 25.3 | 18.9 | 145.5 | 25.9 | 25.9 | 37.8 | 22.8 | 22.8 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 60.0 | 32.8 | 27.6 | 42.6 | 25.3 | 18.9 | 145.5 | 25.9 | 25.9 | 37.8 | 22.8 | 22.8 |
| LOS by Move: | E | C | C | D | C | B | F | C | C | D | C | C |
| HCM2kAvgQ: | 2 | 8 | 1 | 5 | 11 | 0 | 1 | 2 | 2 | 1 | 11 | 11 |

Note: Queue reported is the number of cars per lane.





AM Existing Plus CD Thu May 7, 2009 15:54:12 Page 48-1

Folsom South of US-50 Annexation
Existing Plus CD AM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #46 East Rd/Street "B"

Cycle (sec): 100 Critical Vol./Cap. (X): 0.469
Loss Time (sec): 12 Average Delay (sec/veh): 11.3
Optimal Cycle: 0 Level Of Service: B

| 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 0 | 1 0 | 1 | 0 0 | 1 0 | 1 | 0 0 | 1 0 | 1 | 0 0 | 1 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 116 | 85 | 6 | 13 | 51 | 37 | 32 | 117 | 43 | 11 | 212 | 45 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 116 | 85 | 6 | 13 | 51 | 37 | 32 | 117 | 43 | 11 | 212 | 45 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 130 | 96 | 7 | 15 | 57 | 42 | 36 | 131 | 48 | 12 | 238 | 51 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 130 | 96 | 7 | 15 | 57 | 42 | 36 | 131 | 48 | 12 | 238 | 51 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 130 | 96 | 7 | 15 | 57 | 42 | 36 | 131 | 48 | 12 | 238 | 51 |
| 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 | 0.93 | 0.07 | 1.00 | 0.58 | 0.42 | 1.00 | 0.73 | 0.27 | 1.00 | 0.82 | 0.18 |
| Final Sat.: | 521 | 527 | 37 | 497 | 324 | 235 | 539 | 442 | 162 | 551 | 508 | 108 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.25 | 0.18 | 0.18 | 0.03 | 0.18 | 0.18 | 0.07 | 0.30 | 0.30 | 0.02 | 0.47 | 0.47 |
| Crit Moves: | **** | | | | **** | | | | **** | | | **** |
| Delay/Veh: | 11.3 | 9.9 | 9.9 | 9.6 | 9.8 | 9.8 | 9.5 | 10.6 | 10.6 | 9.1 | 13.0 | 13.0 |
| 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 |
| AdjDel/Veh: | 11.3 | 9.9 | 9.9 | 9.6 | 9.8 | 9.8 | 9.5 | 10.6 | 10.6 | 9.1 | 13.0 | 13.0 |
| LOS by Move: | B | A | A | A | A | A | A | B | B | A | B | B |
| ApproachDel: | 10.7 | | | 9.8 | | | 10.5 | | | 12.8 | | |
| Delay Adj: | 1.00 | | | 1.00 | | | 1.00 | | | 1.00 | | |
| ApprAdjDel: | 10.7 | | | 9.8 | | | 10.5 | | | 12.8 | | |
| LOS by Appr: | B | | | A | | | B | | | B | | |
| AllWayAvgQ: | 0.3 | 0.2 | 0.2 | 0.0 | 0.2 | 0.2 | 0.1 | 0.4 | 0.4 | 0.0 | 0.8 | 0.8 |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Existing Plus CD AM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #47 Prairie City Rd/Street "A"

Average Delay (sec/veh): 3.5 Worst Case Level Of Service: C[ 18.4]

| 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 | 1 | 0 | 2 | 0 0 | 0 | 0 | 0 | 0 0 | 1 | 0 | 0 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 629 | 19 | | 64 | 542 | 0 | | 0 | 0 | 0 | | 55 | 0 | 196 | |
| Growth Adj: | 1.00 | 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 | 629 | 19 | | 64 | 542 | 0 | | 0 | 0 | 0 | | 55 | 0 | 196 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 0 | 707 | 21 | | 72 | 609 | 0 | | 0 | 0 | 0 | | 62 | 0 | 220 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| FinalVolume: | 0 | 707 | 21 | | 72 | 609 | 0 | | 0 | 0 | 0 | | 62 | 0 | 220 | |
| Critical Gap Module: | | | | | | | | | | | | | | | | |
| Critical Gp: | xxxxx | xxxx | xxxxx | | 4.1 | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | 6.8 | xxxx | 6.9 | |
| FollowUpTim: | xxxxx | xxxx | xxxxx | | 2.2 | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | 3.5 | xxxx | 3.3 | |
| Capacity Module: | | | | | | | | | | | | | | | | |
| Cnflict Vol: | xxxx | xxxx | xxxxx | | 728 | xxxx | xxxxx | | xxxx | xxxx | xxxxx | | 1166 | xxxx | 364 | |
| Potent Cap.: | xxxx | xxxx | xxxxx | | 885 | xxxx | xxxxx | | xxxx | xxxx | xxxxx | | 190 | xxxx | 639 | |
| Move Cap.: | xxxx | xxxx | xxxxx | | 885 | xxxx | xxxxx | | xxxx | xxxx | xxxxx | | 178 | xxxx | 639 | |
| Volume/Cap: | xxxx | xxxx | xxxx | | 0.08 | xxxx | xxxx | | xxxx | xxxx | xxxx | | 0.35 | xxxx | 0.34 | |
| Level Of Service Module: | | | | | | | | | | | | | | | | |
| 2Way95thQ: | xxxx | xxxx | xxxxx | | 0.3 | xxxx | xxxxx | | xxxx | xxxx | xxxxx | | 1.4 | xxxx | 1.5 | |
| Control Del: | xxxxx | xxxx | xxxxx | | 9.4 | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | 35.5 | xxxx | 13.6 | |
| LOS by Move: | * | * | * | | A | * | * | | * | * | * | | E | * | B | |
| Movement: | LT - | LTR - | RT | | LT - | LTR - | RT | | LT - | LTR - | RT | | LT - | LTR - | RT | |
| Shared Cap.: | xxxx | xxxx | xxxxx | | xxxx | xxxx | xxxxx | | xxxx | xxxx | xxxxx | | xxxx | xxxx | xxxxx | |
| SharedQueue: | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | |
| Shrd ConDel: | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | |
| Shared LOS: | * | * | * | | * | * | * | | * | * | * | | * | * | * | |
| ApproachDel: | xxxxxx | | | | xxxxxx | | | | xxxxxx | | | | 18.4 | | | |
| ApproachLOS: | * | | | | * | | | | * | | | | C | | | |

Note: Queue reported is the number of cars per lane.

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AM Existing Plus CD Thu May 7, 2009 15:54:12 Page 50-1

Folsom South of US-50 Annexation
Existing Plus CD AM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #48 Oak Ave Pkwy/Street "A"

Cycle (sec): 100 Critical Vol./Cap. (X): 0.415
Loss Time (sec): 12 Average Delay (sec/veh): 13.3
Optimal Cycle: 0 Level Of Service: B

| 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 | 0 | 1 0 | 1 | 0 | 0 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 38 | 241 | 49 | | 99 | 197 | 46 | | 104 | 107 | 59 | | 67 | 60 | 126 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 38 | 241 | 49 | | 99 | 197 | 46 | | 104 | 107 | 59 | | 67 | 60 | 126 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 43 | 271 | 55 | | 111 | 221 | 52 | | 117 | 120 | 66 | | 75 | 67 | 142 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 43 | 271 | 55 | | 111 | 221 | 52 | | 117 | 120 | 66 | | 75 | 67 | 142 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 43 | 271 | 55 | | 111 | 221 | 52 | | 117 | 120 | 66 | | 75 | 67 | 142 | |
| 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 | 1.66 | 0.34 | | 1.00 | 1.62 | 0.38 | | 1.00 | 0.64 | 0.36 | | 1.00 | 0.32 | 0.68 | |
| Final Sat.: | 425 | 766 | 159 | | 430 | 751 | 179 | | 444 | 317 | 175 | | 440 | 163 | 341 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.10 | 0.35 | 0.35 | | 0.26 | 0.29 | 0.29 | | 0.26 | 0.38 | 0.38 | | 0.17 | 0.41 | 0.41 | |
| Crit Moves: | | **** | | | | **** | | | | | **** | | | **** | | |
| Delay/Veh: | 11.6 | 13.9 | 13.6 | | 13.3 | 13.0 | 12.7 | | 13.0 | 13.6 | 13.6 | | 12.0 | 13.9 | 13.9 | |
| 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: | 11.6 | 13.9 | 13.6 | | 13.3 | 13.0 | 12.7 | | 13.0 | 13.6 | 13.6 | | 12.0 | 13.9 | 13.9 | |
| LOS by Move: | B | B | B | | B | B | B | | B | B | B | | B | B | B | |
| ApproachDel: | 13.6 | | | | 13.0 | | | | 13.3 | | | | 13.4 | | | |
| Delay Adj: | 1.00 | | | | 1.00 | | | | 1.00 | | | | 1.00 | | | |
| ApprAdjDel: | 13.6 | | | | 13.0 | | | | 13.3 | | | | 13.4 | | | |
| LOS by Appr: | B | | | | B | | | | B | | | | B | | | |
| AllWayAvgQ: | 0.1 | 0.5 | 0.5 | | 0.3 | 0.4 | 0.4 | | 0.3 | 0.5 | 0.5 | | 0.2 | 0.6 | 0.6 | |

Note: Queue reported is the number of cars per lane.

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AM Existing Plus CD Thu May 7, 2009 15:54:12 Page 51-1

Folsom South of US-50 Annexation
Existing Plus CD AM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #49 West Rd/Street "A"

Cycle (sec): 100 Critical Vol./Cap. (X): 0.548
Loss Time (sec): 9 Average Delay (sec/veh): 11.8
Optimal Cycle: 0 Level Of Service: B

| 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 | | | | Ignore | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Lanes: | 0 | 0 | 1! | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 6 | 17 | 16 | | 65 | 6 | 117 | | 112 | 214 | 3 | | 9 | 224 | 119 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 6 | 17 | 16 | | 65 | 6 | 117 | | 112 | 214 | 3 | | 9 | 224 | 119 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 7 | 19 | 18 | | 73 | 7 | 0 | | 126 | 240 | 3 | | 10 | 252 | 134 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 7 | 19 | 18 | | 73 | 7 | 0 | | 126 | 240 | 3 | | 10 | 252 | 134 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 7 | 19 | 18 | | 73 | 7 | 0 | | 126 | 240 | 3 | | 10 | 252 | 134 | |
| 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: | 0.15 | 0.44 | 0.41 | | 0.92 | 0.08 | 1.00 | | 1.00 | 0.99 | 0.01 | | 1.00 | 0.65 | 0.35 | |
| Final Sat.: | 81 | 229 | 216 | | 449 | 41 | 580 | | 612 | 663 | 9 | | 608 | 460 | 244 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.08 | 0.08 | 0.08 | | 0.16 | 0.16 | 0.00 | | 0.21 | 0.36 | 0.36 | | 0.02 | 0.55 | 0.55 | |
| Crit Moves: | **** | | | | | **** | | | | **** | | | | | **** | |
| Delay/Veh: | 9.7 | 9.7 | 9.7 | | 10.7 | 10.7 | 0.0 | | 9.9 | 10.8 | 10.8 | | 8.6 | 13.5 | 13.5 | |
| Delay Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 9.7 | 9.7 | 9.7 | | 10.7 | 10.7 | 0.0 | | 9.9 | 10.8 | 10.8 | | 8.6 | 13.5 | 13.5 | |
| LOS by Move: | A | A | A | | B | B | * | | A | B | B | | A | B | B | |
| ApproachDel: | 9.7 | | | | 10.7 | | | | 10.5 | | | | 13.4 | | | |
| Delay Adj: | 1.00 | | | | 1.00 | | | | 1.00 | | | | 1.00 | | | |
| ApprAdjDel: | 9.7 | | | | 10.7 | | | | 10.5 | | | | 13.4 | | | |
| LOS by Appr: | A | | | | B | | | | B | | | | B | | | |
| AllWayAvgQ: | 0.1 | 0.1 | 0.1 | | 0.2 | 0.2 | 0.0 | | 0.2 | 0.5 | 0.5 | | 0.0 | 1.1 | 1.1 | |

Note: Queue reported is the number of cars per lane.





AM Existing Plus CD Thu May 7, 2009 15:54:12 Page 52-1

Folsom South of US-50 Annexation
Existing Plus CD AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #50 Scott Rd (North)/ Street "A"

Cycle (sec): 100 Critical Vol./Cap. (X): 0.508
Loss Time (sec): 12 Average Delay (sec/veh): 31.6
Optimal Cycle: 41 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 2 | 0 | 1 | 1 | 0 | 2 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 1 0 1 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 20 | 247 | 39 | | 123 | 409 | 167 | | 185 | 105 | 22 | | 82 | 157 | 256 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 20 | 247 | 39 | | 123 | 409 | 167 | | 185 | 105 | 22 | | 82 | 157 | 256 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 22 | 278 | 44 | | 138 | 460 | 188 | | 208 | 118 | 25 | | 92 | 176 | 288 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 22 | 278 | 44 | | 138 | 460 | 188 | | 208 | 118 | 25 | | 92 | 176 | 288 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 22 | 278 | 44 | | 138 | 460 | 188 | | 208 | 118 | 25 | | 92 | 176 | 288 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.95 | 0.85 | | 0.95 | 0.95 | 0.85 | | 0.95 | 1.00 | 0.85 | | 0.95 | 1.00 | 0.85 | |
| Lanes: | 1.00 | 2.00 | 1.00 | | 1.00 | 2.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Final Sat.: | 1805 | 3610 | 1615 | | 1805 | 3610 | 1615 | | 1805 | 1900 | 1615 | | 1805 | 1900 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.08 | 0.03 | | 0.08 | 0.13 | 0.12 | | 0.12 | 0.06 | 0.02 | | 0.05 | 0.09 | 0.18 | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | | **** | |
| Green/Cycle: | 0.03 | 0.15 | 0.15 | | 0.15 | 0.28 | 0.28 | | 0.23 | 0.32 | 0.32 | | 0.26 | 0.35 | 0.35 | |
| Volume/Cap: | 0.46 | 0.51 | 0.18 | | 0.51 | 0.46 | 0.42 | | 0.51 | 0.20 | 0.05 | | 0.20 | 0.26 | 0.51 | |
| Delay/Veh: | 54.8 | 39.8 | 37.4 | | 40.6 | 30.4 | 30.4 | | 34.8 | 25.0 | 23.7 | | 29.0 | 23.4 | 26.4 | |
| 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: | 54.8 | 39.8 | 37.4 | | 40.6 | 30.4 | 30.4 | | 34.8 | 25.0 | 23.7 | | 29.0 | 23.4 | 26.4 | |
| LOS by Move: | D | D | D | | D | C | C | | C | C | C | | C | C | C | |
| HCM2kAvgQ: | 1 | 4 | 1 | | 4 | 6 | 5 | | 6 | 3 | 1 | | 2 | 4 | 7 | |

Note: Queue reported is the number of cars per lane.

AM Existing Plus CD Thu May 7, 2009 15:54:12 Page 53-1

Folsom South of US-50 Annexation
Existing Plus CD AM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #51 East Rd/Street "A"

Cycle (sec): 100 Critical Vol./Cap. (X): 0.511
Loss Time (sec): 12 Average Delay (sec/veh): 11.1
Optimal Cycle: 0 Level Of Service: B

| 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 | 0 | 1 0 | 1 | 0 | 0 | 1 0 | 1 | 0 | 0 | 1 0 | 1 | 0 | 0 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 36 | 9 | 11 | | 15 | 18 | 58 | | 43 | 138 | 55 | | 21 | 273 | 39 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 36 | 9 | 11 | | 15 | 18 | 58 | | 43 | 138 | 55 | | 21 | 273 | 39 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 40 | 10 | 12 | | 17 | 20 | 65 | | 48 | 155 | 62 | | 24 | 307 | 44 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 40 | 10 | 12 | | 17 | 20 | 65 | | 48 | 155 | 62 | | 24 | 307 | 44 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 40 | 10 | 12 | | 17 | 20 | 65 | | 48 | 155 | 62 | | 24 | 307 | 44 | |
| 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 | 0.45 | 0.55 | | 1.00 | 0.24 | 0.76 | | 1.00 | 0.72 | 0.28 | | 1.00 | 0.88 | 0.12 | |
| Final Sat.: | 497 | 254 | 311 | | 503 | 140 | 451 | | 598 | 487 | 194 | | 611 | 600 | 86 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.08 | 0.04 | 0.04 | | 0.03 | 0.14 | 0.14 | | 0.08 | 0.32 | 0.32 | | 0.04 | 0.51 | 0.51 | |
| Crit Moves: | **** | | | | | **** | | | | | **** | | | | **** | |
| Delay/Veh: | 9.9 | 8.7 | 8.7 | | 9.5 | 9.1 | 9.1 | | 9.0 | 10.1 | 10.1 | | 8.7 | 12.9 | 12.9 | |
| 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: | 9.9 | 8.7 | 8.7 | | 9.5 | 9.1 | 9.1 | | 9.0 | 10.1 | 10.1 | | 8.7 | 12.9 | 12.9 | |
| LOS by Move: | A | A | A | | A | A | A | | A | B | B | | A | B | B | |
| ApproachDel: | 9.5 | | | | 9.2 | | | | 9.9 | | | | 12.7 | | | |
| Delay Adj: | 1.00 | | | | 1.00 | | | | 1.00 | | | | 1.00 | | | |
| ApprAdjDel: | 9.5 | | | | 9.2 | | | | 9.9 | | | | 12.7 | | | |
| LOS by Appr: | A | | | | A | | | | A | | | | B | | | |
| AllWayAvgQ: | 0.1 | 0.0 | 0.0 | | 0.0 | 0.1 | 0.1 | | 0.1 | 0.4 | 0.4 | | 0.0 | 1.0 | 1.0 | |

Note: Queue reported is the number of cars per lane.





AM Existing Plus CD Thu May 7, 2009 15:54:12 Page 54-1

Folsom South of US-50 Annexation
Existing Plus CD AM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #52 Placerville Rd/ Street "A"

Cycle (sec): 100 Critical Vol./Cap. (X): 0.318
Loss Time (sec): 12 Average Delay (sec/veh): 9.2
Optimal Cycle: 0 Level Of Service: A

| 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 | 0 | 1 0 | 1 | 0 | 0 | 1 0 | 1 | 0 | 0 | 1 0 | 1 | 0 | 0 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 55 | 191 | 6 | | 15 | 96 | 2 | | 2 | 13 | 82 | | 10 | 13 | 35 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 55 | 191 | 6 | | 15 | 96 | 2 | | 2 | 13 | 82 | | 10 | 13 | 35 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 62 | 215 | 7 | | 17 | 108 | 2 | | 2 | 15 | 92 | | 11 | 15 | 39 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 62 | 215 | 7 | | 17 | 108 | 2 | | 2 | 15 | 92 | | 11 | 15 | 39 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 62 | 215 | 7 | | 17 | 108 | 2 | | 2 | 15 | 92 | | 11 | 15 | 39 | |
| 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 | 0.97 | 0.03 | | 1.00 | 0.98 | 0.02 | | 1.00 | 0.14 | 0.86 | | 1.00 | 0.27 | 0.73 | |
| Final Sat.: | 631 | 676 | 21 | | 610 | 656 | 14 | | 561 | 93 | 586 | | 554 | 178 | 479 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.10 | 0.32 | 0.32 | | 0.03 | 0.16 | 0.16 | | 0.00 | 0.16 | 0.16 | | 0.02 | 0.08 | 0.08 | |
| Crit Moves: | | **** | | | | **** | | | | | **** | | | **** | | |
| Delay/Veh: | 8.8 | 10.0 | 10.0 | | 8.6 | 8.9 | 8.9 | | 8.8 | 8.5 | 8.5 | | 8.9 | 8.2 | 8.2 | |
| Delay Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 8.8 | 10.0 | 10.0 | | 8.6 | 8.9 | 8.9 | | 8.8 | 8.5 | 8.5 | | 8.9 | 8.2 | 8.2 | |
| LOS by Move: | A | A | A | | A | A | A | | A | A | A | | A | A | A | |
| ApproachDel: | 9.7 | | | | 8.8 | | | | 8.5 | | | | 8.4 | | | |
| Delay Adj: | 1.00 | | | | 1.00 | | | | 1.00 | | | | 1.00 | | | |
| ApprAdjDel: | 9.7 | | | | 8.8 | | | | 8.5 | | | | 8.4 | | | |
| LOS by Appr: | A | | | | A | | | | A | | | | A | | | |
| AllWayAvgQ: | 0.1 | 0.4 | 0.4 | | 0.0 | 0.2 | 0.2 | | 0.0 | 0.2 | 0.2 | | 0.0 | 0.1 | 0.1 | |

Note: Queue reported is the number of cars per lane.

AM Existing Plus CD Thu May 7, 2009 15:54:12 Page 55-1

Folsom South of US-50 Annexation
Existing Plus CD AM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #53 Empire Ranch Rd/Street "A"

Average Delay (sec/veh): 1.4 Worst Case Level Of Service: A[ 8.9]

| 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 1 | 1 | 0 | 1 | 0 1 | 1 | 0 | 1 | 0 0 | 1 | 0 | 1 | 0 0 | 1 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 63 | 0 | | 0 | 24 | 13 | | 18 | 0 | 0 | | 0 | 0 | 0 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 0 | 63 | 0 | | 0 | 24 | 13 | | 18 | 0 | 0 | | 0 | 0 | 0 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 0 | 71 | 0 | | 0 | 27 | 15 | | 20 | 0 | 0 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| FinalVolume: | 0 | 71 | 0 | | 0 | 27 | 15 | | 20 | 0 | 0 | | 0 | 0 | 0 | |
| Critical Gap Module: | | | | | | | | | | | | | | | | |
| Critical Gp: | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | 6.8 | 6.5 | 6.9 | | 7.5 | 6.5 | 6.9 | |
| FollowUpTim: | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | 3.5 | 4.0 | 3.3 | | 3.5 | 4.0 | 3.3 | |
| Capacity Module: | | | | | | | | | | | | | | | | |
| Cnflict Vol: | xxxx | xxxx | xxxxx | | xxxx | xxxx | xxxxx | | 70 | 105 | 21 | | 84 | 112 | 35 | |
| Potent Cap.: | xxxx | xxxx | xxxxx | | xxxx | xxxx | xxxxx | | 933 | 789 | 1058 | | 899 | 782 | 1036 | |
| Move Cap.: | xxxx | xxxx | xxxxx | | xxxx | xxxx | xxxxx | | 933 | 789 | 1058 | | 899 | 782 | 1036 | |
| Volume/Cap: | xxxx | xxxx | xxxx | | xxxx | xxxx | xxxx | | 0.02 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | |
| Level Of Service Module: | | | | | | | | | | | | | | | | |
| 2Way95thQ: | xxxx | xxxx | xxxxx | | xxxx | xxxx | xxxxx | | 0.1 | xxxx | xxxxx | | xxxx | xxxx | xxxxx | |
| Control Del: | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | 8.9 | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | |
| LOS by Move: | * | * | * | | * | * | * | | A | * | * | | * | * | * | |
| Movement: | LT - | LTR - | RT | | LT - | LTR - | RT | | LT - | LTR - | RT | | LT - | LTR - | RT | |
| Shared Cap.: | xxxx | xxxx | xxxxx | | xxxx | xxxx | xxxxx | | xxxx | xxxx | 0 | | xxxx | xxxx | 0 | |
| SharedQueue: | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | |
| Shrd ConDel: | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | |
| Shared LOS: | * | * | * | | * | * | * | | * | * | * | | * | * | * | |
| ApproachDel: | xxxxxx | | | | xxxxxx | | | | 8.9 | | | | xxxxxx | | | |
| ApproachLOS: | * | | | | * | | | | A | | | | * | | | |

Note: Queue reported is the number of cars per lane.





AM Existing Plus CD Thu May 7, 2009 15:54:12 Page 56-1

Folsom South of US-50 Annexation
Existing Plus CD AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #54 Scott Rd (North)/South Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.297
Loss Time (sec): 12 Average Delay (sec/veh): 28.7
Optimal Cycle: 31 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 2 | 0 | 1 | 1 | 0 2 | 0 | 1 | 0 | 1 0 | 0 | 1 | 0 | 1 0 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 54 | 145 | 51 | | 99 | 375 | 40 | | 77 | 8 | 68 | | 64 | 9 | 84 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 54 | 145 | 51 | | 99 | 375 | 40 | | 77 | 8 | 68 | | 64 | 9 | 84 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 61 | 163 | 57 | | 111 | 421 | 45 | | 87 | 9 | 76 | | 72 | 10 | 94 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 61 | 163 | 57 | | 111 | 421 | 45 | | 87 | 9 | 76 | | 72 | 10 | 94 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 61 | 163 | 57 | | 111 | 421 | 45 | | 87 | 9 | 76 | | 72 | 10 | 94 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.95 | 0.85 | | 0.95 | 0.95 | 0.85 | | 0.96 | 0.96 | 0.85 | | 0.96 | 0.96 | 0.85 | |
| Lanes: | 1.00 | 2.00 | 1.00 | | 1.00 | 2.00 | 1.00 | | 0.91 | 0.09 | 1.00 | | 0.88 | 0.12 | 1.00 | |
| Final Sat.: | 1805 | 3610 | 1615 | | 1805 | 3610 | 1615 | | 1647 | 171 | 1615 | | 1596 | 224 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.05 | 0.04 | | 0.06 | 0.12 | 0.03 | | 0.05 | 0.05 | 0.05 | | 0.05 | 0.05 | 0.06 | |
| Crit Moves: | **** | | | | | **** | | | **** | | | | | | **** | |
| Green/Cycle: | 0.11 | 0.21 | 0.21 | | 0.29 | 0.39 | 0.39 | | 0.18 | 0.20 | 0.20 | | 0.17 | 0.20 | 0.20 | |
| Volume/Cap: | 0.30 | 0.21 | 0.17 | | 0.21 | 0.30 | 0.07 | | 0.30 | 0.26 | 0.24 | | 0.26 | 0.23 | 0.30 | |
| Delay/Veh: | 41.5 | 32.5 | 32.3 | | 26.9 | 21.0 | 19.0 | | 36.3 | 34.1 | 33.9 | | 36.3 | 34.1 | 34.8 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 41.5 | 32.5 | 32.3 | | 26.9 | 21.0 | 19.0 | | 36.3 | 34.1 | 33.9 | | 36.3 | 34.1 | 34.8 | |
| LOS by Move: | D | C | C | | C | C | B | | D | C | C | | D | C | C | |
| HCM2kAvgQ: | 2 | 2 | 1 | | 2 | 4 | 1 | | 3 | 3 | 2 | | 2 | 2 | 3 | |

Note: Queue reported is the number of cars per lane.

AM Existing Plus CD Thu May 7, 2009 15:54:12 Page 57-1

Folsom South of US-50 Annexation
Existing Plus CD AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #55 Oak Ave Pkwy/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.259
Loss Time (sec): 9 Average Delay (sec/veh): 14.5
Optimal Cycle: 24 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Ovl | | | | Include | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 2 | 0 | 2 | 0 | 0 | |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | | 112 | 0 | 85 | | 111 | 309 | 0 | | 0 | 545 | 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 | 0 | 0 | | 112 | 0 | 85 | | 111 | 309 | 0 | | 0 | 545 | 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: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 0 | 0 | 0 | | 126 | 0 | 96 | | 125 | 347 | 0 | | 0 | 612 | 235 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 0 | 0 | | 126 | 0 | 96 | | 125 | 347 | 0 | | 0 | 612 | 235 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 0 | 0 | 0 | | 126 | 0 | 96 | | 125 | 347 | 0 | | 0 | 612 | 235 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 1.00 | 1.00 | | 0.60 | 1.00 | 0.85 | | 0.92 | 0.95 | 1.00 | | 1.00 | 0.91 | 0.85 | |
| Lanes: | 0.00 | 0.00 | 0.00 | | 2.00 | 0.00 | 1.00 | | 2.00 | 2.00 | 0.00 | | 0.00 | 3.00 | 1.00 | |
| Final Sat.: | 0 | 0 | 0 | | 2293 | 0 | 1615 | | 3502 | 3610 | 0 | | 0 | 5187 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | | 0.05 | 0.00 | 0.06 | | 0.04 | 0.10 | 0.00 | | 0.00 | 0.12 | 0.15 | |
| Crit Moves: | | | | | **** | | | | **** | | | | | | **** | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | | 0.21 | 0.00 | 0.35 | | 0.14 | 0.70 | 0.00 | | 0.00 | 0.56 | 0.56 | |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | | 0.26 | 0.00 | 0.17 | | 0.26 | 0.14 | 0.00 | | 0.00 | 0.21 | 0.26 | |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | | 33.2 | 0.0 | 22.7 | | 38.9 | 5.1 | 0.0 | | 0.0 | 11.0 | 11.4 | |
| 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: | 0.0 | 0.0 | 0.0 | | 33.2 | 0.0 | 22.7 | | 38.9 | 5.1 | 0.0 | | 0.0 | 11.0 | 11.4 | |
| LOS by Move: | A | A | A | | C | A | C | | D | A | A | | A | B | B | |
| HCM2kAvgQ: | 0 | 0 | 0 | | 2 | 0 | 2 | | 2 | 2 | 0 | | 0 | 3 | 4 | |

Note: Queue reported is the number of cars per lane.





AM Existing Plus CD Thu May 7, 2009 15:54:12 Page 58-1

Folsom South of US-50 Annexation
Existing Plus CD AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #56 Empire Ranch Rd/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.191
Loss Time (sec): 9 Average Delay (sec/veh): 1.8
Optimal Cycle: 23 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Ovl | | | | Include | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | | 24 | 0 | 0 | | 0 | 464 | 0 | | 0 | 770 | 63 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 0 | 0 | 0 | | 24 | 0 | 0 | | 0 | 464 | 0 | | 0 | 770 | 63 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 0 | 0 | 0 | | 27 | 0 | 0 | | 0 | 521 | 0 | | 0 | 865 | 71 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 0 | 0 | | 27 | 0 | 0 | | 0 | 521 | 0 | | 0 | 865 | 71 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 0 | 0 | 0 | | 27 | 0 | 0 | | 0 | 521 | 0 | | 0 | 865 | 71 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 1.00 | 1.00 | | 0.97 | 1.00 | 1.00 | | 1.00 | 0.95 | 1.00 | | 1.00 | 0.91 | 0.85 | |
| Lanes: | 0.00 | 0.00 | 0.00 | | 2.00 | 0.00 | 1.00 | | 1.00 | 2.00 | 0.00 | | 0.00 | 3.00 | 1.00 | |
| Final Sat.: | 0 | 0 | 0 | | 3686 | 0 | 1900 | | 1900 | 3610 | 0 | | 0 | 5187 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | | 0.01 | 0.00 | 0.00 | | 0.00 | 0.14 | 0.00 | | 0.00 | 0.17 | 0.04 | |
| Crit Moves: | | | | | **** | | | | **** | | | | | | **** | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | | 0.04 | 0.00 | 0.00 | | 0.00 | 0.87 | 0.00 | | 0.00 | 0.87 | 0.87 | |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | | 0.19 | 0.00 | 0.00 | | 0.00 | 0.17 | 0.00 | | 0.00 | 0.19 | 0.05 | |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | | 47.3 | 0.0 | 0.0 | | 0.0 | 1.0 | 0.0 | | 0.0 | 1.0 | 0.9 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | | 47.3 | 0.0 | 0.0 | | 0.0 | 1.0 | 0.0 | | 0.0 | 1.0 | 0.9 | |
| LOS by Move: | A | A | A | | D | A | A | | A | A | A | | A | A | A | |
| HCM2kAvgQ: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 1 | 0 | | 0 | 2 | 0 | |

Note: Queue reported is the number of cars per lane.

AM Existing Plus CD Thu May 7, 2009 15:54:12 Page 59-1

Folsom South of US-50 Annexation
Existing Plus CD AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #57 Hazel Blvd/ Gold Country

Cycle (sec): 100 Critical Vol./Cap. (X): 0.729
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 84 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Split Phase | | | | Split Phase | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 3 | 0 | 1 | 1 | 0 | 3 | 0 | 1 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | | | | |
| Base Vol: | 183 | 885 | 6 | | 3 | 2585 | 418 | | 122 | 4 | 269 | | 1 | 2 | 2 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 183 | 885 | 6 | | 3 | 2585 | 418 | | 122 | 4 | 269 | | 1 | 2 | 2 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Volume: | 183 | 885 | 6 | | 3 | 2585 | 418 | | 122 | 4 | 269 | | 1 | 2 | 2 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 183 | 885 | 6 | | 3 | 2585 | 418 | | 122 | 4 | 269 | | 1 | 2 | 2 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 183 | 885 | 6 | | 3 | 2585 | 418 | | 122 | 4 | 269 | | 1 | 2 | 2 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | |
| Adjustment: | 1.00 | 0.72 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Lanes: | 2.00 | 3.00 | 1.00 | | 1.00 | 3.00 | 1.00 | | 2.00 | 0.03 | 1.97 | | 1.00 | 0.50 | 0.50 | |
| Final Sat.: | 3000 | 3240 | 1500 | | 1500 | 4500 | 1500 | | 3000 | 44 | 2956 | | 1500 | 750 | 750 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.06 | 0.27 | 0.00 | | 0.00 | 0.57 | 0.28 | | 0.04 | 0.09 | 0.09 | | 0.00 | 0.00 | 0.00 | |
| Crit Volume: | 92 | | | | | 862 | | | | 137 | | | | 4 | | |
| Crit Moves: | **** | | | | | **** | | | | **** | | | | **** | | |





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Folsom South of US-50 Annexation
Existing Plus CD AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #58 Hazel Ave/ Folsom Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.615
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 59 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Split Phase | | | | Split Phase | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 2 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | |
| Volume Module: | | | | | | | | | | | | | | | | | | | |
| Base Vol: | 7 | 26 | 2 | | 336 | 148 | 335 | | 92 | 149 | 25 | | 10 | 598 | 395 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 7 | 26 | 2 | | 336 | 148 | 335 | | 92 | 149 | 25 | | 10 | 598 | 395 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Volume: | 7 | 26 | 2 | | 336 | 148 | 335 | | 92 | 149 | 25 | | 10 | 598 | 395 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 7 | 26 | 2 | | 336 | 148 | 335 | | 92 | 149 | 25 | | 10 | 598 | 395 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 7 | 26 | 2 | | 336 | 148 | 335 | | 92 | 149 | 25 | | 10 | 598 | 395 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | |
| Adjustment: | 0.95 | 0.95 | 0.95 | | 0.95 | 0.95 | 0.95 | | 0.95 | 0.95 | 0.95 | | 0.95 | 0.95 | 0.95 | |
| Lanes: | 1.00 | 0.93 | 0.07 | | 1.64 | 0.72 | 1.64 | | 2.00 | 1.71 | 0.29 | | 1.00 | 1.00 | 1.00 | |
| Final Sat.: | 1425 | 1323 | 102 | | 2336 | 1030 | 2334 | | 2850 | 2441 | 409 | | 1425 | 1425 | 1425 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.02 | 0.02 | | 0.14 | 0.14 | 0.14 | | 0.03 | 0.06 | 0.06 | | 0.01 | 0.42 | 0.28 | |
| Crit Volume: | | | 28 | | 205 | | | | 46 | | | | | 598 | | |
| Crit Moves: | | | **** | | **** | | | | **** | | | | | **** | | |

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-------------------------------------------------------------------------------
                        Folsom South of US-50 Annexation
                              Existing Plus CD AM
-------------------------------------------------------------------------------
                       Level Of Service Computation Report
              2000 HCM Unsignalized Method (Base Volume Alternative)
*******************************************************************************
Intersection #59 Grant Line Rd/ White Rock Rd
*******************************************************************************
Average Delay (sec/veh):      4.9       Worst Case Level Of Service: F[ 62.6]
*******************************************************************************
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  1  0  0  0    0  0  0  1  0    0  0  1! 0  0    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     215  575     0     0  187   549    52    0    38     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:  215  575     0     0  187   549    52    0    38     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:     0.95 0.95  0.95  0.95 0.95  0.95  0.95 0.95  0.95  0.95 0.95  0.95
PHF Volume:   226  605     0     0  197   578    55    0    40     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:  226  605     0     0  197   578    55    0    40     0    0     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.4  6.5   6.2 xxxxx xxxx xxxxx
FollowUpTim:  2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5  4.0   3.3 xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  775 xxxx xxxxx  xxxx xxxx xxxxx  1544 1544   486  xxxx xxxx xxxxx
Potent Cap.:  850 xxxx xxxxx  xxxx xxxx xxxxx   128  116   586  xxxx xxxx xxxxx
Move Cap.:    850 xxxx xxxxx  xxxx xxxx xxxxx    98   81   586  xxxx xxxx xxxxx
Volume/Cap:  0.27 xxxx  xxxx  xxxx xxxx  xxxx  0.56 0.00  0.07  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    1.1 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del: 10.8 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    B    *     *     *    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  151 xxxxx  xxxx xxxx xxxxx
SharedQueue:  1.1 xxxx xxxxx xxxxx xxxx xxxxx xxxxx  3.4 xxxxx xxxxx xxxx xxxxx
Shrd ConDel: 10.8 xxxx xxxxx xxxxx xxxx xxxxx xxxxx 62.6 xxxxx xxxxx xxxx xxxxx
Shared LOS:     B    *     *     *    *     *     *    F     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx            62.6           xxxxxx
ApproachLOS:         *                *              F                *
*******************************************************************************
Note: Queue reported is the number of cars per lane.
*******************************************************************************
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AM Existing Plus CD        Thu May 7, 2009 15:54:12                 Page 62-1
-------------------------------------------------------------------------------
                        Folsom South of US-50 Annexation
                              Existing Plus CD AM
-------------------------------------------------------------------------------
                       Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
*******************************************************************************
Intersection #60 Grantline Rd/ Sunrise Rd
*******************************************************************************
Cycle (sec):          100                Critical Vol./Cap. (X):         0.832
Loss Time (sec):        0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        136                Level Of Service:                   D
*******************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase      Protected        Protected
Rights:           Include          Include          Ovl              Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
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
Lanes:        0  0  1! 0  0    0  0  1! 0  0    1  0  1  0  1    1  0  1  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      16   15     8     2    1   243   633  511     9     5  330    18
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   16   15     8     2    1   243   633  511     9     5  330    18
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    16   15     8     2    1   243   633  511     9     5  330    18
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   16   15     8     2    1   243   633  511     9     5  330    18
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   16   15     8     2    1   243   633  511     9     5  330    18
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
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:       0.41 0.38  0.21  0.01 0.01  0.98  1.00 1.00  1.00  1.00 1.00  1.00
Final Sat.:   615  577   308    12    6  1482  1500 1500  1500  1500 1500  1500
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.03 0.03  0.03  0.16 0.16  0.16  0.42 0.34  0.01  0.00 0.22  0.01
Crit Volume:        39                 246         633                   330
Crit Moves:       ****               ****        ****                  ****
*******************************************************************************
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Folsom South of US-50 Annexation
Existing Plus CD AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #65 Sunrise Blvd/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.650
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 65 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Ovl | | | Ovl | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 2 | 0 3 | 0 1 | 2 | 0 3 | 0 1 | 2 | 0 2 | 0 1 | 2 | 0 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 632 | 1011 | 64 | 198 | 663 | 501 | 253 | 229 | 273 | 78 | 473 | 151 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 632 | 1011 | 64 | 198 | 663 | 501 | 253 | 229 | 273 | 78 | 473 | 151 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 632 | 1011 | 64 | 198 | 663 | 501 | 253 | 229 | 273 | 78 | 473 | 151 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 632 | 1011 | 64 | 198 | 663 | 501 | 253 | 229 | 273 | 78 | 473 | 151 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 632 | 1011 | 64 | 198 | 663 | 501 | 253 | 229 | 273 | 78 | 473 | 151 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 |
| 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: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 2.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3000 | 4500 | 1500 | 3000 | 4500 | 1500 | 3000 | 3000 | 1500 | 3000 | 4500 | 1500 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.21 | 0.22 | 0.04 | 0.07 | 0.15 | 0.33 | 0.08 | 0.08 | 0.18 | 0.03 | 0.11 | 0.10 |
| Crit Volume: | 316 | | | | | 501 | 0 | | | | 158 | |
| Crit Moves: | **** | | | | | **** | **** | | | | **** | |





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Folsom South of US-50 Annexation
Existing Plus CD AM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #66 Fitzgerald Road / White Rock Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.792
Loss Time (sec): 0 Average Delay (sec/veh): 17.8
Optimal Cycle: 0 Level Of Service: C

| 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: | 0 0 | 1! 0 | 0 | 0 0 | 1! 0 | 0 | 1 0 | 0 1 | 0 | 0 0 | 1! 0 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 82 | 62 | 11 | 11 | 16 | 47 | 43 | 168 | 149 | 20 | 481 | 46 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 82 | 62 | 11 | 11 | 16 | 47 | 43 | 168 | 149 | 20 | 481 | 46 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 82 | 62 | 11 | 11 | 16 | 47 | 43 | 168 | 149 | 20 | 481 | 46 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 82 | 62 | 11 | 11 | 16 | 47 | 43 | 168 | 149 | 20 | 481 | 46 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 82 | 62 | 11 | 11 | 16 | 47 | 43 | 168 | 149 | 20 | 481 | 46 |
| 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: | 0.53 | 0.40 | 0.07 | 0.15 | 0.22 | 0.63 | 1.00 | 0.53 | 0.47 | 0.04 | 0.88 | 0.08 |
| Final Sat.: | 277 | 209 | 37 | 78 | 113 | 331 | 557 | 339 | 300 | 25 | 608 | 58 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.30 | 0.30 | 0.30 | 0.14 | 0.14 | 0.14 | 0.08 | 0.50 | 0.50 | 0.79 | 0.79 | 0.79 |
| Crit Moves: | | **** | | | | **** | | **** | | | | **** |
| Delay/Veh: | 11.5 | 11.5 | 11.5 | 9.9 | 9.9 | 9.9 | 9.5 | 13.1 | 13.1 | 24.1 | 24.1 | 24.1 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 11.5 | 11.5 | 11.5 | 9.9 | 9.9 | 9.9 | 9.5 | 13.1 | 13.1 | 24.1 | 24.1 | 24.1 |
| LOS by Move: | B | B | B | A | A | A | A | B | B | C | C | C |
| ApproachDel: | 11.5 | | | 9.9 | | | 12.6 | | | 24.1 | | |
| Delay Adj: | 1.00 | | | 1.00 | | | 1.00 | | | 1.00 | | |
| ApprAdjDel: | 11.5 | | | 9.9 | | | 12.6 | | | 24.1 | | |
| LOS by Appr: | B | | | A | | | B | | | C | | |
| AllWayAvgQ: | 0.3 | 0.3 | 0.3 | 0.1 | 0.1 | 0.1 | 0.1 | 0.9 | 0.9 | 3.1 | 3.1 | 3.1 |

Note: Queue reported is the number of cars per lane.

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AM Existing Plus CD        Thu May 7, 2009 15:54:12                 Page 65-1
-------------------------------------------------------------------------------
                        Folsom South of US-50 Annexation
                              Existing Plus CD AM
-------------------------------------------------------------------------------
                      Level Of Service Computation Report
              Circular 212 Planning Method (Base Volume Alternative)
*******************************************************************************
Intersection #67 Sunrise Blvd/ Douglas Rd
*******************************************************************************
Cycle (sec):          100                Critical Vol./Cap. (X):          0.788
Loss Time (sec):        0                Average Delay (sec/veh):       xxxxxx
Optimal Cycle:        108                Level Of Service:                   C
*******************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include           Ovl             Include           Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
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
Lanes:        1  0  1  1  0    1  0  2  0  1    0  0  1! 0  0    0  1  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     159 1198    53    92  428    96   240   36    30    24   87   251
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  159 1198    53    92  428    96   240   36    30    24   87   251
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   159 1198    53    92  428    96   240   36    30    24   87   251
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  159 1198    53    92  428    96   240   36    30    24   87   251
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:  159 1198    53    92  428    96   240   36    30    24   87   251
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
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 1.92  0.08  1.00 2.00  1.00  0.78 0.12  0.10  0.22 0.78  1.00
Final Sat.:  1500 2873   127  1500 3000  1500  1176  176   147   324 1176  1500
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.11 0.42  0.42  0.06 0.14  0.06  0.20 0.20  0.20  0.07 0.07  0.17
Crit Volume:             626     0                        306                 251
Crit Moves:             ****  ****                      ****               ****
*******************************************************************************
```





```
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-------------------------------------------------------------------------------
                        Folsom South of US-50 Annexation
                              Existing Plus CD AM
-------------------------------------------------------------------------------
                      Level Of Service Computation Report
           2000 HCM Unsignalized Method (Base Volume Alternative)
*******************************************************************************
Intersection #68 Grant Line Rd/ Douglas Rd
*******************************************************************************
Average Delay (sec/veh):      4.2       Worst Case Level Of Service: D[ 30.2]
*******************************************************************************
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  1  0  0  0    0  0  0  1  0    0  0  1! 0  0    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     198  548     0     0  192    56    72    0    27     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:  198  548     0     0  192    56    72    0    27     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:   198  548     0     0  192    56    72    0    27     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:  198  548     0     0  192    56    72    0    27     0    0     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.4  6.5   6.2 xxxxx xxxx xxxxx
FollowUpTim:  2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5  4.0   3.3 xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  248 xxxx xxxxx  xxxx xxxx xxxxx  1164 1164   220  xxxx xxxx xxxxx
Potent Cap.: 1330 xxxx xxxxx  xxxx xxxx xxxxx   217  196   825  xxxx xxxx xxxxx
Move Cap.:   1330 xxxx xxxxx  xxxx xxxx xxxxx   189  163   825  xxxx xxxx xxxxx
Volume/Cap:  0.15 xxxx  xxxx  xxxx xxxx  xxxx  0.38 0.00  0.03  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.5 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:  8.2 xxxx xxxxx xxxxx 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
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  239 xxxxx  xxxx xxxx xxxxx
SharedQueue:  0.5 xxxx xxxxx xxxxx xxxx xxxxx xxxxx  1.9 xxxxx xxxxx xxxx xxxxx
Shrd ConDel:  8.2 xxxx xxxxx xxxxx xxxx xxxxx xxxxx 30.2 xxxxx xxxxx xxxx xxxxx
Shared LOS:     A    *     *     *    *     *     *    D     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx             30.2           xxxxxx
ApproachLOS:         *                *                D                *
*******************************************************************************
Note: Queue reported is the number of cars per lane.
*******************************************************************************
```

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AM Existing Plus CD        Thu May 7, 2009 15:54:12                 Page 67-1
--------------------------------------------------------------------------------
                        Folsom South of US-50 Annexation
                              Existing Plus CD AM
--------------------------------------------------------------------------------
                       Level Of Service Computation Report
               2000 HCM 4-Way Stop Method (Base Volume Alternative)
********************************************************************************
Intersection #69 Grant Line Road / Kiefer Boulevard
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap. (X):         0.828
Loss Time (sec):       0                Average Delay (sec/veh):        19.4
Optimal Cycle:         0                Level Of Service:                  C
********************************************************************************
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:        0  0  1! 0  0    0  0  1! 0  0    0  0  1! 0  0    0  0  1! 0  0
-------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       9  581   18    20  253    1     1    1    1    15    0  203
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:    9  581   18    20  253    1     1    1    1    15    0  203
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:     9  581   18    20  253    1     1    1    1    15    0  203
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:    9  581   18    20  253    1     1    1    1    15    0  203
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
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:    9  581   18    20  253    1     1    1    1    15    0  203
-------------|---------------||---------------||---------------||---------------|
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:       0.01 0.96 0.03  0.07 0.92 0.01  0.34 0.33 0.33  0.07 0.00 0.93
Final Sat.:    11  702   22    48  608    2   169  169  169    43    0  579
-------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.83 0.83 0.83  0.42 0.42 0.42  0.01 0.01 0.01  0.35 xxxx 0.35
Crit Moves:       ****       ****            ****                      ****
Delay/Veh:   25.9 25.9 25.9  11.7 11.7 11.7   9.3  9.3  9.3  10.9  0.0 10.9
Delay Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:  25.9 25.9 25.9  11.7 11.7 11.7   9.3  9.3  9.3  10.9  0.0 10.9
LOS by Move:    D    D    D     B    B    B     A    A    A     B    *    B
ApproachDel:      25.9             11.7             9.3             10.9
Delay Adj:        1.00             1.00            1.00             1.00
ApprAdjDel:       25.9             11.7             9.3             10.9
LOS by Appr:         D                B               A                B
AllWayAvgQ:   3.7  3.7  3.7   0.6  0.6  0.6   0.0  0.0  0.0   0.4  0.4  0.4
********************************************************************************
Note: Queue reported is the number of cars per lane.
********************************************************************************
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--------------------------------------------------------------------------------
                        Folsom South of US-50 Annexation
                              Existing Plus CD AM
--------------------------------------------------------------------------------
                       Level Of Service Computation Report
             2000 HCM Unsignalized Method (Base Volume Alternative)
********************************************************************************
Intersection #83 White Rock Rd/ Carson Crossing Rd
********************************************************************************
Average Delay (sec/veh):      0.5       Worst Case Level Of Service: D[ 26.8]
********************************************************************************
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    0  0  0  1  0    1  0  1  0  0
-------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      14    0    8     0    0    0     0  683   14     2  510    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:   14    0    8     0    0    0     0  683   14     2  510    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:     0.84 0.84 0.84  0.84 0.84 0.84  0.84 0.84 0.84  0.84 0.84 0.84
PHF Volume:    17    0   10     0    0    0     0  813   17     2  607    0
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:   17    0   10     0    0    0     0  813   17     2  607    0
-------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  6.4  6.5   6.2 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5  4.0   3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   2.2 xxxx xxxxx
-------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 1433 1433   821  xxxx xxxx xxxxx  xxxx xxxx xxxxx   830 xxxx xxxxx
Potent Cap.:  149  135   377  xxxx xxxx xxxxx  xxxx xxxx xxxxx   811 xxxx xxxxx
Move Cap.:    149  135   377  xxxx xxxx xxxxx  xxxx xxxx xxxxx   811 xxxx xxxxx
Volume/Cap:  0.11 0.00  0.03  xxxx xxxx  xxxx  xxxx xxxx  xxxx  0.00 xxxx  xxxx
-------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.0 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx   9.5 xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     *    *     *     A    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx  191 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx  0.5 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx 26.8 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    D     *     *    *     *     *    *     *     *    *     *
ApproachDel:      26.8            xxxxxx            xxxxxx            xxxxxx
ApproachLOS:         D                 *                 *                 *
********************************************************************************
Note: Queue reported is the number of cars per lane.
********************************************************************************
```

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--------------------------------------------------------------------------------
                        Folsom South of US-50 Annexation
                              Existing Plus CD AM
--------------------------------------------------------------------------------
                       Level Of Service Computation Report
               2000 HCM Operations Method (Base Volume Alternative)
********************************************************************************
Intersection #84 White Rock Rd/ Stonebriar Rd
********************************************************************************
Cycle (sec):         100                Critical Vol./Cap. (X):         0.488
Loss Time (sec):      12                Average Delay (sec/veh):        18.5
Optimal Cycle:        40                Level Of Service:                  B
********************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected        Split Phase      Split Phase
Rights:           Include          Include          Include          Include
Min. Green:     0    0    0     0    0    0     0    0    0     0    0    0
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
Lanes:        1  0  0  1  0    1  0  1  0  1   1  0  0  1  0    0  0  1! 0  0
-------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      76  518    1    68  435   13    56    1   56    13    1   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:   76  518    1    68  435   13    56    1   56    13    1   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:     0.89 0.89 0.89  0.89 0.89 0.89  0.89 0.89 0.89  0.89 0.89 0.89
PHF Volume:    85  582    1    76  489   15    63    1   63    15    1   42
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:   85  582    1    76  489   15    63    1   63    15    1   42
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
FinalVolume:   85  582    1    76  489   15    63    1   63    15    1   42
-------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment:  0.93 0.98 0.98  0.93 0.98 0.83  0.95 0.85 0.85  0.89 0.89 0.89
Lanes:       1.00 0.99 0.01  1.00 1.00 1.00  1.00 0.02 0.98  0.25 0.02 0.73
Final Sat.:  1769 1858    4  1769 1862 1583  1805   28 1592   431   33 1227
-------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.05 0.31 0.31  0.04 0.26 0.01  0.03 0.04 0.04  0.03 0.03 0.03
Crit Moves:       ****       ****                ****            ****
Green/Cycle: 0.11 0.64 0.64  0.09 0.62 0.62  0.08 0.08 0.08  0.07 0.07 0.07
Volume/Cap:  0.43 0.49 0.49  0.49 0.43 0.01  0.43 0.49 0.49  0.49 0.49 0.49
Delay/Veh:   42.8  9.7  9.7  45.8 10.2  7.4  45.8 46.8 46.8  48.0 48.0 48.0
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:  42.8  9.7  9.7  45.8 10.2  7.4  45.8 46.8 46.8  48.0 48.0 48.0
LOS by Move:    D    A    A     D    B    A     D    D    D     D    D    D
HCM2kAvgQ:      3    9    9     3    8    0     2    2    2     2    2    2
********************************************************************************
Note: Queue reported is the number of cars per lane.
********************************************************************************
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--------------------------------------------------------------------------------
                        Folsom South of US-50 Annexation
                              Existing Plus CD AM
--------------------------------------------------------------------------------
                       Level Of Service Computation Report
             2000 HCM Unsignalized Method (Base Volume Alternative)
********************************************************************************
Intersection #85 White Rock Rd/ Windfield Way
********************************************************************************
Average Delay (sec/veh):      3.7       Worst Case Level Of Service: D[ 33.9]
********************************************************************************
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    0  0  1  1  0    1  0  2  0  0
-------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      57    0   56     0    0    0     0  395  325  151  456    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:   57    0   56     0    0    0     0  395  325  151  456    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:     0.91 0.91 0.91  0.91 0.91 0.91  0.91 0.91 0.91  0.91 0.91 0.91
PHF Volume:    63    0   62     0    0    0     0  434  357  166  501    0
Reduct Vol:     0    0    0     0    0    0     0    0    0    0    0    0
FinalVolume:   63    0   62     0    0    0     0  434  357  166  501    0
-------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  6.8  6.5   6.9 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5  4.0   3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   2.2 xxxx xxxxx
-------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 1195 1446   396  xxxx xxxx xxxxx  xxxx xxxx xxxxx   791 xxxx xxxxx
Potent Cap.:  182  133   609  xxxx xxxx xxxxx  xxxx xxxx xxxxx   838 xxxx xxxxx
Move Cap.:    154  107   609  xxxx xxxx xxxxx  xxxx xxxx xxxxx   838 xxxx xxxxx
Volume/Cap:  0.41 0.00  0.10  xxxx xxxx  xxxx  xxxx xxxx  xxxx  0.20 xxxx  xxxx
-------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.7 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx  10.4 xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     *    *     *     B    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx  245 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx  2.6 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx 33.9 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    D     *     *    *     *     *    *     *     *    *     *
ApproachDel:      33.9           xxxxxx           xxxxxx           xxxxxx
ApproachLOS:         D                *                *                *
********************************************************************************
Note: Queue reported is the number of cars per lane.
********************************************************************************
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Folsom South of US-50 Annexation
Existing Plus CD AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #86 White Rock Rd/ Latrobe Rd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.556
Loss Time (sec): 12 Average Delay (sec/veh): 29.4
Optimal Cycle: 46 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Include | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 4 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 1 | 1 0 | 2 | 0 | 2 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 59 | 361 | 68 | | 72 | 1080 | 451 | | 277 | 85 | 16 | | 165 | 271 | 226 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 59 | 361 | 68 | | 72 | 1080 | 451 | | 277 | 85 | 16 | | 165 | 271 | 226 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 66 | 406 | 76 | | 81 | 1213 | 507 | | 311 | 96 | 18 | | 185 | 304 | 254 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 66 | 406 | 76 | | 81 | 1213 | 507 | | 311 | 96 | 18 | | 185 | 304 | 254 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 66 | 406 | 76 | | 81 | 1213 | 507 | | 311 | 96 | 18 | | 185 | 304 | 254 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.93 | 0.89 | 0.83 | | 0.90 | 0.89 | 0.83 | | 0.90 | 0.91 | 0.91 | | 0.92 | 0.95 | 0.85 | |
| Lanes: | 1.00 | 4.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 1.68 | 0.32 | | 2.00 | 2.00 | 1.00 | |
| Final Sat.: | 1769 | 6778 | 1583 | | 3432 | 5083 | 1583 | | 3432 | 2906 | 547 | | 3502 | 3610 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.06 | 0.05 | | 0.02 | 0.24 | 0.32 | | 0.09 | 0.03 | 0.03 | | 0.05 | 0.08 | 0.16 | |
| Crit Moves: | **** | | | | | **** | | | **** | | | | | | **** | |
| Green/Cycle: | 0.07 | 0.36 | 0.61 | | 0.14 | 0.43 | 0.59 | | 0.16 | 0.15 | 0.15 | | 0.25 | 0.24 | 0.38 | |
| Volume/Cap: | 0.56 | 0.17 | 0.08 | | 0.17 | 0.56 | 0.54 | | 0.56 | 0.21 | 0.21 | | 0.21 | 0.35 | 0.41 | |
| Delay/Veh: | 59.9 | 26.5 | 9.9 | | 45.6 | 26.0 | 15.3 | | 47.5 | 44.5 | 44.5 | | 35.9 | 38.1 | 27.8 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 59.9 | 26.5 | 9.9 | | 45.6 | 26.0 | 15.3 | | 47.5 | 44.5 | 44.5 | | 35.9 | 38.1 | 27.8 | |
| LOS by Move: | E | C | A | | D | C | B | | D | D | D | | D | D | C | |
| HCM2kAvgQ: | 3 | 3 | 1 | | 1 | 12 | 11 | | 5 | 2 | 2 | | 3 | 5 | 7 | |

Note: Queue reported is the number of cars per lane.





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Existing Plus CD AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #87 White Rock Rd/ Valley View Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.478
Loss Time (sec): 12 Average Delay (sec/veh): 16.7
Optimal Cycle: 39 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Split Phase | | | | Split Phase | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 0 | 1 0 | 1 | 0 | 0 | 1 0 | 1 | 0 | 0 | 1 0 | 1 | 0 | 0 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 130 | 10 | 43 | | 11 | 11 | 11 | | 8 | 173 | 57 | | 23 | 487 | 34 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 130 | 10 | 43 | | 11 | 11 | 11 | | 8 | 173 | 57 | | 23 | 487 | 34 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.87 | 0.87 | 0.87 | | 0.87 | 0.87 | 0.87 | | 0.87 | 0.87 | 0.87 | | 0.87 | 0.87 | 0.87 | |
| PHF Volume: | 149 | 11 | 49 | | 13 | 13 | 13 | | 9 | 199 | 66 | | 26 | 560 | 39 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 149 | 11 | 49 | | 13 | 13 | 13 | | 9 | 199 | 66 | | 26 | 560 | 39 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 149 | 11 | 49 | | 13 | 13 | 13 | | 9 | 199 | 66 | | 26 | 560 | 39 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.88 | 0.88 | | 0.95 | 0.93 | 0.93 | | 0.95 | 0.96 | 0.96 | | 0.95 | 0.99 | 0.99 | |
| Lanes: | 1.00 | 0.19 | 0.81 | | 1.00 | 0.50 | 0.50 | | 1.00 | 0.75 | 0.25 | | 1.00 | 0.93 | 0.07 | |
| Final Sat.: | 1805 | 315 | 1353 | | 1805 | 879 | 879 | | 1805 | 1376 | 453 | | 1805 | 1758 | 123 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.08 | 0.04 | 0.04 | | 0.01 | 0.01 | 0.01 | | 0.01 | 0.14 | 0.14 | | 0.01 | 0.32 | 0.32 | |
| Crit Moves: | **** | | | | | **** | | | **** | | | | | **** | | |
| Green/Cycle: | 0.17 | 0.17 | 0.17 | | 0.03 | 0.03 | 0.03 | | 0.01 | 0.61 | 0.61 | | 0.06 | 0.67 | 0.67 | |
| Volume/Cap: | 0.48 | 0.21 | 0.21 | | 0.23 | 0.48 | 0.48 | | 0.48 | 0.24 | 0.24 | | 0.24 | 0.48 | 0.48 | |
| Delay/Veh: | 38.4 | 35.8 | 35.8 | | 49.6 | 54.4 | 54.4 | | 66.7 | 8.8 | 8.8 | | 45.7 | 8.5 | 8.5 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 38.4 | 35.8 | 35.8 | | 49.6 | 54.4 | 54.4 | | 66.7 | 8.8 | 8.8 | | 45.7 | 8.5 | 8.5 | |
| LOS by Move: | D | D | D | | D | D | D | | E | A | A | | D | A | A | |
| HCM2kAvgQ: | 5 | 2 | 2 | | 1 | 1 | 1 | | 0 | 4 | 4 | | 1 | 9 | 9 | |

Note: Queue reported is the number of cars per lane.

AM Existing Plus CD Thu May 7, 2009 15:54:12 Page 73-1

Folsom South of US-50 Annexation
Existing Plus CD AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #88 El Dorado Hills Blvd/Serrano Prky

Cycle (sec): 100 Critical Vol./Cap. (X): 0.828
Loss Time (sec): 12 Average Delay (sec/veh): 31.5
Optimal Cycle: 84 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Split Phase | | | Split Phase | | |
| Rights: | Ignore | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 | 0 | 2 | 0 1 | 1 | 0 | 1 1 | 0 | 1 | 0 0 | 1 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 40 | 535 | 245 | 84 | 1259 | 18 | 17 | 17 | 81 | 648 | 16 | 44 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 40 | 535 | 245 | 84 | 1259 | 18 | 17 | 17 | 81 | 648 | 16 | 44 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | 0.00 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 45 | 601 | 0 | 94 | 1415 | 20 | 19 | 19 | 91 | 728 | 18 | 49 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 45 | 601 | 0 | 94 | 1415 | 20 | 19 | 19 | 91 | 728 | 18 | 49 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 45 | 601 | 0 | 94 | 1415 | 20 | 19 | 19 | 91 | 728 | 18 | 49 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 | 0.95 | 0.95 | 0.88 | 0.88 | 0.95 | 0.95 | 0.95 |
| Lanes: | 1.00 | 2.00 | 1.00 | 1.00 | 1.97 | 0.03 | 1.00 | 0.17 | 0.83 | 1.85 | 0.04 | 0.11 |
| Final Sat.: | 1805 | 3610 | 1900 | 1805 | 3552 | 51 | 1805 | 289 | 1376 | 3319 | 75 | 206 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.17 | 0.00 | 0.05 | 0.40 | 0.40 | 0.01 | 0.07 | 0.07 | 0.22 | 0.24 | 0.24 |
| Crit Moves: | **** | | | | **** | | | **** | | | | **** |
| Green/Cycle: | 0.03 | 0.39 | 0.00 | 0.12 | 0.48 | 0.48 | 0.08 | 0.08 | 0.08 | 0.29 | 0.29 | 0.29 |
| Volume/Cap: | 0.83 | 0.43 | 0.00 | 0.43 | 0.83 | 0.83 | 0.13 | 0.83 | 0.83 | 0.76 | 0.83 | 0.83 |
| Delay/Veh: | 111.9 | 22.6 | 0.0 | 42.0 | 25.9 | 25.9 | 43.2 | 78.5 | 78.5 | 35.6 | 39.3 | 39.3 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 111.9 | 22.6 | 0.0 | 42.0 | 25.9 | 25.9 | 43.2 | 78.5 | 78.5 | 35.6 | 39.3 | 39.3 |
| LOS by Move: | F | C | A | D | C | C | D | E | E | D | D | D |
| HCM2kAvgQ: | 2 | 7 | 0 | 3 | 22 | 22 | 1 | 6 | 6 | 13 | 15 | 15 |

Note: Queue reported is the number of cars per lane.





AM Existing Plus CD Thu May 7, 2009 15:54:12 Page 74-1

Folsom South of US-50 Annexation
Existing Plus CD AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #89 El Dorado Hills Blvd/Saratoga Way

Cycle (sec): 100 Critical Vol./Cap. (X): 0.661
Loss Time (sec): 12 Average Delay (sec/veh): 22.7
Optimal Cycle: 55 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Split Phase | | | Split Phase | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 | 0 | 2 | 1 0 | 1 | 0 | 1 1 | 0 | 1 | 0 0 | 1 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 67 | 679 | 50 | 200 | 1362 | 7 | 15 | 19 | 150 | 48 | 11 | 61 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 67 | 679 | 50 | 200 | 1362 | 7 | 15 | 19 | 150 | 48 | 11 | 61 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| PHF Volume: | 71 | 715 | 53 | 211 | 1434 | 7 | 16 | 20 | 158 | 51 | 12 | 64 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 71 | 715 | 53 | 211 | 1434 | 7 | 16 | 20 | 158 | 51 | 12 | 64 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 71 | 715 | 53 | 211 | 1434 | 7 | 16 | 20 | 158 | 51 | 12 | 64 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.90 | 0.90 | 0.95 | 0.95 | 0.95 | 0.98 | 0.98 | 0.85 | 0.95 | 0.87 | 0.87 |
| Lanes: | 1.00 | 2.79 | 0.21 | 1.00 | 1.99 | 0.01 | 1.00 | 1.00 | 1.00 | 1.00 | 0.15 | 0.85 |
| Final Sat.: | 1805 | 4783 | 352 | 1805 | 3588 | 18 | 1858 | 1858 | 1615 | 1805 | 253 | 1405 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.15 | 0.15 | 0.12 | 0.40 | 0.40 | 0.01 | 0.01 | 0.10 | 0.03 | 0.05 | 0.05 |
| Crit Moves: | **** | | | | **** | | | | **** | | | **** |
| Green/Cycle: | 0.06 | 0.37 | 0.37 | 0.29 | 0.60 | 0.60 | 0.15 | 0.15 | 0.15 | 0.07 | 0.07 | 0.07 |
| Volume/Cap: | 0.66 | 0.40 | 0.40 | 0.40 | 0.66 | 0.66 | 0.06 | 0.07 | 0.66 | 0.41 | 0.66 | 0.66 |
| Delay/Veh: | 60.5 | 23.3 | 23.3 | 29.0 | 13.8 | 13.8 | 36.7 | 36.8 | 47.0 | 46.7 | 58.9 | 58.9 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 60.5 | 23.3 | 23.3 | 29.0 | 13.8 | 13.8 | 36.7 | 36.8 | 47.0 | 46.7 | 58.9 | 58.9 |
| LOS by Move: | E | C | C | C | B | B | D | D | D | D | E | E |
| HCM2kAvgQ: | 2 | 6 | 6 | 5 | 15 | 15 | 0 | 1 | 6 | 2 | 4 | 4 |

Note: Queue reported is the number of cars per lane.

AM Existing Plus CD Thu May 7, 2009 15:54:12 Page 75-1

Folsom South of US-50 Annexation
Existing Plus CD AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #90 El Dorado Hills Blvd/Park Drive

Cycle (sec): 100 Critical Vol./Cap. (X): 0.484
Loss Time (sec): 9 Average Delay (sec/veh): 11.5
Optimal Cycle: 33 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - | R | L | - T | - | R | L | - T | - | R | L | - T | - | R |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 2 | 1 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 816 | 152 | | 62 | 1659 | | 0 | 0 | | 0 | | 0 | 226 | | 0 | 38 | |
| Growth Adj: | 1.00 | 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 | 816 | 152 | | 62 | 1659 | | 0 | 0 | | 0 | | 0 | 226 | | 0 | 38 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| PHF Adj: | 0.95 | 0.95 | 0.95 | | 0.95 | 0.95 | | 0.95 | 0.95 | | 0.95 | | 0.95 | 0.95 | | 0.95 | 0.95 | |
| PHF Volume: | 0 | 859 | 160 | | 65 | 1746 | | 0 | 0 | | 0 | | 0 | 238 | | 0 | 40 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | | 0 | 0 | | 0 | 0 | |
| Reduced Vol: | 0 | 859 | 160 | | 65 | 1746 | | 0 | 0 | | 0 | | 0 | 238 | | 0 | 40 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| FinalVolume: | 0 | 859 | 160 | | 65 | 1746 | | 0 | 0 | | 0 | | 0 | 238 | | 0 | 40 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | | 1900 | 1900 | | 1900 | | 1900 | 1900 | | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.89 | 0.89 | | 0.95 | 0.91 | | 1.00 | 1.00 | | 1.00 | | 0.60 | 1.00 | | 0.85 | | |
| Lanes: | 0.00 | 2.53 | 0.47 | | 1.00 | 3.00 | | 0.00 | 0.00 | | 0.00 | | 2.00 | 0.00 | | 1.00 | | |
| Final Sat.: | 0 | 4268 | 795 | | 1805 | 5187 | | 0 | 0 | | 0 | | 2293 | 0 | | 1615 | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.20 | 0.20 | | 0.04 | 0.34 | | 0.00 | 0.00 | | 0.00 | | 0.10 | 0.00 | | 0.02 | | |
| Crit Moves: | **** | | | | | **** | | | | | | | **** | | | | | |
| Green/Cycle: | 0.00 | 0.59 | 0.59 | | 0.11 | 0.70 | | 0.00 | 0.00 | | 0.00 | | 0.21 | 0.00 | | 0.21 | | |
| Volume/Cap: | 0.00 | 0.34 | 0.34 | | 0.34 | 0.48 | | 0.00 | 0.00 | | 0.00 | | 0.48 | 0.00 | | 0.12 | | |
| Delay/Veh: | 0.0 | 10.6 | 10.6 | | 42.5 | 7.1 | | 0.0 | 0.0 | | 0.0 | | 35.2 | 0.0 | | 31.8 | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | | 1.00 | 1.00 | | 1.00 | | |
| AdjDel/Veh: | 0.0 | 10.6 | 10.6 | | 42.5 | 7.1 | | 0.0 | 0.0 | | 0.0 | | 35.2 | 0.0 | | 31.8 | | |
| LOS by Move: | A | B | B | | D | A | | A | A | | A | | D | A | | C | | |
| HCM2kAvgQ: | 0 | 6 | 6 | | 2 | 9 | | 0 | 0 | | 0 | | 4 | 0 | | 1 | | |

Note: Queue reported is the number of cars per lane.





AM Existing Plus CD Thu May 7, 2009 15:54:12 Page 76-1

Folsom South of US-50 Annexation
Existing Plus CD AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #91 Latrobe Rd/ Town Center Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.428
Loss Time (sec): 12 Average Delay (sec/veh): 15.9
Optimal Cycle: 37 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - | R | L | - T | - | R | L | - T | - | R | L | - T | - | R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 3 | 0 | 1 | 2 | 0 | 3 | 0 | 1 | 2 | 0 | 1 | 1 | 0 | 1 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | | | |
| Base Vol: | 59 | 766 | 69 | | 504 | 1407 | | 393 | 23 | | 4 | | 8 | 86 | | 64 | 281 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Initial Bse: | 59 | 766 | 69 | | 504 | 1407 | | 393 | 23 | | 4 | | 8 | 86 | | 64 | 281 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| PHF Adj: | 0.93 | 0.93 | 0.93 | | 0.93 | 0.93 | | 0.93 | 0.93 | | 0.93 | | 0.93 | 0.93 | | 0.93 | 0.93 | |
| PHF Volume: | 63 | 824 | 74 | | 542 | 1513 | | 423 | 25 | | 4 | | 9 | 92 | | 69 | 302 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | | 0 | 0 | | 0 | 0 | |
| Reduced Vol: | 63 | 824 | 74 | | 542 | 1513 | | 423 | 25 | | 4 | | 9 | 92 | | 69 | 302 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| 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: | 63 | 824 | 74 | | 542 | 1513 | | 423 | 25 | | 4 | | 9 | 92 | | 69 | 302 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | | 1900 | 1900 | | 1900 | | 1900 | 1900 | | 1900 | 1900 | |
| Adjustment: | 0.90 | 0.89 | 0.83 | | 0.90 | 0.89 | | 0.83 | 0.92 | | 0.86 | | 0.86 | 0.95 | | 1.00 | 0.85 | |
| Lanes: | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | | 1.00 | 2.00 | | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Final Sat.: | 3432 | 5083 | 1583 | | 3432 | 5083 | | 1583 | 3502 | | 1625 | | 1625 | 1805 | | 1900 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.16 | 0.05 | | 0.16 | 0.30 | | 0.27 | 0.01 | | 0.00 | | 0.01 | 0.05 | | 0.04 | 0.19 | |
| Crit Moves: | | **** | | | **** | | | | | | | | **** | **** | | | | |
| Green/Cycle: | 0.04 | 0.38 | 0.38 | | 0.37 | 0.70 | | 0.70 | 0.02 | | 0.01 | | 0.01 | 0.12 | | 0.11 | 0.48 | |
| Volume/Cap: | 0.42 | 0.43 | 0.12 | | 0.43 | 0.42 | | 0.38 | 0.33 | | 0.21 | | 0.43 | 0.43 | | 0.33 | 0.39 | |
| Delay/Veh: | 48.5 | 23.2 | 20.3 | | 23.9 | 6.3 | | 6.2 | 50.7 | | 50.7 | | 58.5 | 42.2 | | 42.0 | 17.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| AdjDel/Veh: | 48.5 | 23.2 | 20.3 | | 23.9 | 6.3 | | 6.2 | 50.7 | | 50.7 | | 58.5 | 42.2 | | 42.0 | 17.0 | |
| LOS by Move: | D | C | C | | C | A | | A | D | | D | | E | D | | D | B | |
| HCM2kAvgQ: | 1 | 7 | 1 | | 6 | 7 | | 5 | 1 | | 0 | | 1 | 3 | | 2 | 6 | |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Existing Plus CD AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #92 Hazel Blvd/ Tributary- WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.825
Loss Time (sec): 9 Average Delay (sec/veh): 29.1
Optimal Cycle: 75 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Ignore | | | | Ovl | | | | Ovl | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 3 | 0 1 | 0 | 0 | 3 | 0 1 | 0 | 0 | 0 | 0 1 | 1 | 0 | 0 | 1 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 358 | 508 | 339 | | 0 | 1424 | 158 | | 0 | 0 | 295 | | 82 | 85 | 560 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 358 | 508 | 339 | | 0 | 1424 | 158 | | 0 | 0 | 295 | | 82 | 85 | 560 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 402 | 571 | 0 | | 0 | 1600 | 178 | | 0 | 0 | 331 | | 92 | 96 | 629 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 402 | 571 | 0 | | 0 | 1600 | 178 | | 0 | 0 | 331 | | 92 | 96 | 629 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 402 | 571 | 0 | | 0 | 1600 | 178 | | 0 | 0 | 331 | | 92 | 96 | 629 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.91 | 1.00 | | 1.00 | 0.91 | 0.85 | | 1.00 | 1.00 | 0.87 | | 0.78 | 0.87 | 0.87 | |
| Lanes: | 1.00 | 3.00 | 1.00 | | 0.00 | 3.00 | 1.00 | | 0.00 | 0.00 | 1.00 | | 1.00 | 0.26 | 1.74 | |
| Final Sat.: | 1805 | 5187 | 1900 | | 0 | 5187 | 1615 | | 0 | 0 | 1644 | | 1488 | 436 | 2870 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.22 | 0.11 | 0.00 | | 0.00 | 0.31 | 0.11 | | 0.00 | 0.00 | 0.20 | | 0.06 | 0.22 | 0.22 | |
| Crit Moves: | **** | | | | | **** | | | | | | | | **** | | |
| Green/Cycle: | 0.27 | 0.64 | 0.00 | | 0.00 | 0.37 | 0.37 | | 0.00 | 0.00 | 0.54 | | 0.27 | 0.27 | 0.27 | |
| Volume/Cap: | 0.82 | 0.17 | 0.00 | | 0.00 | 0.82 | 0.29 | | 0.00 | 0.00 | 0.38 | | 0.23 | 0.82 | 0.82 | |
| Delay/Veh: | 45.2 | 7.1 | 0.0 | | 0.0 | 31.4 | 22.3 | | 0.0 | 0.0 | 13.8 | | 29.0 | 40.9 | 40.9 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 45.2 | 7.1 | 0.0 | | 0.0 | 31.4 | 22.3 | | 0.0 | 0.0 | 13.8 | | 29.0 | 40.9 | 40.9 | |
| LOS by Move: | D | A | A | | A | C | C | | A | A | B | | C | D | D | |
| HCM2kAvgQ: | 12 | 2 | 0 | | 0 | 16 | 4 | | 0 | 0 | 6 | | 2 | 13 | 13 | |

Note: Queue reported is the number of cars per lane.





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Folsom South of US-50 Annexation
Existing Plus CD AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #93 Hazel Ave/ EB US-50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.617
Loss Time (sec): 9 Average Delay (sec/veh): 20.4
Optimal Cycle: 42 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Ignore | | | | Ignore | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 2 | 0 1 | 0 | 0 | 2 | 0 1 | 1 | 0 | 1! | 0 1 | 0 | 0 | 0 | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 449 | 81 | | 0 | 692 | 994 | | 781 | 0 | 136 | | 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 | 449 | 81 | | 0 | 692 | 994 | | 781 | 0 | 136 | | 0 | 0 | 0 | |
| User Adj: | 1.00 | 0.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 0 | 0 | 0 | | 0 | 778 | 0 | | 878 | 0 | 153 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 0 | 0 | | 0 | 778 | 0 | | 878 | 0 | 153 | | 0 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 0 | 0 | | 0 | 778 | 0 | | 878 | 0 | 153 | | 0 | 0 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.95 | 1.00 | | 1.00 | 0.95 | 1.00 | | 0.72 | 1.00 | 0.72 | | 1.00 | 1.00 | 1.00 | |
| Lanes: | 0.00 | 2.00 | 1.00 | | 0.00 | 2.00 | 1.00 | | 1.85 | 0.00 | 1.15 | | 0.00 | 0.00 | 0.00 | |
| Final Sat.: | 0 | 3610 | 1900 | | 0 | 3610 | 1900 | | 2536 | 0 | 1573 | | 0 | 0 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | | 0.00 | 0.22 | 0.00 | | 0.35 | 0.00 | 0.10 | | 0.00 | 0.00 | 0.00 | |
| Crit Moves: | | | | | | **** | | | **** | | | | | | | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | | 0.00 | 0.35 | 0.00 | | 0.56 | 0.00 | 0.56 | | 0.00 | 0.00 | 0.00 | |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | | 0.00 | 0.62 | 0.00 | | 0.62 | 0.00 | 0.17 | | 0.00 | 0.00 | 0.00 | |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | | 0.0 | 27.9 | 0.0 | | 15.4 | 0.0 | 10.7 | | 0.0 | 0.0 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | | 0.0 | 27.9 | 0.0 | | 15.4 | 0.0 | 10.7 | | 0.0 | 0.0 | 0.0 | |
| LOS by Move: | A | A | A | | A | C | A | | B | A | B | | A | A | A | |
| HCM2kAvgQ: | 0 | 0 | 0 | | 0 | 10 | 0 | | 10 | 0 | 2 | | 0 | 0 | 0 | |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Existing Plus CD AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #94 Folsom Blvd/ WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.455
Loss Time (sec): 9 Average Delay (sec/veh): 7.6
Optimal Cycle: 32 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Ignore | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 1 | 1 | 0 | 1! | 0 | 1 | 0 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 4 | 1269 | 0 | | 0 | 1555 | 1465 | | 84 | 0 | 159 | | 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: | 4 | 1269 | 0 | | 0 | 1555 | 1465 | | 84 | 0 | 159 | | 0 | 0 | 0 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 4 | 1426 | 0 | | 0 | 1747 | 0 | | 94 | 0 | 179 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 4 | 1426 | 0 | | 0 | 1747 | 0 | | 94 | 0 | 179 | | 0 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 4 | 1426 | 0 | | 0 | 1747 | 0 | | 94 | 0 | 179 | | 0 | 0 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.91 | 1.00 | | 1.00 | 0.91 | 1.00 | | 0.76 | 1.00 | 0.76 | | 1.00 | 1.00 | 1.00 | |
| Lanes: | 1.00 | 3.00 | 0.00 | | 0.00 | 3.00 | 1.00 | | 1.35 | 0.00 | 1.65 | | 0.00 | 0.00 | 0.00 | |
| Final Sat.: | 1805 | 5187 | 0 | | 0 | 5187 | 1900 | | 1951 | 0 | 2399 | | 0 | 0 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.27 | 0.00 | | 0.00 | 0.34 | 0.00 | | 0.05 | 0.00 | 0.07 | | 0.00 | 0.00 | 0.00 | |
| Crit Moves: | **** | | | | | **** | | | | | **** | | | | | |
| Green/Cycle: | 0.01 | 0.75 | 0.00 | | 0.00 | 0.74 | 0.00 | | 0.16 | 0.00 | 0.16 | | 0.00 | 0.00 | 0.00 | |
| Volume/Cap: | 0.45 | 0.37 | 0.00 | | 0.00 | 0.45 | 0.00 | | 0.30 | 0.00 | 0.45 | | 0.00 | 0.00 | 0.00 | |
| Delay/Veh: | 79.4 | 4.5 | 0.0 | | 0.0 | 5.2 | 0.0 | | 36.9 | 0.0 | 38.3 | | 0.0 | 0.0 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 79.4 | 4.5 | 0.0 | | 0.0 | 5.2 | 0.0 | | 36.9 | 0.0 | 38.3 | | 0.0 | 0.0 | 0.0 | |
| LOS by Move: | E | A | A | | A | A | A | | D | A | D | | A | A | A | |
| HCM2kAvgQ: | 0 | 6 | 0 | | 0 | 7 | 0 | | 2 | 0 | 4 | | 0 | 0 | 0 | |

Note: Queue reported is the number of cars per lane.





AM Existing Plus CD Thu May 7, 2009 15:54:12 Page 80-1

Folsom South of US-50 Annexation
Existing Plus CD AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #95 Folsom Blvd/ EB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 1.004
Loss Time (sec): 9 Average Delay (sec/veh): 48.8
Optimal Cycle: 180 Level Of Service: D

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Ignore | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 1 | 3 | 0 | 0 | 0 | 1 | 0 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 92 | 349 | 0 | | 0 | 1489 | 227 | | 975 | 0 | 48 | | 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: | 92 | 349 | 0 | | 0 | 1489 | 227 | | 975 | 0 | 48 | | 0 | 0 | 0 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 103 | 392 | 0 | | 0 | 1673 | 255 | | 1096 | 0 | 0 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 103 | 392 | 0 | | 0 | 1673 | 255 | | 1096 | 0 | 0 | | 0 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 103 | 392 | 0 | | 0 | 1673 | 255 | | 1096 | 0 | 0 | | 0 | 0 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.95 | 1.00 | | 1.00 | 0.95 | 0.85 | | 0.49 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Lanes: | 1.00 | 2.00 | 0.00 | | 0.00 | 2.00 | 1.00 | | 3.00 | 0.00 | 1.00 | | 0.00 | 0.00 | 0.00 | |
| Final Sat.: | 1805 | 3610 | 0 | | 0 | 3610 | 1615 | | 2787 | 0 | 1900 | | 0 | 0 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.06 | 0.11 | 0.00 | | 0.00 | 0.46 | 0.16 | | 0.39 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | |
| Crit Moves: | **** | | | | | **** | | | **** | | | | | | | |
| Green/Cycle: | 0.06 | 0.52 | 0.00 | | 0.00 | 0.46 | 0.46 | | 0.39 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | |
| Volume/Cap: | 1.00 | 0.21 | 0.00 | | 0.00 | 1.00 | 0.34 | | 1.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | |
| Delay/Veh: | 137.0 | 13.1 | 0.0 | | 0.0 | 50.0 | 17.5 | | 58.7 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 137.0 | 13.1 | 0.0 | | 0.0 | 50.0 | 17.5 | | 58.7 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | |
| LOS by Move: | F | B | A | | A | D | B | | E | A | A | | A | A | A | |
| HCM2kAvgQ: | 6 | 3 | 0 | | 0 | 33 | 5 | | 15 | 0 | 0 | | 0 | 0 | 0 | |

Note: Queue reported is the number of cars per lane.

AM Existing Plus CD Thu May 7, 2009 15:54:12 Page 81-1

Folsom South of US-50 Annexation
Existing Plus CD AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #96 Prairie City/ WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.918
Loss Time (sec): 6 Average Delay (sec/veh): 29.6
Optimal Cycle: 105 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Ignore | | | | Ignore | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1595 | 403 | | 0 | 665 | 39 | | 0 | 0 | 0 | | 87 | 0 | 1098 | |
| Growth Adj: | 1.00 | 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 | 1595 | 403 | | 0 | 665 | 39 | | 0 | 0 | 0 | | 87 | 0 | 1098 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.96 | 0.96 | 0.00 | | 0.96 | 0.96 | 0.00 | | 0.96 | 0.96 | 0.96 | | 0.96 | 0.96 | 0.96 | |
| PHF Volume: | 0 | 1661 | 0 | | 0 | 693 | 0 | | 0 | 0 | 0 | | 91 | 0 | 1144 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 1661 | 0 | | 0 | 693 | 0 | | 0 | 0 | 0 | | 91 | 0 | 1144 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 1661 | 0 | | 0 | 693 | 0 | | 0 | 0 | 0 | | 91 | 0 | 1144 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.95 | 1.00 | | 1.00 | 0.95 | 1.00 | | 1.00 | 1.00 | 1.00 | | 0.63 | 1.00 | 0.75 | |
| Lanes: | 0.00 | 2.00 | 1.00 | | 0.00 | 2.00 | 1.00 | | 0.00 | 0.00 | 0.00 | | 2.00 | 0.00 | 2.00 | |
| Final Sat.: | 0 | 3610 | 1900 | | 0 | 3610 | 1900 | | 0 | 0 | 0 | | 2407 | 0 | 2842 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.46 | 0.00 | | 0.00 | 0.19 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.04 | 0.00 | 0.40 | |
| Crit Moves: | | **** | | | | | | | | | | | | | **** | |
| Green/Cycle: | 0.00 | 0.50 | 0.00 | | 0.00 | 0.50 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.44 | 0.00 | 0.44 | |
| Volume/Cap: | 0.00 | 0.92 | 0.00 | | 0.00 | 0.38 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.09 | 0.00 | 0.92 | |
| Delay/Veh: | 0.0 | 30.9 | 0.0 | | 0.0 | 15.5 | 0.0 | | 0.0 | 0.0 | 0.0 | | 16.4 | 0.0 | 37.2 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 30.9 | 0.0 | | 0.0 | 15.5 | 0.0 | | 0.0 | 0.0 | 0.0 | | 16.4 | 0.0 | 37.2 | |
| LOS by Move: | A | C | A | | A | B | A | | A | A | A | | B | A | D | |
| HCM2kAvgQ: | 0 | 27 | 0 | | 0 | 7 | 0 | | 0 | 0 | 0 | | 1 | 0 | 23 | |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Existing Plus CD AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #97 Prairie City/ EB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.526
Loss Time (sec): 6 Average Delay (sec/veh): 15.6
Optimal Cycle: 28 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 3 | 0 | 1 | 1 | 1 | 0 | 0 | 2 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1430 | 54 | | 0 | 752 | 0 | | 591 | 2 | 261 | | 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 | 1430 | 54 | | 0 | 752 | 0 | | 591 | 2 | 261 | | 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: | 0.91 | 0.91 | 0.91 | | 0.91 | 0.91 | 0.91 | | 0.91 | 0.91 | 0.91 | | 0.91 | 0.91 | 0.91 | |
| PHF Volume: | 0 | 1571 | 59 | | 0 | 826 | 0 | | 649 | 2 | 287 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 1571 | 59 | | 0 | 826 | 0 | | 649 | 2 | 287 | | 0 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 1571 | 59 | | 0 | 826 | 0 | | 649 | 2 | 287 | | 0 | 0 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.91 | 0.85 | | 1.00 | 0.91 | 1.00 | | 0.90 | 0.90 | 0.75 | | 1.00 | 1.00 | 1.00 | |
| Lanes: | 0.00 | 3.00 | 1.00 | | 0.00 | 3.00 | 1.00 | | 1.99 | 0.01 | 2.00 | | 0.00 | 0.00 | 0.00 | |
| Final Sat.: | 0 | 5187 | 1615 | | 0 | 5187 | 1900 | | 3393 | 11 | 2842 | | 0 | 0 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.30 | 0.04 | | 0.00 | 0.16 | 0.00 | | 0.19 | 0.19 | 0.10 | | 0.00 | 0.00 | 0.00 | |
| Crit Moves: | | **** | | | | | | | | **** | | | | | | |
| Green/Cycle: | 0.00 | 0.58 | 0.58 | | 0.00 | 0.58 | 0.00 | | 0.36 | 0.36 | 0.36 | | 0.00 | 0.00 | 0.00 | |
| Volume/Cap: | 0.00 | 0.53 | 0.06 | | 0.00 | 0.28 | 0.00 | | 0.53 | 0.53 | 0.28 | | 0.00 | 0.00 | 0.00 | |
| Delay/Veh: | 0.0 | 13.1 | 9.4 | | 0.0 | 10.7 | 0.0 | | 25.4 | 25.4 | 22.6 | | 0.0 | 0.0 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 13.1 | 9.4 | | 0.0 | 10.7 | 0.0 | | 25.4 | 25.4 | 22.6 | | 0.0 | 0.0 | 0.0 | |
| LOS by Move: | A | B | A | | A | B | A | | C | C | C | | A | A | A | |
| HCM2kAvgQ: | 0 | 10 | 1 | | 0 | 5 | 0 | | 8 | 8 | 4 | | 0 | 0 | 0 | |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Existing Plus CD AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #98 East Bidwell St/ WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.624
Loss Time (sec): 6 Average Delay (sec/veh): 20.7
Optimal Cycle: 35 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Ignore | | | | Ignore | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 3 | 0 1 | 0 | 0 | 3 | 0 1 | 0 | 0 | 0 | 0 0 | 2 | 0 | 0 | 0 2 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 927 | 411 | | 0 | 1197 | 233 | | 0 | 0 | 0 | | 780 | 0 | 747 | |
| Growth Adj: | 1.00 | 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 | 927 | 411 | | 0 | 1197 | 233 | | 0 | 0 | 0 | | 780 | 0 | 747 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.99 | 0.99 | 0.00 | | 0.99 | 0.99 | 0.00 | | 0.99 | 0.99 | 0.99 | | 0.99 | 0.99 | 0.99 | |
| PHF Volume: | 0 | 936 | 0 | | 0 | 1209 | 0 | | 0 | 0 | 0 | | 788 | 0 | 755 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 936 | 0 | | 0 | 1209 | 0 | | 0 | 0 | 0 | | 788 | 0 | 755 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 936 | 0 | | 0 | 1209 | 0 | | 0 | 0 | 0 | | 788 | 0 | 755 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.91 | 1.00 | | 1.00 | 0.91 | 1.00 | | 1.00 | 1.00 | 1.00 | | 0.59 | 1.00 | 0.75 | |
| Lanes: | 0.00 | 3.00 | 1.00 | | 0.00 | 3.00 | 1.00 | | 0.00 | 0.00 | 0.00 | | 2.00 | 0.00 | 2.00 | |
| Final Sat.: | 0 | 5187 | 1900 | | 0 | 5187 | 1900 | | 0 | 0 | 0 | | 2230 | 0 | 2842 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.18 | 0.00 | | 0.00 | 0.23 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.35 | 0.00 | 0.27 | |
| Crit Moves: | | | | | | **** | | | | | | | **** | | | |
| Green/Cycle: | 0.00 | 0.37 | 0.00 | | 0.00 | 0.37 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.57 | 0.00 | 0.57 | |
| Volume/Cap: | 0.00 | 0.48 | 0.00 | | 0.00 | 0.62 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.62 | 0.00 | 0.47 | |
| Delay/Veh: | 0.0 | 24.1 | 0.0 | | 0.0 | 26.2 | 0.0 | | 0.0 | 0.0 | 0.0 | | 15.5 | 0.0 | 13.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 24.1 | 0.0 | | 0.0 | 26.2 | 0.0 | | 0.0 | 0.0 | 0.0 | | 15.5 | 0.0 | 13.0 | |
| LOS by Move: | A | C | A | | A | C | A | | A | A | A | | B | A | B | |
| HCM2kAvgQ: | 0 | 8 | 0 | | 0 | 11 | 0 | | 0 | 0 | 0 | | 9 | 0 | 8 | |

Note: Queue reported is the number of cars per lane.





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Folsom South of US-50 Annexation
Existing Plus CD AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #99 East Bidwell St/ EB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.527
Loss Time (sec): 6 Average Delay (sec/veh): 13.8
Optimal Cycle: 29 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Ignore | | | | Ignore | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 3 | 0 1 | 0 | 0 | 3 | 0 1 | 2 | 0 | 0 | 0 2 | 0 | 0 | 0 | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1038 | 316 | | 0 | 1658 | 319 | | 300 | 0 | 442 | | 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 | 1038 | 316 | | 0 | 1658 | 319 | | 300 | 0 | 442 | | 0 | 0 | 0 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.96 | 0.96 | 0.00 | | 0.96 | 0.96 | 0.00 | | 0.96 | 0.96 | 0.96 | | 0.96 | 0.96 | 0.96 | |
| PHF Volume: | 0 | 1081 | 0 | | 0 | 1727 | 0 | | 313 | 0 | 460 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 1081 | 0 | | 0 | 1727 | 0 | | 313 | 0 | 460 | | 0 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 1081 | 0 | | 0 | 1727 | 0 | | 313 | 0 | 460 | | 0 | 0 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.91 | 1.00 | | 1.00 | 0.91 | 1.00 | | 0.59 | 1.00 | 0.75 | | 1.00 | 1.00 | 1.00 | |
| Lanes: | 0.00 | 3.00 | 1.00 | | 0.00 | 3.00 | 1.00 | | 2.00 | 0.00 | 2.00 | | 0.00 | 0.00 | 0.00 | |
| Final Sat.: | 0 | 5187 | 1900 | | 0 | 5187 | 1900 | | 2260 | 0 | 2842 | | 0 | 0 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.21 | 0.00 | | 0.00 | 0.33 | 0.00 | | 0.14 | 0.00 | 0.16 | | 0.00 | 0.00 | 0.00 | |
| Crit Moves: | | | | | | **** | | | | | **** | | | | | |
| Green/Cycle: | 0.00 | 0.63 | 0.00 | | 0.00 | 0.63 | 0.00 | | 0.31 | 0.00 | 0.31 | | 0.00 | 0.00 | 0.00 | |
| Volume/Cap: | 0.00 | 0.33 | 0.00 | | 0.00 | 0.53 | 0.00 | | 0.45 | 0.00 | 0.53 | | 0.00 | 0.00 | 0.00 | |
| Delay/Veh: | 0.0 | 8.6 | 0.0 | | 0.0 | 10.3 | 0.0 | | 28.3 | 0.0 | 29.2 | | 0.0 | 0.0 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 8.6 | 0.0 | | 0.0 | 10.3 | 0.0 | | 28.3 | 0.0 | 29.2 | | 0.0 | 0.0 | 0.0 | |
| LOS by Move: | A | A | A | | A | B | A | | C | A | C | | A | A | A | |
| HCM2kAvgQ: | 0 | 5 | 0 | | 0 | 10 | 0 | | 4 | 0 | 7 | | 0 | 0 | 0 | |

Note: Queue reported is the number of cars per lane.

AM Existing Plus CD Thu May 7, 2009 15:54:13 Page 85-1

Folsom South of US-50 Annexation
Existing Plus CD AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #100 El Dorado Hills Blvd/ WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 1.054
Loss Time (sec): 9 Average Delay (sec/veh): 50.2
Optimal Cycle: 180 Level Of Service: D

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | | |
| Base Vol: | 517 | 745 | 0 | | 0 | 760 | 1121 | | 0 | 0 | 0 | | 538 | 0 | 223 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 517 | 745 | 0 | | 0 | 760 | 1121 | | 0 | 0 | 0 | | 538 | 0 | 223 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.93 | 0.93 | 0.93 | | 0.93 | 0.93 | 0.93 | | 0.93 | 0.93 | 0.93 | | 0.93 | 0.93 | 0.93 | |
| PHF Volume: | 556 | 801 | 0 | | 0 | 817 | 1205 | | 0 | 0 | 0 | | 578 | 0 | 240 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 263 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 556 | 801 | 0 | | 0 | 817 | 942 | | 0 | 0 | 0 | | 578 | 0 | 240 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 556 | 801 | 0 | | 0 | 817 | 942 | | 0 | 0 | 0 | | 578 | 0 | 240 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.90 | 0.93 | 1.00 | | 1.00 | 0.95 | 0.85 | | 1.00 | 1.00 | 1.00 | | 0.71 | 1.00 | 0.83 | |
| Lanes: | 2.00 | 2.00 | 0.00 | | 0.00 | 2.00 | 1.00 | | 0.00 | 0.00 | 0.00 | | 2.00 | 0.00 | 1.00 | |
| Final Sat.: | 3432 | 3538 | 0 | | 0 | 3610 | 1615 | | 0 | 0 | 0 | | 2711 | 0 | 1583 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.16 | 0.23 | 0.00 | | 0.00 | 0.23 | 0.58 | | 0.00 | 0.00 | 0.00 | | 0.21 | 0.00 | 0.15 | |
| Crit Moves: | **** | | | | | | **** | | | | | | **** | | | |
| Green/Cycle: | 0.15 | 0.71 | 0.00 | | 0.00 | 0.55 | 0.55 | | 0.00 | 0.00 | 0.00 | | 0.20 | 0.00 | 0.20 | |
| Volume/Cap: | 1.05 | 0.32 | 0.00 | | 0.00 | 0.41 | 1.05 | | 0.00 | 0.00 | 0.00 | | 1.05 | 0.00 | 0.75 | |
| Delay/Veh: | 96.4 | 5.6 | 0.0 | | 0.0 | 13.0 | 67.6 | | 0.0 | 0.0 | 0.0 | | 93.2 | 0.0 | 46.8 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 96.4 | 5.6 | 0.0 | | 0.0 | 13.0 | 67.6 | | 0.0 | 0.0 | 0.0 | | 93.2 | 0.0 | 46.8 | |
| LOS by Move: | F | A | A | | A | B | E | | A | A | A | | F | A | D | |
| HCM2kAvgQ: | 12 | 5 | 0 | | 0 | 7 | 38 | | 0 | 0 | 0 | | 15 | 0 | 9 | |

Note: Queue reported is the number of cars per lane.





AM Existing Plus CD Thu May 7, 2009 15:54:13 Page 86-1

Folsom South of US-50 Annexation
Existing Plus CD AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #101 El Dorado Hills Blvd/ EB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.876
Loss Time (sec): 9 Average Delay (sec/veh): 34.3
Optimal Cycle: 92 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Ovl | | | | Ignore | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 3 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 776 | 272 | | 189 | 1131 | 0 | | 0 | 0 | 1174 | | 0 | 0 | 439 | |
| Growth Adj: | 1.00 | 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 | 776 | 272 | | 189 | 1131 | 0 | | 0 | 0 | 1174 | | 0 | 0 | 439 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| PHF Adj: | 0.93 | 0.93 | 0.93 | | 0.93 | 0.93 | 0.93 | | 0.93 | 0.93 | 0.93 | | 0.93 | 0.93 | 0.00 | |
| PHF Volume: | 0 | 834 | 292 | | 203 | 1216 | 0 | | 0 | 0 | 1262 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 834 | 292 | | 203 | 1216 | 0 | | 0 | 0 | 1262 | | 0 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| FinalVolume: | 0 | 834 | 292 | | 203 | 1216 | 0 | | 0 | 0 | 1262 | | 0 | 0 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.97 | 0.89 | 0.83 | | 0.93 | 0.93 | 1.00 | | 1.00 | 1.00 | 0.73 | | 1.00 | 1.00 | 1.00 | |
| Lanes: | 2.00 | 3.00 | 1.00 | | 1.00 | 2.00 | 0.00 | | 0.00 | 0.00 | 2.00 | | 0.00 | 0.00 | 1.00 | |
| Final Sat.: | 3686 | 5083 | 1583 | | 1769 | 3538 | 0 | | 0 | 0 | 2786 | | 0 | 0 | 1900 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.16 | 0.18 | | 0.11 | 0.34 | 0.00 | | 0.00 | 0.00 | 0.45 | | 0.00 | 0.00 | 0.00 | |
| Crit Moves: | **** | | | | | **** | | | | | **** | | | | | |
| Green/Cycle: | 0.00 | 0.24 | 0.24 | | 0.15 | 0.39 | 0.00 | | 0.00 | 0.00 | 0.52 | | 0.00 | 0.00 | 0.00 | |
| Volume/Cap: | 0.00 | 0.68 | 0.76 | | 0.76 | 0.88 | 0.00 | | 0.00 | 0.00 | 0.88 | | 0.00 | 0.00 | 0.00 | |
| Delay/Veh: | 0.0 | 35.9 | 44.0 | | 53.1 | 34.7 | 0.0 | | 0.0 | 0.0 | 27.6 | | 0.0 | 0.0 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 35.9 | 44.0 | | 53.1 | 34.7 | 0.0 | | 0.0 | 0.0 | 27.6 | | 0.0 | 0.0 | 0.0 | |
| LOS by Move: | A | D | D | | D | C | A | | A | A | C | | A | A | A | |
| HCM2kAvgQ: | 0 | 9 | 9 | | 6 | 20 | 0 | | 0 | 0 | 23 | | 0 | 0 | 0 | |

Note: Queue reported is the number of cars per lane.

AM Existing Plus CD Thu May 7, 2009 15:54:13 Page 87-1

Folsom South of US-50 Annexation
Existing Plus CD AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #102 Sunrise Rd/ Jackson Hwy-SR16

Cycle (sec): 100 Critical Vol./Cap. (X): 1.036
Loss Time (sec): 12 Average Delay (sec/veh): 63.9
Optimal Cycle: 180 Level Of Service: E

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 5 | 645 | 75 | | 135 | 207 | 56 | | 72 | 205 | 7 | | 52 | 574 | 164 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 5 | 645 | 75 | | 135 | 207 | 56 | | 72 | 205 | 7 | | 52 | 574 | 164 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.88 | 0.88 | 0.88 | | 0.88 | 0.88 | 0.88 | | 0.88 | 0.88 | 0.88 | | 0.88 | 0.88 | 0.88 | |
| PHF Volume: | 6 | 733 | 85 | | 153 | 235 | 64 | | 82 | 233 | 8 | | 59 | 652 | 186 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 6 | 733 | 85 | | 153 | 235 | 64 | | 82 | 233 | 8 | | 59 | 652 | 186 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 6 | 733 | 85 | | 153 | 235 | 64 | | 82 | 233 | 8 | | 59 | 652 | 186 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.98 | 0.98 | | 0.95 | 1.00 | 0.85 | | 0.95 | 1.00 | 0.85 | | 0.95 | 1.00 | 0.85 | |
| Lanes: | 1.00 | 0.90 | 0.10 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Final Sat.: | 1805 | 1675 | 195 | | 1805 | 1900 | 1615 | | 1805 | 1900 | 1615 | | 1805 | 1900 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.44 | 0.44 | | 0.08 | 0.12 | 0.04 | | 0.05 | 0.12 | 0.00 | | 0.03 | 0.34 | 0.12 | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.01 | 0.42 | 0.42 | | 0.08 | 0.49 | 0.54 | | 0.04 | 0.30 | 0.31 | | 0.08 | 0.33 | 0.41 | |
| Volume/Cap: | 0.25 | 1.04 | 1.04 | | 1.04 | 0.25 | 0.07 | | 1.04 | 0.41 | 0.02 | | 0.41 | 1.04 | 0.28 | |
| Delay/Veh: | 54.7 | 70.4 | 70.4 | | 129.6 | 14.9 | 11.2 | | 159.1 | 28.7 | 24.0 | | 45.8 | 78.8 | 19.7 | |
| 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: | 54.7 | 70.4 | 70.4 | | 129.6 | 14.9 | 11.2 | | 159.1 | 28.7 | 24.0 | | 45.8 | 78.8 | 19.7 | |
| LOS by Move: | D | E | E | | F | B | B | | F | C | C | | D | E | B | |
| HCM2kAvgQ: | 0 | 30 | 30 | | 7 | 4 | 1 | | 6 | 6 | 0 | | 2 | 22 | 3 | |

Note: Queue reported is the number of cars per lane.





AM Existing Plus CD Thu May 7, 2009 15:54:13 Page 88-1

Folsom South of US-50 Annexation
Existing Plus CD AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #103 Grant Line Rd/ Jackson Rd- SR16

Cycle (sec): 100 Critical Vol./Cap. (X): 1.215
Loss Time (sec): 12 Average Delay (sec/veh): 126.4
Optimal Cycle: 180 Level Of Service: F

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Split Phase | | | | Split Phase | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 1! | 0 | 0 | 0 | 0 | 1! | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 5 | 463 | 20 | | 15 | 230 | 57 | | 95 | 319 | 0 | | 130 | 722 | 108 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 5 | 463 | 20 | | 15 | 230 | 57 | | 95 | 319 | 0 | | 130 | 722 | 108 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.86 | 0.86 | 0.86 | | 0.86 | 0.86 | 0.86 | | 0.86 | 0.86 | 0.86 | | 0.86 | 0.86 | 0.86 | |
| PHF Volume: | 6 | 538 | 23 | | 17 | 267 | 66 | | 110 | 371 | 0 | | 151 | 840 | 126 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 6 | 538 | 23 | | 17 | 267 | 66 | | 110 | 371 | 0 | | 151 | 840 | 126 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 6 | 538 | 23 | | 17 | 267 | 66 | | 110 | 371 | 0 | | 151 | 840 | 126 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.99 | 0.99 | 0.99 | | 0.97 | 0.97 | 0.97 | | 0.95 | 1.00 | 1.00 | | 0.95 | 0.98 | 0.98 | |
| Lanes: | 0.01 | 0.95 | 0.04 | | 0.05 | 0.76 | 0.19 | | 1.00 | 1.00 | 0.00 | | 1.00 | 0.87 | 0.13 | |
| Final Sat.: | 19 | 1792 | 77 | | 92 | 1407 | 349 | | 1805 | 1900 | 0 | | 1805 | 1621 | 243 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.30 | 0.30 | 0.30 | | 0.19 | 0.19 | 0.19 | | 0.06 | 0.20 | 0.00 | | 0.08 | 0.52 | 0.52 | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.25 | 0.25 | 0.25 | | 0.16 | 0.16 | 0.16 | | 0.05 | 0.33 | 0.00 | | 0.14 | 0.43 | 0.43 | |
| Volume/Cap: | 1.22 | 1.22 | 1.22 | | 1.22 | 1.22 | 1.22 | | 1.22 | 0.59 | 0.00 | | 0.59 | 1.22 | 1.22 | |
| Delay/Veh: | 152.9 | 153 | 152.9 | | 166.5 | 167 | 166.5 | | 210.8 | 29.0 | 0.0 | | 43.5 | 137 | 137.1 | |
| 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: | 152.9 | 153 | 152.9 | | 166.5 | 167 | 166.5 | | 210.8 | 29.0 | 0.0 | | 43.5 | 137 | 137.1 | |
| LOS by Move: | F | F | F | | F | F | F | | F | C | A | | D | F | F | |
| HCM2kAvgQ: | 33 | 33 | 33 | | 19 | 19 | 19 | | 6 | 9 | 0 | | 4 | 51 | 51 | |

Note: Queue reported is the number of cars per lane.

AM Existing Plus CD Thu May 7, 2009 15:54:13 Page 89-1

Folsom South of US-50 Annexation
Existing Plus CD AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #104 Oak Ave Pkwy/ WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.429
Loss Time (sec): 6 Average Delay (sec/veh): 10.0
Optimal Cycle: 24 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - | R | L | - T | - | R | L | - T | - | R | L | - T | - | R |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Ignore | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 800 | 287 | | 0 | 631 | 426 | | 0 | 0 | 0 | | 217 | 0 | 89 | |
| Growth Adj: | 1.00 | 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 | 800 | 287 | | 0 | 631 | 426 | | 0 | 0 | 0 | | 217 | 0 | 89 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 0 | 899 | 0 | | 0 | 709 | 479 | | 0 | 0 | 0 | | 244 | 0 | 100 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 899 | 0 | | 0 | 709 | 479 | | 0 | 0 | 0 | | 244 | 0 | 100 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 899 | 0 | | 0 | 709 | 479 | | 0 | 0 | 0 | | 244 | 0 | 100 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.95 | 1.00 | | 1.00 | 0.95 | 0.85 | | 1.00 | 1.00 | 1.00 | | 0.60 | 1.00 | 0.75 | |
| Lanes: | 0.00 | 2.00 | 1.00 | | 0.00 | 2.00 | 1.00 | | 0.00 | 0.00 | 0.00 | | 2.00 | 0.00 | 2.00 | |
| Final Sat.: | 0 | 3610 | 1900 | | 0 | 3610 | 1615 | | 0 | 0 | 0 | | 2278 | 0 | 2842 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.25 | 0.00 | | 0.00 | 0.20 | 0.30 | | 0.00 | 0.00 | 0.00 | | 0.11 | 0.00 | 0.04 | |
| Crit Moves: | | | | | | | **** | | | | | | **** | | | |
| Green/Cycle: | 0.00 | 0.69 | 0.00 | | 0.00 | 0.69 | 0.69 | | 0.00 | 0.00 | 0.00 | | 0.25 | 0.00 | 0.25 | |
| Volume/Cap: | 0.00 | 0.36 | 0.00 | | 0.00 | 0.28 | 0.43 | | 0.00 | 0.00 | 0.00 | | 0.43 | 0.00 | 0.14 | |
| Delay/Veh: | 0.0 | 6.5 | 0.0 | | 0.0 | 6.0 | 7.1 | | 0.0 | 0.0 | 0.0 | | 32.1 | 0.0 | 29.3 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 6.5 | 0.0 | | 0.0 | 6.0 | 7.1 | | 0.0 | 0.0 | 0.0 | | 32.1 | 0.0 | 29.3 | |
| LOS by Move: | A | A | A | | A | A | A | | A | A | A | | C | A | C | |
| HCM2kAvgQ: | 0 | 6 | 0 | | 0 | 4 | 6 | | 0 | 0 | 0 | | 4 | 0 | 1 | |

Note: Queue reported is the number of cars per lane.





AM Existing Plus CD Thu May 7, 2009 15:54:13 Page 90-1

Folsom South of US-50 Annexation
Existing Plus CD AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #105 Oak Ave Pkwy/ EB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.464
Loss Time (sec): 6 Average Delay (sec/veh): 18.7
Optimal Cycle: 26 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - | R | L | - T | - | R | L | - T | - | R | L | - T | - | R |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 2 | 0 | 1 | 2 | 0 | 0 | 0 | 2 | |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 580 | 66 | | 0 | 569 | 73 | | 507 | 0 | 395 | | 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 | 580 | 66 | | 0 | 569 | 73 | | 507 | 0 | 395 | | 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: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 0 | 652 | 74 | | 0 | 639 | 82 | | 570 | 0 | 444 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 652 | 74 | | 0 | 639 | 82 | | 570 | 0 | 444 | | 0 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 652 | 74 | | 0 | 639 | 82 | | 570 | 0 | 444 | | 0 | 0 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.95 | 0.85 | | 1.00 | 0.95 | 0.85 | | 0.59 | 1.00 | 0.75 | | 1.00 | 1.00 | 1.00 | |
| Lanes: | 0.00 | 2.00 | 1.00 | | 0.00 | 2.00 | 1.00 | | 2.00 | 0.00 | 2.00 | | 0.00 | 0.00 | 0.00 | |
| Final Sat.: | 0 | 3610 | 1615 | | 0 | 3610 | 1615 | | 2230 | 0 | 2842 | | 0 | 0 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.18 | 0.05 | | 0.00 | 0.18 | 0.05 | | 0.26 | 0.00 | 0.16 | | 0.00 | 0.00 | 0.00 | |
| Crit Moves: | | **** | | | | | | | **** | | | | | | | |
| Green/Cycle: | 0.00 | 0.39 | 0.39 | | 0.00 | 0.39 | 0.39 | | 0.55 | 0.00 | 0.55 | | 0.00 | 0.00 | 0.00 | |
| Volume/Cap: | 0.00 | 0.46 | 0.12 | | 0.00 | 0.46 | 0.13 | | 0.46 | 0.00 | 0.28 | | 0.00 | 0.00 | 0.00 | |
| Delay/Veh: | 0.0 | 23.0 | 19.6 | | 0.0 | 22.9 | 19.7 | | 13.8 | 0.0 | 12.1 | | 0.0 | 0.0 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 23.0 | 19.6 | | 0.0 | 22.9 | 19.7 | | 13.8 | 0.0 | 12.1 | | 0.0 | 0.0 | 0.0 | |
| LOS by Move: | A | C | B | | A | C | B | | B | A | B | | A | A | A | |
| HCM2kAvgQ: | 0 | 8 | 1 | | 0 | 7 | 2 | | 6 | 0 | 4 | | 0 | 0 | 0 | |

Note: Queue reported is the number of cars per lane.

AM Existing Plus CD Thu May 7, 2009 15:54:13 Page 91-1

Folsom South of US-50 Annexation
Existing Plus CD AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #106 Empire Ranch Rd/ WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.558
Loss Time (sec): 6 Average Delay (sec/veh): 14.5
Optimal Cycle: 30 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 | 3 | 0 1 | 0 | 0 | 3 | 0 1 | 0 | 0 | 0 | 0 0 | 2 | 0 | 0 | 0 2 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 147 | 137 | 0 | 384 | 522 | 0 | 0 | 0 | 325 | 0 | 167 | | | | |
| Growth Adj: | 1.00 | 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 | 147 | 137 | 0 | 384 | 522 | 0 | 0 | 0 | 325 | 0 | 167 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | | | | |
| PHF Volume: | 0 | 165 | 154 | 0 | 431 | 587 | 0 | 0 | 0 | 365 | 0 | 188 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 0 | 165 | 154 | 0 | 431 | 587 | 0 | 0 | 0 | 365 | 0 | 188 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| 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: | 0 | 165 | 154 | 0 | 431 | 587 | 0 | 0 | 0 | 365 | 0 | 188 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 1.00 | 0.91 | 0.85 | 1.00 | 0.91 | 0.85 | 1.00 | 1.00 | 1.00 | 0.60 | 1.00 | 0.75 | | | | |
| Lanes: | 0.00 | 3.00 | 1.00 | 0.00 | 3.00 | 1.00 | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 2.00 | | | | |
| Final Sat.: | 0 | 5187 | 1615 | 0 | 5187 | 1615 | 0 | 0 | 0 | 2267 | 0 | 2842 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.03 | 0.10 | 0.00 | 0.08 | 0.36 | 0.00 | 0.00 | 0.00 | 0.16 | 0.00 | 0.07 | | | | |
| Crit Moves: | | | | | | **** | | | | **** | | | | | | |
| Green/Cycle: | 0.00 | 0.65 | 0.65 | 0.00 | 0.65 | 0.65 | 0.00 | 0.00 | 0.00 | 0.29 | 0.00 | 0.29 | | | | |
| Volume/Cap: | 0.00 | 0.05 | 0.15 | 0.00 | 0.13 | 0.56 | 0.00 | 0.00 | 0.00 | 0.56 | 0.00 | 0.23 | | | | |
| Delay/Veh: | 0.0 | 6.3 | 6.8 | 0.0 | 6.7 | 10.2 | 0.0 | 0.0 | 0.0 | 31.2 | 0.0 | 27.2 | | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| AdjDel/Veh: | 0.0 | 6.3 | 6.8 | 0.0 | 6.7 | 10.2 | 0.0 | 0.0 | 0.0 | 31.2 | 0.0 | 27.2 | | | | |
| LOS by Move: | A | A | A | A | A | B | A | A | A | C | A | C | | | | |
| HCM2kAvgQ: | 0 | 1 | 2 | 0 | 2 | 10 | 0 | 0 | 0 | 6 | 0 | 3 | | | | |

Note: Queue reported is the number of cars per lane.





AM Existing Plus CD Thu May 7, 2009 15:54:13 Page 92-1

Folsom South of US-50 Annexation
Existing Plus CD AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #107 Empire Ranch Rd/ EB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.201
Loss Time (sec): 6 Average Delay (sec/veh): 14.9
Optimal Cycle: 18 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Ignore | | | | Ignore | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 | 3 | 0 1 | 0 | 0 | 3 | 0 1 | 2 | 0 | 0 | 0 2 | 0 | 0 | 0 | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 187 | 125 | 0 | 485 | 225 | 97 | 0 | 240 | 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 | 187 | 125 | 0 | 485 | 225 | 97 | 0 | 240 | 0 | 0 | 0 | | | | |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.94 | 0.94 | 0.00 | 0.94 | 0.94 | 0.00 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | | | | |
| PHF Volume: | 0 | 199 | 0 | 0 | 516 | 0 | 103 | 0 | 255 | 0 | 0 | 0 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 0 | 199 | 0 | 0 | 516 | 0 | 103 | 0 | 255 | 0 | 0 | 0 | | | | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| FinalVolume: | 0 | 199 | 0 | 0 | 516 | 0 | 103 | 0 | 255 | 0 | 0 | 0 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 1.00 | 0.91 | 1.00 | 1.00 | 0.91 | 1.00 | 0.62 | 1.00 | 0.75 | 1.00 | 1.00 | 1.00 | | | | |
| Lanes: | 0.00 | 3.00 | 1.00 | 0.00 | 3.00 | 1.00 | 2.00 | 0.00 | 2.00 | 0.00 | 0.00 | 0.00 | | | | |
| Final Sat.: | 0 | 5187 | 1900 | 0 | 5187 | 1900 | 2366 | 0 | 2842 | 0 | 0 | 0 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.04 | 0.00 | 0.00 | 0.10 | 0.00 | 0.04 | 0.00 | 0.09 | 0.00 | 0.00 | 0.00 | | | | |
| Crit Moves: | | | | | **** | | | | **** | | | | | | | |
| Green/Cycle: | 0.00 | 0.49 | 0.00 | 0.00 | 0.49 | 0.00 | 0.45 | 0.00 | 0.45 | 0.00 | 0.00 | 0.00 | | | | |
| Volume/Cap: | 0.00 | 0.08 | 0.00 | 0.00 | 0.20 | 0.00 | 0.10 | 0.00 | 0.20 | 0.00 | 0.00 | 0.00 | | | | |
| Delay/Veh: | 0.0 | 13.3 | 0.0 | 0.0 | 14.3 | 0.0 | 16.1 | 0.0 | 16.9 | 0.0 | 0.0 | 0.0 | | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| AdjDel/Veh: | 0.0 | 13.3 | 0.0 | 0.0 | 14.3 | 0.0 | 16.1 | 0.0 | 16.9 | 0.0 | 0.0 | 0.0 | | | | |
| LOS by Move: | A | B | A | A | B | A | B | A | B | A | A | A | | | | |
| HCM2kAvgQ: | 0 | 1 | 0 | 0 | 3 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | | | | |

Note: Queue reported is the number of cars per lane.

LEVEL OF SERVICE WORKSHEETS

# EXISTING CONDITIONS
# CENTRALIZED DEVELOPMENT (CD) ALTERNATIVE
# PM PEAK HOUR

Folsom South of US-50 Annexation
Existing Plus CD PM

Impact Analysis Report
Level Of Service

| Intersection | Base LOS | Base Del/ Veh | Base V/ C | Future LOS | Future Del/ Veh | Future V/ C | Change in |
|---|---|---|---|---|---|---|---|
| # 1 Folsom Blvd/ Blue Ravine Rd | F | 94.6 | 1.154 | F | 94.6 | 1.154 | + 0.000 D/V |
| # 2 Sibly Street/ Blue Ravine Road | C | 28.5 | 0.703 | C | 28.5 | 0.703 | + 0.000 D/V |
| # 3 Oak Avenue Parkway/ Blue Ravin | C | 28.6 | 0.654 | C | 28.6 | 0.654 | + 0.000 D/V |
| # 4 Empire Ranch Road/ Natoma Stre | C | 18.8 | 0.823 | C | 18.8 | 0.823 | + 0.000 V/C |
| # 5 Oak Avenue Parkway/ Riley Stre | C | 24.8 | 0.600 | C | 24.8 | 0.600 | + 0.000 D/V |
| # 6 Oak Avenue Parkway/ East Bidwe | C | 30.8 | 0.605 | C | 30.8 | 0.605 | + 0.000 D/V |
| # 7 East Bidwell St/Nesmith Ct | B | 12.6 | 0.645 | B | 12.6 | 0.645 | + 0.000 D/V |
| # 8 East Bidwell St/Scholar Way | B | 12.9 | 0.579 | B | 12.9 | 0.579 | + 0.000 D/V |
| # 9 East Bidwell St/Power Center D | C | 20.5 | 0.606 | C | 20.5 | 0.606 | + 0.000 D/V |
| # 10 Broadstone Pkwy/ East Bidwell | C | 26.7 | 0.605 | C | 26.7 | 0.605 | + 0.000 D/V |
| # 11 Empire Ranch Road/ Broadstone | B | 13.0 | 0.456 | B | 13.0 | 0.456 | + 0.000 V/C |
| # 12 Oak Avenue Prky / Haverhill Dr | A | 9.7 | 0.481 | A | 9.7 | 0.481 | + 0.000 D/V |
| # 13 Oak Avenue Prky / Haldion Wy | B | 13.6 | 0.541 | B | 13.6 | 0.541 | + 0.000 D/V |
| # 14 Folsom Blvd/ Iron Point Road | C | 21.4 | 0.872 | C | 21.4 | 0.872 | + 0.000 D/V |
| # 15 Prairie City Rd/ Iron Point Rd | C | 30.3 | 0.685 | C | 30.3 | 0.685 | + 0.000 D/V |
| # 16 Grover Rd/ Iron Point Rd | B | 10.1 | 0.356 | B | 10.1 | 0.356 | + 0.000 D/V |
| # 17 McAdoo Dr/ Iron Point Rd | B | 16.8 | 0.412 | B | 16.8 | 0.412 | + 0.000 D/V |
| # 18 Oak Ave Pkwy/ Iron Point Rd | C | 34.5 | 0.726 | C | 34.5 | 0.726 | + 0.000 D/V |
| # 19 Rowberry Dr/ Iron Point Rd | C | 21.5 | 0.580 | C | 21.5 | 0.580 | + 0.000 D/V |
| # 20 Broadstone Pkwy/ Iron Point Rd | B | 19.1 | 0.558 | B | 19.1 | 0.558 | + 0.000 D/V |
| # 21 East Bidwell St/ Iron Point Rd | D | 37.5 | 0.895 | D | 37.5 | 0.895 | + 0.000 D/V |
| # 22 Cavitt Dr/ Iron Point Rd | C | 20.4 | 0.426 | C | 20.4 | 0.426 | + 0.000 D/V |
| # 23 Serpa Way / Iron Point Rd | C | 26.7 | 0.213 | C | 26.7 | 0.213 | + 0.000 D/V |
| # 24 Empire Ranch Road/ Iron Point | B | 15.6 | 0.258 | B | 15.6 | 0.258 | + 0.000 D/V |

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Folsom South of US-50 Annexation
Existing Plus CD PM

| Intersection | Base LOS | Base Del/ Veh | Base V/ C | Future LOS | Future Del/ Veh | Future V/ C | Change in |
|---|---|---|---|---|---|---|---|
| # 25 Prairie City Rd/ High School | B | 16.1 | 0.441 | B | 16.1 | 0.441 | + 0.000 D/V |
| # 26 East Bidwell / Placerville Roa | A | 10.0 | 0.746 | A | 10.0 | 0.746 | + 0.000 D/V |
| # 27 Prairie City Rd/ White Rock Rd | B | 19.9 | 0.333 | B | 19.9 | 0.333 | + 0.000 D/V |
| # 28 Scott Rd (South)/ White Rock R | D | 28.6 | 0.338 | D | 28.6 | 0.338 | + 0.000 D/V |
| # 29 Scott Rd (North)/ White Rock R | C | 23.1 | 0.489 | C | 23.1 | 0.489 | + 0.000 D/V |
| # 30 Placerville Rd/ White Rock Rd | B | 12.9 | 0.245 | B | 12.9 | 0.245 | + 0.000 D/V |
| # 31 Empire Ranch Rd/ North Rd | C | 25.0 | 0.361 | C | 25.0 | 0.361 | + 0.000 D/V |
| # 32 Prairie City Rd/ Easton Valley | B | 18.1 | 0.508 | B | 18.1 | 0.508 | + 0.000 D/V |
| # 33 Oak Ave Pkwy/ Easton Valley Pk | C | 25.1 | 0.507 | C | 25.1 | 0.507 | + 0.000 D/V |
| # 34 RowberryDr/ Easton Valley Pkwy | B | 17.6 | 0.571 | B | 17.6 | 0.571 | + 0.000 D/V |
| # 35 1st St/ Easton Valley Pkwy | C | 25.4 | 0.575 | C | 25.4 | 0.575 | + 0.000 D/V |
| # 36 2nd St/ Easton Valley Pkwy | C | 24.7 | 0.456 | C | 24.7 | 0.456 | + 0.000 D/V |
| # 37 3rd St/ Easton Valley Pkwy | C | 22.6 | 0.528 | C | 22.6 | 0.528 | + 0.000 D/V |
| # 38 Scott Rd (North)/ Easton Valle | D | 36.9 | 0.870 | D | 36.9 | 0.870 | + 0.000 D/V |
| # 39 4th St/ Easton Valley Pkwy | C | 27.4 | 0.294 | C | 27.4 | 0.294 | + 0.000 D/V |
| # 40 Placerville Rd/ Easton Valley | B | 12.0 | 0.237 | B | 12.0 | 0.237 | + 0.000 D/V |
| # 41 Hillside Dr/ Easton Valley Pkw | C | 21.1 | 0.351 | C | 21.1 | 0.351 | + 0.000 D/V |
| # 42 Empire Ranch Rd/ Easton Valley | B | 14.0 | 0.170 | B | 14.0 | 0.170 | + 0.000 D/V |
| # 43 Prairie City Rd/Middle Rd | B | 12.2 | 0.049 | B | 12.2 | 0.049 | + 0.000 D/V |
| # 44 Oak Ave Pkwy/Middle Rd | D | 26.2 | 0.215 | D | 26.2 | 0.215 | + 0.000 D/V |
| # 45 Scott Rd (North)/ Street "B" | C | 31.5 | 0.711 | C | 31.5 | 0.711 | + 0.000 D/V |
| # 46 East Rd/Street "B" | C | 16.1 | 0.739 | C | 16.1 | 0.739 | + 0.000 V/C |
| # 47 Prairie City Rd/Street "A" | C | 22.2 | 0.303 | C | 22.2 | 0.303 | + 0.000 D/V |
| # 48 Oak Ave Pkwy/Street "A" | B | 13.9 | 0.494 | B | 13.9 | 0.494 | + 0.000 V/C |
| # 49 West Rd/Street "A" | B | 11.7 | 0.480 | B | 11.7 | 0.480 | + 0.000 V/C |

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Folsom South of US-50 Annexation
Existing Plus CD PM

| Intersection | Base LOS | Base Del/ Veh | Base V/ C | Future LOS | Future Del/ Veh | Future V/ C | Change in |
|---|---|---|---|---|---|---|---|
| # 50 Scott Rd (North)/ Street "A" | C | 29.0 | 0.582 | C | 29.0 | 0.582 | + 0.000 D/V |
| # 51 East Rd/Street "A" | B | 10.6 | 0.453 | B | 10.6 | 0.453 | + 0.000 V/C |
| # 52 Placerville Rd/ Street "A" | A | 9.8 | 0.342 | A | 9.8 | 0.342 | + 0.000 V/C |
| # 53 Empire Ranch Rd/Street "A" | A | 9.5 | 0.022 | A | 9.5 | 0.022 | + 0.000 D/V |
| # 54 Scott Rd (North)/South Rd | C | 27.0 | 0.403 | C | 27.0 | 0.403 | + 0.000 D/V |
| # 55 Oak Ave Pkwy/ White Rock Rd | B | 17.5 | 0.258 | B | 17.5 | 0.258 | + 0.000 D/V |
| # 56 Empire Ranch Rd/ White Rock Rd | A | 5.1 | 0.272 | A | 5.1 | 0.272 | + 0.000 D/V |
| # 57 Hazel Blvd/ Gold Country | F | xxxxx | 1.064 | F | xxxxx | 1.064 | + 0.000 V/C |
| # 58 Hazel Ave/ Folsom Blvd | E | xxxxx | 0.999 | E | xxxxx | 0.999 | + 0.000 V/C |
| # 59 Grant Line Rd/ White Rock Rd | F | 670.5 | 1.870 | F | 670.5 | 1.870 | + 0.000 D/V |
| # 60 Grantline Rd/ Sunrise Rd | D | xxxxx | 0.830 | D | xxxxx | 0.830 | + 0.000 V/C |
| # 65 Sunrise Blvd/ White Rock Rd | C | xxxxx | 0.708 | C | xxxxx | 0.708 | + 0.000 V/C |
| # 66 Fitzgerald Road / White Rock R | C | 18.0 | 0.785 | C | 18.0 | 0.785 | + 0.000 V/C |
| # 67 Sunrise Blvd/ Douglas Rd | B | xxxxx | 0.694 | B | xxxxx | 0.694 | + 0.000 V/C |
| # 68 Grant Line Rd/ Douglas Rd | D | 31.3 | 0.369 | D | 31.3 | 0.369 | + 0.000 D/V |
| # 69 Grant Line Road / Kiefer Boule | C | 22.4 | 0.867 | C | 22.4 | 0.867 | + 0.000 V/C |
| # 83 White Rock Rd/ Carson Crossing | E | 40.6 | 0.142 | E | 40.6 | 0.142 | + 0.000 D/V |
| # 84 White Rock Rd/ Stonebriar Rd | B | 19.9 | 0.687 | B | 19.9 | 0.687 | + 0.000 D/V |
| # 85 White Rock Rd/ Windfield Way | F | 250.1 | 1.343 | F | 250.1 | 1.343 | + 0.000 D/V |
| # 86 White Rock Rd/ Latrobe Rd | C | 31.8 | 0.408 | C | 31.8 | 0.408 | + 0.000 D/V |
| # 87 White Rock Rd/ Valley View Pkw | C | 22.4 | 0.620 | C | 22.4 | 0.620 | + 0.000 D/V |
| # 88 El Dorado Hills Blvd/Serrano P | C | 25.4 | 0.672 | C | 25.4 | 0.672 | + 0.000 D/V |
| # 89 El Dorado Hills Blvd/Saratoga | D | 52.1 | 0.993 | D | 52.1 | 0.993 | + 0.000 D/V |
| # 90 El Dorado Hills Blvd/Park Driv | B | 12.9 | 0.615 | B | 12.9 | 0.615 | + 0.000 D/V |
| # 91 Latrobe Rd/ Town Center Blvd | E | 64.2 | 1.056 | E | 64.2 | 1.056 | + 0.000 D/V |

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Folsom South of US-50 Annexation
Existing Plus CD PM

| Intersection | Base LOS | Base Del/ Veh | Base V/ C | Future LOS | Future Del/ Veh | Future V/ C | Change in |
|---|---|---|---|---|---|---|---|
| # 92 Hazel Blvd/ Tributary- WB US 5 | C | 26.4 | 0.839 | C | 26.4 | 0.839 | + 0.000 D/V |
| # 93 Hazel Ave/ EB US-50 Ramps | C | 20.5 | 0.793 | C | 20.5 | 0.793 | + 0.000 D/V |
| # 94 Folsom Blvd/ WB US 50 Ramps | B | 10.3 | 0.580 | B | 10.3 | 0.580 | + 0.000 D/V |
| # 95 Folsom Blvd/ EB US 50 Ramps | F | 81.4 | 1.137 | F | 81.4 | 1.137 | + 0.000 D/V |
| # 96 Prairie City/ WB US 50 Ramps | B | 14.8 | 0.397 | B | 14.8 | 0.397 | + 0.000 D/V |
| # 97 Prairie City/ EB US 50 Ramps | B | 15.6 | 0.577 | B | 15.6 | 0.577 | + 0.000 D/V |
| # 98 East Bidwell St/ WB US 50 Ramp | C | 20.5 | 0.702 | C | 20.5 | 0.702 | + 0.000 D/V |
| # 99 East Bidwell St/ EB US 50 Ramp | B | 16.6 | 0.568 | B | 16.6 | 0.568 | + 0.000 D/V |
| #100 El Dorado Hills Blvd/ WB US 50 | C | 28.4 | 0.912 | C | 28.4 | 0.912 | + 0.000 D/V |
| #101 El Dorado Hills Blvd/ EB US 50 | C | 30.1 | 0.908 | C | 30.1 | 0.908 | + 0.000 D/V |
| #102 Sunrise Rd/ Jackson Hwy-SR16 | D | 42.1 | 0.930 | D | 42.1 | 0.930 | + 0.000 D/V |
| #103 Grant Line Rd/ Jackson Rd- SR1 | F | 105.8 | 1.148 | F | 105.8 | 1.148 | + 0.000 D/V |
| #104 Oak Ave Pkwy/ WB US 50 Ramps | A | 5.7 | 0.381 | A | 5.7 | 0.381 | + 0.000 D/V |
| #105 Oak Ave Pkwy/ EB US 50 Ramps | B | 19.7 | 0.605 | B | 19.7 | 0.605 | + 0.000 D/V |
| #106 Empire Ranch Rd/ WB US 50 Ramp | B | 13.2 | 0.317 | B | 13.2 | 0.317 | + 0.000 D/V |
| #107 Empire Ranch Rd/ EB US 50 Ramp | B | 19.1 | 0.341 | B | 19.1 | 0.341 | + 0.000 D/V |

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to DKS ASSOC., SACRAMENTO

PM Existing Plus CD Thu May 7, 2009 15:55:02 Page 3-1

Folsom South of US-50 Annexation
Existing Plus CD PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #1 Folsom Blvd/ Blue Ravine Rd

Cycle (sec): 120 Critical Vol./Cap. (X): 1.154
Loss Time (sec): 15 Average Delay (sec/veh): 94.6
Optimal Cycle: 180 Level Of Service: F

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 2 | 0 1 | 1 | 0 | 2 | 0 1 | 1 | 0 | 1 | 0 1 | 2 | 0 | 1 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 37 | 997 | 432 | | 525 | 1080 | 19 | | 571 | 471 | 128 | | 305 | 87 | 526 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 37 | 997 | 432 | | 525 | 1080 | 19 | | 571 | 471 | 128 | | 305 | 87 | 526 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.92 | 0.92 | 0.92 | | 0.92 | 0.92 | 0.92 | | 0.92 | 0.92 | 0.92 | | 0.92 | 0.92 | 0.92 | |
| PHF Volume: | 40 | 1084 | 470 | | 571 | 1174 | 21 | | 621 | 512 | 139 | | 332 | 95 | 572 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 40 | 1084 | 470 | | 571 | 1174 | 21 | | 621 | 512 | 139 | | 332 | 95 | 572 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 40 | 1084 | 470 | | 571 | 1174 | 21 | | 621 | 512 | 139 | | 332 | 95 | 572 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.95 | 0.85 | | 0.95 | 0.95 | 0.85 | | 0.95 | 1.00 | 0.85 | | 0.92 | 1.00 | 0.85 | |
| Lanes: | 1.00 | 2.00 | 1.00 | | 1.00 | 2.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 2.00 | 1.00 | 1.00 | |
| Final Sat.: | 1805 | 3610 | 1615 | | 1805 | 3610 | 1615 | | 1805 | 1900 | 1615 | | 3502 | 1900 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.30 | 0.29 | | 0.32 | 0.33 | 0.01 | | 0.34 | 0.27 | 0.09 | | 0.09 | 0.05 | 0.35 | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.03 | 0.26 | 0.35 | | 0.27 | 0.50 | 0.80 | | 0.30 | 0.25 | 0.29 | | 0.09 | 0.04 | 0.32 | |
| Volume/Cap: | 0.65 | 1.15 | 0.83 | | 1.15 | 0.65 | 0.02 | | 1.15 | 1.07 | 0.30 | | 1.07 | 1.15 | 1.12 | |
| Delay/Veh: | 79.2 | 126 | 46.2 | | 133.9 | 23.1 | 2.5 | | 131.1 | 105 | 33.8 | | 124.9 | 204 | 116.8 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 79.2 | 126 | 46.2 | | 133.9 | 23.1 | 2.5 | | 131.1 | 105 | 33.8 | | 124.9 | 204 | 116.8 | |
| LOS by Move: | E | F | D | | F | C | A | | F | F | C | | F | F | F | |
| HCM2kAvgQ: | 1 | 31 | 16 | | 33 | 17 | 0 | | 36 | 27 | 4 | | 9 | 6 | 30 | |

Note: Queue reported is the number of cars per lane.





PM Existing Plus CD Thu May 7, 2009 15:55:02 Page 4-1

Folsom South of US-50 Annexation
Existing Plus CD PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #2 Sibly Street/ Blue Ravine Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.703
Loss Time (sec): 12 Average Delay (sec/veh): 28.5
Optimal Cycle: 60 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 2 | 0 1 | 1 | 0 | 2 | 0 1 | 1 | 0 | 2 | 0 1 | 2 | 0 | 1 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 350 | 659 | 318 | | 51 | 332 | 54 | | 116 | 820 | 592 | | 196 | 420 | 42 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 350 | 659 | 318 | | 51 | 332 | 54 | | 116 | 820 | 592 | | 196 | 420 | 42 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.92 | 0.92 | 0.92 | | 0.92 | 0.92 | 0.92 | | 0.92 | 0.92 | 0.92 | | 0.92 | 0.92 | 0.92 | |
| PHF Volume: | 380 | 716 | 346 | | 55 | 361 | 59 | | 126 | 891 | 643 | | 213 | 457 | 46 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 380 | 716 | 346 | | 55 | 361 | 59 | | 126 | 891 | 643 | | 213 | 457 | 46 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 380 | 716 | 346 | | 55 | 361 | 59 | | 126 | 891 | 643 | | 213 | 457 | 46 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.95 | 0.85 | | 0.95 | 0.95 | 0.85 | | 0.95 | 0.95 | 0.85 | | 0.92 | 0.94 | 0.94 | |
| Lanes: | 1.00 | 2.00 | 1.00 | | 1.00 | 2.00 | 1.00 | | 1.00 | 2.00 | 1.00 | | 2.00 | 1.82 | 0.18 | |
| Final Sat.: | 1805 | 3610 | 1615 | | 1805 | 3610 | 1615 | | 1805 | 3610 | 1615 | | 3502 | 3236 | 324 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.21 | 0.20 | 0.21 | | 0.03 | 0.10 | 0.04 | | 0.07 | 0.25 | 0.40 | | 0.06 | 0.14 | 0.14 | |
| Crit Moves: | **** | | | | | **** | | | | **** | | | **** | | | |
| Green/Cycle: | 0.30 | 0.38 | 0.47 | | 0.06 | 0.14 | 0.29 | | 0.15 | 0.35 | 0.65 | | 0.09 | 0.29 | 0.29 | |
| Volume/Cap: | 0.70 | 0.52 | 0.46 | | 0.52 | 0.70 | 0.13 | | 0.48 | 0.70 | 0.61 | | 0.70 | 0.48 | 0.48 | |
| Delay/Veh: | 35.2 | 24.1 | 18.3 | | 50.1 | 45.2 | 26.5 | | 40.7 | 29.7 | 11.2 | | 51.7 | 29.5 | 29.5 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 35.2 | 24.1 | 18.3 | | 50.1 | 45.2 | 26.5 | | 40.7 | 29.7 | 11.2 | | 51.7 | 29.5 | 29.5 | |
| LOS by Move: | D | C | B | | D | D | C | | D | C | B | | D | C | C | |
| HCM2kAvgQ: | 10 | 8 | 7 | | 2 | 7 | 1 | | 3 | 11 | 10 | | 3 | 7 | 7 | |

Note: Queue reported is the number of cars per lane.

PM Existing Plus CD Thu May 7, 2009 15:55:02 Page 5-1

Folsom South of US-50 Annexation
Existing Plus CD PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #3 Oak Avenue Parkway/ Blue Ravine Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.654
Loss Time (sec): 12 Average Delay (sec/veh): 28.6
Optimal Cycle: 54 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Include | | | Ignore | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 | 0 3 | 0 1 | 1 | 0 3 | 0 1 | 2 | 0 2 | 0 1 | 2 | 0 1 | 1 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 250 | 371 | 669 | 17 | 160 | 26 | 7 | 971 | 168 | 381 | 421 | 11 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 250 | 371 | 669 | 17 | 160 | 26 | 7 | 971 | 168 | 381 | 421 | 11 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.95 | 0.95 | 0.00 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.00 | 0.95 | 0.95 | 0.95 |
| PHF Volume: | 263 | 391 | 0 | 18 | 168 | 27 | 7 | 1022 | 0 | 401 | 443 | 12 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 263 | 391 | 0 | 18 | 168 | 27 | 7 | 1022 | 0 | 401 | 443 | 12 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 263 | 391 | 0 | 18 | 168 | 27 | 7 | 1022 | 0 | 401 | 443 | 12 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.91 | 1.00 | 0.95 | 0.91 | 0.85 | 0.92 | 0.95 | 1.00 | 0.92 | 0.95 | 0.95 |
| Lanes: | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 | 2.00 | 2.00 | 1.00 | 2.00 | 1.95 | 0.05 |
| Final Sat.: | 1805 | 5187 | 1900 | 1805 | 5187 | 1615 | 3502 | 3610 | 1900 | 3502 | 3504 | 92 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.15 | 0.08 | 0.00 | 0.01 | 0.03 | 0.02 | 0.00 | 0.28 | 0.00 | 0.11 | 0.13 | 0.13 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green/Cycle: | 0.22 | 0.24 | 0.00 | 0.03 | 0.05 | 0.05 | 0.01 | 0.43 | 0.00 | 0.18 | 0.60 | 0.60 |
| Volume/Cap: | 0.65 | 0.31 | 0.00 | 0.31 | 0.65 | 0.34 | 0.21 | 0.65 | 0.00 | 0.65 | 0.21 | 0.21 |
| Delay/Veh: | 39.2 | 31.3 | 0.0 | 50.5 | 52.6 | 48.5 | 52.1 | 23.5 | 0.0 | 41.0 | 9.3 | 9.3 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 39.2 | 31.3 | 0.0 | 50.5 | 52.6 | 48.5 | 52.1 | 23.5 | 0.0 | 41.0 | 9.3 | 9.3 |
| LOS by Move: | D | C | A | D | D | D | D | C | A | D | A | A |
| HCM2kAvgQ: | 7 | 3 | 0 | 1 | 3 | 1 | 0 | 13 | 0 | 7 | 3 | 3 |

Note: Queue reported is the number of cars per lane.





PM Existing Plus CD Thu May 7, 2009 15:55:02 Page 6-1

Folsom South of US-50 Annexation
Existing Plus CD PM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #4 Empire Ranch Road/ Natoma Street

Cycle (sec): 100 Critical Vol./Cap. (X): 0.823
Loss Time (sec): 0 Average Delay (sec/veh): 18.8
Optimal Cycle: 0 Level Of Service: C

| 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: | 2 | 0 1 | 0 0 | 0 | 0 1 | 0 1 | 2 | 0 0 | 0 1 | 0 | 0 0 | 0 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 267 | 445 | 0 | 0 | 197 | 17 | 33 | 0 | 197 | 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: | 267 | 445 | 0 | 0 | 197 | 17 | 33 | 0 | 197 | 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: | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| PHF Volume: | 297 | 494 | 0 | 0 | 219 | 19 | 37 | 0 | 219 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 297 | 494 | 0 | 0 | 219 | 19 | 37 | 0 | 219 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 297 | 494 | 0 | 0 | 219 | 19 | 37 | 0 | 219 | 0 | 0 | 0 |
| 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: | 2.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 | 2.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 1095 | 601 | 0 | 0 | 552 | 610 | 942 | 0 | 559 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.27 | 0.82 | xxxx | xxxx | 0.40 | 0.03 | 0.04 | xxxx | 0.39 | xxxx | xxxx | xxxx |
| Crit Moves: | | **** | | | **** | | | | **** | | | |
| Delay/Veh: | 11.5 | 29.8 | 0.0 | 0.0 | 12.8 | 8.4 | 10.3 | 0.0 | 12.4 | 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 |
| AdjDel/Veh: | 11.5 | 29.8 | 0.0 | 0.0 | 12.8 | 8.4 | 10.3 | 0.0 | 12.4 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | B | D | * | * | B | A | B | * | B | * | * | * |
| ApproachDel: | 22.9 | | | | 12.5 | | | 12.1 | | xxxxxx | | |
| Delay Adj: | 1.00 | | | | 1.00 | | | 1.00 | | xxxxx | | |
| ApprAdjDel: | 22.9 | | | | 12.5 | | | 12.1 | | xxxxxx | | |
| LOS by Appr: | C | | | | B | | | B | | * | | |
| AllWayAvgQ: | 0.4 | 3.5 | 0.0 | 0.0 | 0.6 | 0.0 | 0.0 | 0.0 | 0.6 | 0.0 | 0.0 | 0.0 |

Note: Queue reported is the number of cars per lane.

PM Existing Plus CD Thu May 7, 2009 15:55:02 Page 7-1

Folsom South of US-50 Annexation
Existing Plus CD PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #5 Oak Avenue Parkway/ Riley Street

Cycle (sec): 100 Critical Vol./Cap. (X): 0.600
Loss Time (sec): 12 Average Delay (sec/veh): 24.8
Optimal Cycle: 48 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 0 | 2 | 1 0 | 1 0 | 1 | 1 0 | 1 0 | 1 | 0 1 | 1 0 | 0 | 1 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 214 | 914 | 35 | 26 | 555 | 168 | 311 | 13 | 197 | 31 | 7 | 8 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 214 | 914 | 35 | 26 | 555 | 168 | 311 | 13 | 197 | 31 | 7 | 8 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| PHF Volume: | 223 | 952 | 36 | 27 | 578 | 175 | 324 | 14 | 205 | 32 | 7 | 8 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 223 | 952 | 36 | 27 | 578 | 175 | 324 | 14 | 205 | 32 | 7 | 8 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 223 | 952 | 36 | 27 | 578 | 175 | 324 | 14 | 205 | 32 | 7 | 8 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.90 | 0.90 | 0.95 | 0.92 | 0.92 | 0.95 | 1.00 | 0.85 | 0.95 | 0.92 | 0.92 |
| Lanes: | 1.00 | 2.89 | 0.11 | 1.00 | 1.54 | 0.46 | 1.00 | 1.00 | 1.00 | 1.00 | 0.47 | 0.53 |
| Final Sat.: | 1805 | 4966 | 190 | 1805 | 2674 | 809 | 1805 | 1900 | 1615 | 1805 | 816 | 932 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.12 | 0.19 | 0.19 | 0.02 | 0.22 | 0.22 | 0.18 | 0.01 | 0.13 | 0.02 | 0.01 | 0.01 |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | |
| Green/Cycle: | 0.21 | 0.52 | 0.52 | 0.04 | 0.36 | 0.36 | 0.30 | 0.28 | 0.28 | 0.04 | 0.01 | 0.01 |
| Volume/Cap: | 0.60 | 0.37 | 0.37 | 0.37 | 0.60 | 0.60 | 0.60 | 0.03 | 0.46 | 0.46 | 0.60 | 0.60 |
| Delay/Veh: | 38.7 | 14.0 | 14.0 | 49.7 | 26.9 | 26.9 | 31.8 | 26.5 | 30.9 | 51.8 | 82.2 | 82.2 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 38.7 | 14.0 | 14.0 | 49.7 | 26.9 | 26.9 | 31.8 | 26.5 | 30.9 | 51.8 | 82.2 | 82.2 |
| LOS by Move: | D | B | B | D | C | C | C | C | C | D | F | F |
| HCM2kAvgQ: | 6 | 6 | 6 | 1 | 10 | 10 | 9 | 0 | 6 | 2 | 1 | 1 |

Note: Queue reported is the number of cars per lane.





PM Existing Plus CD Thu May 7, 2009 15:55:02 Page 8-1

Folsom South of US-50 Annexation
Existing Plus CD PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #6 Oak Avenue Parkway/ East Bidwell Street

Cycle (sec): 100 Critical Vol./Cap. (X): 0.605
Loss Time (sec): 12 Average Delay (sec/veh): 30.8
Optimal Cycle: 49 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Ignore | | | Ignore | | | Ignore | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 2 0 | 3 | 0 1 | 2 0 | 3 | 0 1 | 2 0 | 3 | 0 1 | 2 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 157 | 794 | 238 | 362 | 333 | 121 | 124 | 1106 | 227 | 181 | 990 | 580 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 157 | 794 | 238 | 362 | 333 | 121 | 124 | 1106 | 227 | 181 | 990 | 580 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 0.98 | 0.98 | 0.00 | 0.98 | 0.98 | 0.00 | 0.98 | 0.98 | 0.00 | 0.98 | 0.98 | 0.00 |
| PHF Volume: | 160 | 810 | 0 | 369 | 340 | 0 | 127 | 1129 | 0 | 185 | 1010 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 160 | 810 | 0 | 369 | 340 | 0 | 127 | 1129 | 0 | 185 | 1010 | 0 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| FinalVolume: | 160 | 810 | 0 | 369 | 340 | 0 | 127 | 1129 | 0 | 185 | 1010 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.91 | 1.00 | 0.92 | 0.91 | 1.00 | 0.92 | 0.91 | 1.00 | 0.92 | 0.91 | 1.00 |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3502 | 5187 | 1900 | 3502 | 5187 | 1900 | 3502 | 5187 | 1900 | 3502 | 5187 | 1900 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.05 | 0.16 | 0.00 | 0.11 | 0.07 | 0.00 | 0.04 | 0.22 | 0.00 | 0.05 | 0.19 | 0.00 |
| Crit Moves: | | **** | | **** | | | | **** | | **** | | |
| Green/Cycle: | 0.18 | 0.26 | 0.00 | 0.17 | 0.25 | 0.00 | 0.07 | 0.36 | 0.00 | 0.09 | 0.38 | 0.00 |
| Volume/Cap: | 0.26 | 0.60 | 0.00 | 0.60 | 0.26 | 0.00 | 0.52 | 0.60 | 0.00 | 0.60 | 0.52 | 0.00 |
| Delay/Veh: | 35.6 | 33.4 | 0.0 | 39.8 | 29.8 | 0.0 | 46.8 | 26.8 | 0.0 | 47.4 | 24.3 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 35.6 | 33.4 | 0.0 | 39.8 | 29.8 | 0.0 | 46.8 | 26.8 | 0.0 | 47.4 | 24.3 | 0.0 |
| LOS by Move: | D | C | A | D | C | A | D | C | A | D | C | A |
| HCM2kAvgQ: | 2 | 8 | 0 | 5 | 3 | 0 | 3 | 11 | 0 | 3 | 8 | 0 |

Note: Queue reported is the number of cars per lane.

PM Existing Plus CD Thu May 7, 2009 15:55:02 Page 9-1

Folsom South of US-50 Annexation
Existing Plus CD PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #7 East Bidwell St/Nesmith Ct

Cycle (sec): 100 Critical Vol./Cap. (X): 0.645
Loss Time (sec): 12 Average Delay (sec/veh): 12.6
Optimal Cycle: 53 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - | R | L | - T | - | R | L | - T | - | R | L | - T | - | R |
| Control: | Protected | | | | Protected | | | | Split Phase | | | | Split Phase | | | |
| Rights: | Ovl | | | | Include | | | | Include | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 2 | 0 | 1 | 2 | 0 | 2 | 1 | 0 | 0 | 1! | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | | | | | |
| Base Vol: | 13 | 1487 | 65 | | 173 | 1448 | 16 | | 57 | 2 | 53 | | 28 | 1 | 81 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 13 | 1487 | 65 | | 173 | 1448 | 16 | | 57 | 2 | 53 | | 28 | 1 | 81 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 14 | 1582 | 69 | | 184 | 1540 | 17 | | 61 | 2 | 56 | | 30 | 1 | 86 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 14 | 1582 | 69 | | 184 | 1540 | 17 | | 61 | 2 | 56 | | 30 | 1 | 86 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 14 | 1582 | 69 | | 184 | 1540 | 17 | | 61 | 2 | 56 | | 30 | 1 | 86 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.95 | 0.85 | | 0.92 | 0.91 | 0.91 | | 0.91 | 0.91 | 0.91 | | 0.95 | 0.95 | 0.85 | |
| Lanes: | 1.00 | 2.00 | 1.00 | | 2.00 | 2.97 | 0.03 | | 0.51 | 0.02 | 0.47 | | 1.93 | 0.07 | 1.00 | |
| Final Sat.: | 1805 | 3610 | 1615 | | 3502 | 5120 | 57 | | 882 | 31 | 821 | | 3500 | 125 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.44 | 0.04 | | 0.05 | 0.30 | 0.30 | | 0.07 | 0.07 | 0.07 | | 0.01 | 0.01 | 0.05 | |
| Crit Moves: | | **** | | | **** | | | | | | **** | | **** | | | |
| Green/Cycle: | 0.02 | 0.68 | 0.69 | | 0.08 | 0.74 | 0.74 | | 0.11 | 0.11 | 0.11 | | 0.01 | 0.01 | 0.09 | |
| Volume/Cap: | 0.41 | 0.65 | 0.06 | | 0.65 | 0.41 | 0.41 | | 0.65 | 0.65 | 0.65 | | 0.65 | 0.65 | 0.56 | |
| Delay/Veh: | 56.2 | 9.8 | 5.0 | | 49.6 | 4.9 | 4.9 | | 50.5 | 50.5 | 50.5 | | 75.7 | 75.7 | 48.1 | |
| 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: | 56.2 | 9.8 | 5.0 | | 49.6 | 4.9 | 4.9 | | 50.5 | 50.5 | 50.5 | | 75.7 | 75.7 | 48.1 | |
| LOS by Move: | E | A | A | | D | A | A | | D | D | D | | E | E | D | |
| HCM2kAvgQ: | 1 | 15 | 1 | | 4 | 7 | 7 | | 4 | 4 | 4 | | 1 | 1 | 3 | |

Note: Queue reported is the number of cars per lane.





PM Existing Plus CD Thu May 7, 2009 15:55:02 Page 10-1

Folsom South of US-50 Annexation
Existing Plus CD PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #8 East Bidwell St/Scholar Way

Cycle (sec): 100 Critical Vol./Cap. (X): 0.579
Loss Time (sec): 12 Average Delay (sec/veh): 12.9
Optimal Cycle: 46 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - | R | L | - T | - | R | L | - T | - | R | L | - T | - | R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ignore | | | | Ignore | | | | Ignore | | | | Ignore | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 2 | 0 | 1 | 2 | 0 | 3 | 0 | 1 | 1 | 0 | 2 | 0 | 1 | 1 | 0 | 2 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | | | | | |
| Base Vol: | 36 | 1367 | 273 | | 81 | 1356 | 98 | | 118 | 53 | 5 | | 106 | 43 | 98 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 36 | 1367 | 273 | | 81 | 1356 | 98 | | 118 | 53 | 5 | | 106 | 43 | 98 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.00 | |
| PHF Volume: | 38 | 1454 | 0 | | 86 | 1443 | 0 | | 126 | 56 | 0 | | 113 | 46 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 38 | 1454 | 0 | | 86 | 1443 | 0 | | 126 | 56 | 0 | | 113 | 46 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| FinalVolume: | 38 | 1454 | 0 | | 86 | 1443 | 0 | | 126 | 56 | 0 | | 113 | 46 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.95 | 1.00 | | 0.92 | 0.91 | 1.00 | | 0.95 | 0.95 | 1.00 | | 0.95 | 0.95 | 1.00 | |
| Lanes: | 2.00 | 2.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 1.00 | 2.00 | 1.00 | | 1.00 | 2.00 | 1.00 | |
| Final Sat.: | 3502 | 3610 | 1900 | | 3502 | 5187 | 1900 | | 1805 | 3610 | 1900 | | 1805 | 3610 | 1900 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.40 | 0.00 | | 0.02 | 0.28 | 0.00 | | 0.07 | 0.02 | 0.00 | | 0.06 | 0.01 | 0.00 | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.03 | 0.70 | 0.00 | | 0.04 | 0.71 | 0.00 | | 0.12 | 0.03 | 0.00 | | 0.11 | 0.02 | 0.00 | |
| Volume/Cap: | 0.39 | 0.58 | 0.00 | | 0.58 | 0.39 | 0.00 | | 0.58 | 0.55 | 0.00 | | 0.55 | 0.58 | 0.00 | |
| Delay/Veh: | 50.4 | 8.1 | 0.0 | | 52.6 | 5.9 | 0.0 | | 45.5 | 54.2 | 0.0 | | 45.1 | 58.8 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 50.4 | 8.1 | 0.0 | | 52.6 | 5.9 | 0.0 | | 45.5 | 54.2 | 0.0 | | 45.1 | 58.8 | 0.0 | |
| LOS by Move: | D | A | A | | D | A | A | | D | D | A | | D | E | A | |
| HCM2kAvgQ: | 1 | 12 | 0 | | 2 | 7 | 0 | | 4 | 1 | 0 | | 3 | 1 | 0 | |

Note: Queue reported is the number of cars per lane.

PM Existing Plus CD Thu May 7, 2009 15:55:02 Page 11-1

Folsom South of US-50 Annexation
Existing Plus CD PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #9 East Bidwell St/Power Center Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.606
Loss Time (sec): 12 Average Delay (sec/veh): 20.5
Optimal Cycle: 49 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Split Phase | | | Split Phase | | |
| Rights: | Ovl | | | Ovl | | | Ovl | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 0 | 3 0 | 1 | 1 0 | 3 0 | 1 | 1 1 | 0 0 | 1 | 0 1 | 0 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 85 | 1474 | 174 | 180 | 1269 | 66 | 148 | 39 | 75 | 110 | 11 | 97 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 85 | 1474 | 174 | 180 | 1269 | 66 | 148 | 39 | 75 | 110 | 11 | 97 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 90 | 1568 | 185 | 191 | 1350 | 70 | 157 | 41 | 80 | 117 | 12 | 103 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 90 | 1568 | 185 | 191 | 1350 | 70 | 157 | 41 | 80 | 117 | 12 | 103 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 90 | 1568 | 185 | 191 | 1350 | 70 | 157 | 41 | 80 | 117 | 12 | 103 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.91 | 0.85 | 0.95 | 0.91 | 0.85 | 0.96 | 0.96 | 0.85 | 0.96 | 0.96 | 0.85 |
| Lanes: | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 | 1.58 | 0.42 | 1.00 | 0.91 | 0.09 | 1.00 |
| Final Sat.: | 1805 | 5187 | 1615 | 1805 | 5187 | 1615 | 2893 | 762 | 1615 | 1653 | 165 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.05 | 0.30 | 0.11 | 0.11 | 0.26 | 0.04 | 0.05 | 0.05 | 0.05 | 0.07 | 0.07 | 0.06 |
| Crit Moves: | | **** | | **** | | | | **** | | **** | | |
| Green/Cycle: | 0.11 | 0.50 | 0.62 | 0.17 | 0.56 | 0.65 | 0.09 | 0.09 | 0.20 | 0.12 | 0.12 | 0.29 |
| Volume/Cap: | 0.46 | 0.61 | 0.19 | 0.61 | 0.46 | 0.07 | 0.61 | 0.61 | 0.25 | 0.61 | 0.61 | 0.22 |
| Delay/Veh: | 43.5 | 18.4 | 8.4 | 41.4 | 12.9 | 6.3 | 47.1 | 47.1 | 34.2 | 46.9 | 46.9 | 27.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 43.5 | 18.4 | 8.4 | 41.4 | 12.9 | 6.3 | 47.1 | 47.1 | 34.2 | 46.9 | 46.9 | 27.0 |
| LOS by Move: | D | B | A | D | B | A | D | D | C | D | D | C |
| HCM2kAvgQ: | 3 | 13 | 2 | 6 | 9 | 1 | 3 | 3 | 2 | 4 | 4 | 2 |

Note: Queue reported is the number of cars per lane.





PM Existing Plus CD Thu May 7, 2009 15:55:02 Page 12-1

Folsom South of US-50 Annexation
Existing Plus CD PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #10 Broadstone Pkwy/ East Bidwell St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.605
Loss Time (sec): 12 Average Delay (sec/veh): 26.7
Optimal Cycle: 49 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Ignore | | | Ignore | | | Ignore | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 2 0 | 3 0 | 1 | 2 0 | 3 0 | 1 | 2 0 | 3 0 | 1 | 2 0 | 3 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 59 | 494 | 40 | 238 | 404 | 179 | 293 | 1174 | 44 | 135 | 1400 | 378 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 59 | 494 | 40 | 238 | 404 | 179 | 293 | 1174 | 44 | 135 | 1400 | 378 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 0.97 | 0.97 | 0.00 | 0.97 | 0.97 | 0.00 | 0.97 | 0.97 | 0.00 | 0.97 | 0.97 | 0.00 |
| PHF Volume: | 61 | 509 | 0 | 245 | 416 | 0 | 302 | 1210 | 0 | 139 | 1443 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 61 | 509 | 0 | 245 | 416 | 0 | 302 | 1210 | 0 | 139 | 1443 | 0 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| FinalVolume: | 61 | 509 | 0 | 245 | 416 | 0 | 302 | 1210 | 0 | 139 | 1443 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.91 | 1.00 | 0.92 | 0.91 | 1.00 | 0.92 | 0.91 | 1.00 | 0.92 | 0.91 | 1.00 |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3502 | 5187 | 1900 | 3502 | 5187 | 1900 | 3502 | 5187 | 1900 | 3502 | 5187 | 1900 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.10 | 0.00 | 0.07 | 0.08 | 0.00 | 0.09 | 0.23 | 0.00 | 0.04 | 0.28 | 0.00 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green/Cycle: | 0.05 | 0.16 | 0.00 | 0.12 | 0.23 | 0.00 | 0.14 | 0.51 | 0.00 | 0.09 | 0.46 | 0.00 |
| Volume/Cap: | 0.35 | 0.61 | 0.00 | 0.61 | 0.35 | 0.00 | 0.61 | 0.45 | 0.00 | 0.45 | 0.61 | 0.00 |
| Delay/Veh: | 47.2 | 40.2 | 0.0 | 44.7 | 32.5 | 0.0 | 42.4 | 15.5 | 0.0 | 44.4 | 20.7 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 47.2 | 40.2 | 0.0 | 44.7 | 32.5 | 0.0 | 42.4 | 15.5 | 0.0 | 44.4 | 20.7 | 0.0 |
| LOS by Move: | D | D | A | D | C | A | D | B | A | D | C | A |
| HCM2kAvgQ: | 1 | 5 | 0 | 5 | 4 | 0 | 4 | 8 | 0 | 3 | 12 | 0 |

Note: Queue reported is the number of cars per lane.

PM Existing Plus CD Thu May 7, 2009 15:55:02 Page 13-1

Folsom South of US-50 Annexation
Existing Plus CD PM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #11 Empire Ranch Road/ Broadstone Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.456
Loss Time (sec): 0 Average Delay (sec/veh): 13.0
Optimal Cycle: 0 Level Of Service: B

| 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 | 2 | 1 0 | 1 | 0 | 2 | 1 0 | 2 | 0 | 1 | 0 1 | 0 | 0 | 1! | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 48 | 662 | 14 | | 11 | 343 | 67 | | 85 | 22 | 30 | | 8 | 28 | 3 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 48 | 662 | 14 | | 11 | 343 | 67 | | 85 | 22 | 30 | | 8 | 28 | 3 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 54 | 744 | 16 | | 12 | 385 | 75 | | 96 | 25 | 34 | | 9 | 31 | 3 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 54 | 744 | 16 | | 12 | 385 | 75 | | 96 | 25 | 34 | | 9 | 31 | 3 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 54 | 744 | 16 | | 12 | 385 | 75 | | 96 | 25 | 34 | | 9 | 31 | 3 | |
| 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 | 2.94 | 0.06 | | 1.00 | 2.51 | 0.49 | | 2.00 | 1.00 | 1.00 | | 0.20 | 0.72 | 0.08 | |
| Final Sat.: | 511 | 1630 | 35 | | 467 | 1275 | 259 | | 862 | 457 | 502 | | 95 | 332 | 36 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.11 | 0.46 | 0.45 | | 0.03 | 0.30 | 0.29 | | 0.11 | 0.05 | 0.07 | | 0.09 | 0.09 | 0.09 | |
| Crit Moves: | | **** | | | | **** | | | **** | | | | | **** | | |
| Delay/Veh: | 10.4 | 14.1 | 14.0 | | 10.3 | 12.4 | 11.8 | | 11.5 | 10.4 | 9.8 | | 11.1 | 11.1 | 11.1 | |
| Delay Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 10.4 | 14.1 | 14.0 | | 10.3 | 12.4 | 11.8 | | 11.5 | 10.4 | 9.8 | | 11.1 | 11.1 | 11.1 | |
| LOS by Move: | B | B | B | | B | B | B | | B | B | A | | B | B | B | |
| ApproachDel: | 13.9 | | | | 12.2 | | | | 10.9 | | | | 11.1 | | | |
| Delay Adj: | 1.00 | | | | 1.00 | | | | 1.00 | | | | 1.00 | | | |
| ApprAdjDel: | 13.9 | | | | 12.2 | | | | 10.9 | | | | 11.1 | | | |
| LOS by Appr: | B | | | | B | | | | B | | | | B | | | |
| AllWayAvgQ: | 0.1 | 0.8 | 0.8 | | 0.0 | 0.4 | 0.4 | | 0.1 | 0.0 | 0.1 | | 0.1 | 0.1 | 0.1 | |

Note: Queue reported is the number of cars per lane.





PM Existing Plus CD Thu May 7, 2009 15:55:02 Page 14-1

Folsom South of US-50 Annexation
Existing Plus CD PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #12 Oak Avenue Prky / Haverhill Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.481
Loss Time (sec): 9 Average Delay (sec/veh): 9.7
Optimal Cycle: 33 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 1 | 1 0 | 1 | 0 | 1 | 1 0 | 0 | 0 | 1! | 0 0 | 0 | 0 | 1! | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 5 | 1055 | 74 | | 62 | 708 | 4 | | 2 | 5 | 3 | | 21 | 7 | 86 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 5 | 1055 | 74 | | 62 | 708 | 4 | | 2 | 5 | 3 | | 21 | 7 | 86 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.96 | 0.96 | 0.96 | | 0.96 | 0.96 | 0.96 | | 0.96 | 0.96 | 0.96 | | 0.96 | 0.96 | 0.96 | |
| PHF Volume: | 5 | 1099 | 77 | | 65 | 738 | 4 | | 2 | 5 | 3 | | 22 | 7 | 90 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 5 | 1099 | 77 | | 65 | 738 | 4 | | 2 | 5 | 3 | | 22 | 7 | 90 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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 | 1099 | 77 | | 65 | 738 | 4 | | 2 | 5 | 3 | | 22 | 7 | 90 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.94 | 0.94 | | 0.95 | 0.95 | 0.95 | | 0.92 | 0.92 | 0.92 | | 0.85 | 0.85 | 0.85 | |
| Lanes: | 1.00 | 1.87 | 0.13 | | 1.00 | 1.99 | 0.01 | | 0.20 | 0.50 | 0.30 | | 0.18 | 0.06 | 0.76 | |
| Final Sat.: | 1805 | 3340 | 234 | | 1805 | 3586 | 20 | | 350 | 876 | 525 | | 299 | 100 | 1223 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.33 | 0.33 | | 0.04 | 0.21 | 0.21 | | 0.01 | 0.01 | 0.01 | | 0.07 | 0.07 | 0.07 | |
| Crit Moves: | | **** | | | **** | | | | | | | | | **** | | |
| Green/Cycle: | 0.01 | 0.68 | 0.68 | | 0.07 | 0.75 | 0.75 | | 0.15 | 0.15 | 0.15 | | 0.15 | 0.15 | 0.15 | |
| Volume/Cap: | 0.28 | 0.48 | 0.48 | | 0.48 | 0.28 | 0.28 | | 0.04 | 0.04 | 0.04 | | 0.48 | 0.48 | 0.48 | |
| Delay/Veh: | 56.9 | 7.6 | 7.6 | | 47.1 | 4.1 | 4.1 | | 36.2 | 36.2 | 36.2 | | 40.3 | 40.3 | 40.3 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 56.9 | 7.6 | 7.6 | | 47.1 | 4.1 | 4.1 | | 36.2 | 36.2 | 36.2 | | 40.3 | 40.3 | 40.3 | |
| LOS by Move: | E | A | A | | D | A | A | | D | D | D | | D | D | D | |
| HCM2kAvgQ: | 0 | 9 | 9 | | 2 | 4 | 4 | | 0 | 0 | 0 | | 4 | 4 | 4 | |

Note: Queue reported is the number of cars per lane.

PM Existing Plus CD Thu May 7, 2009 15:55:02 Page 15-1

Folsom South of US-50 Annexation
Existing Plus CD PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #13 Oak Avenue Prky / Haldion Wy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.541
Loss Time (sec): 9 Average Delay (sec/veh): 13.6
Optimal Cycle: 37 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Permitted | | | Permitted | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 | 0 1 | 1 0 | 1 | 0 1 | 1 0 | 0 | 0 1! | 0 0 | 0 | 0 1! | 0 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 53 | 1080 | 150 | 65 | 635 | 23 | 15 | 5 | 40 | 87 | 8 | 41 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 53 | 1080 | 150 | 65 | 635 | 23 | 15 | 5 | 40 | 87 | 8 | 41 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 |
| PHF Volume: | 55 | 1113 | 155 | 67 | 655 | 24 | 15 | 5 | 41 | 90 | 8 | 42 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 55 | 1113 | 155 | 67 | 655 | 24 | 15 | 5 | 41 | 90 | 8 | 42 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 55 | 1113 | 155 | 67 | 655 | 24 | 15 | 5 | 41 | 90 | 8 | 42 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.93 | 0.93 | 0.95 | 0.95 | 0.95 | 0.84 | 0.84 | 0.84 | 0.76 | 0.76 | 0.76 |
| Lanes: | 1.00 | 1.76 | 0.24 | 1.00 | 1.93 | 0.07 | 0.25 | 0.08 | 0.67 | 0.64 | 0.06 | 0.30 |
| Final Sat.: | 1805 | 3113 | 432 | 1805 | 3466 | 126 | 401 | 134 | 1070 | 920 | 85 | 433 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.36 | 0.36 | 0.04 | 0.19 | 0.19 | 0.04 | 0.04 | 0.04 | 0.10 | 0.10 | 0.10 |
| Crit Moves: | | **** | | **** | | | | | | | **** | |
| Green/Cycle: | 0.10 | 0.66 | 0.66 | 0.07 | 0.63 | 0.63 | 0.18 | 0.18 | 0.18 | 0.18 | 0.18 | 0.18 |
| Volume/Cap: | 0.30 | 0.54 | 0.54 | 0.54 | 0.30 | 0.30 | 0.21 | 0.21 | 0.21 | 0.54 | 0.54 | 0.54 |
| Delay/Veh: | 42.6 | 9.2 | 9.2 | 49.8 | 8.6 | 8.6 | 35.3 | 35.3 | 35.3 | 39.5 | 39.5 | 39.5 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 42.6 | 9.2 | 9.2 | 49.8 | 8.6 | 8.6 | 35.3 | 35.3 | 35.3 | 39.5 | 39.5 | 39.5 |
| LOS by Move: | D | A | A | D | A | A | D | D | D | D | D | D |
| HCM2kAvgQ: | 1 | 10 | 10 | 2 | 5 | 5 | 2 | 2 | 2 | 5 | 5 | 5 |

Note: Queue reported is the number of cars per lane.





PM Existing Plus CD Thu May 7, 2009 15:55:02 Page 16-1

Folsom South of US-50 Annexation
Existing Plus CD PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #14 Folsom Blvd/ Iron Point Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.872
Loss Time (sec): 12 Average Delay (sec/veh): 21.4
Optimal Cycle: 98 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 0 | 0 2 | 0 1 | 1 | 0 2 | 0 0 | 0 | 0 0 | 0 0 | 2 | 0 0 | 0 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 1450 | 1035 | 159 | 1343 | 0 | 0 | 0 | 0 | 582 | 0 | 201 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 1450 | 1035 | 159 | 1343 | 0 | 0 | 0 | 0 | 582 | 0 | 201 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| PHF Volume: | 0 | 1526 | 1089 | 167 | 1414 | 0 | 0 | 0 | 0 | 613 | 0 | 212 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 1526 | 1089 | 167 | 1414 | 0 | 0 | 0 | 0 | 613 | 0 | 212 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 0 | 1526 | 1089 | 167 | 1414 | 0 | 0 | 0 | 0 | 613 | 0 | 212 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 0.95 | 0.85 | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 0.92 | 1.00 | 0.85 |
| Lanes: | 0.00 | 2.00 | 1.00 | 1.00 | 2.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 1.00 |
| Final Sat.: | 0 | 3610 | 1615 | 1805 | 3610 | 0 | 0 | 0 | 0 | 3502 | 0 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.42 | 0.67 | 0.09 | 0.39 | 0.00 | 0.00 | 0.00 | 0.00 | 0.17 | 0.00 | 0.13 |
| Crit Moves: | | | **** | **** | | | | | | **** | | |
| Green/Cycle: | 0.00 | 0.57 | 0.77 | 0.11 | 0.68 | 0.00 | 0.00 | 0.00 | 0.00 | 0.20 | 0.00 | 0.20 |
| Volume/Cap: | 0.00 | 0.74 | 0.87 | 0.87 | 0.58 | 0.00 | 0.00 | 0.00 | 0.00 | 0.87 | 0.00 | 0.65 |
| Delay/Veh: | 0.0 | 17.2 | 14.8 | 76.5 | 8.8 | 0.0 | 0.0 | 0.0 | 0.0 | 50.3 | 0.0 | 41.5 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 17.2 | 14.8 | 76.5 | 8.8 | 0.0 | 0.0 | 0.0 | 0.0 | 50.3 | 0.0 | 41.5 |
| LOS by Move: | A | B | B | E | A | A | A | A | A | D | A | D |
| HCM2kAvgQ: | 0 | 18 | 25 | 6 | 12 | 0 | 0 | 0 | 0 | 10 | 0 | 6 |

Note: Queue reported is the number of cars per lane.

PM Existing Plus CD Thu May 7, 2009 15:55:02 Page 17-1

Folsom South of US-50 Annexation
Existing Plus CD PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #15 Prairie City Rd/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.685
Loss Time (sec): 12 Average Delay (sec/veh): 30.3
Optimal Cycle: 57 Level of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ignore | | | | Ignore | | | | Ignore | | | | Ignore | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 2 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 325 | 1014 | 146 | | 387 | 864 | 14 | | 84 | 916 | 420 | | 16 | 179 | 183 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 325 | 1014 | 146 | | 387 | 864 | 14 | | 84 | 916 | 420 | | 16 | 179 | 183 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| PHF Adj: | 0.95 | 0.95 | 0.00 | | 0.95 | 0.95 | 0.00 | | 0.95 | 0.95 | 0.00 | | 0.95 | 0.95 | 0.00 | |
| PHF Volume: | 342 | 1067 | 0 | | 407 | 909 | 0 | | 88 | 964 | 0 | | 17 | 188 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 342 | 1067 | 0 | | 407 | 909 | 0 | | 88 | 964 | 0 | | 17 | 188 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| FinalVolume: | 342 | 1067 | 0 | | 407 | 909 | 0 | | 88 | 964 | 0 | | 17 | 188 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.95 | 1.00 | | 0.92 | 0.91 | 1.00 | | 0.92 | 0.91 | 1.00 | | 0.92 | 0.91 | 1.00 | |
| Lanes: | 2.00 | 2.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | |
| Final Sat.: | 3502 | 3610 | 1900 | | 3502 | 5187 | 1900 | | 3502 | 5187 | 1900 | | 3502 | 5187 | 1900 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.10 | 0.30 | 0.00 | | 0.12 | 0.18 | 0.00 | | 0.03 | 0.19 | 0.00 | | 0.00 | 0.04 | 0.00 | |
| Crit Moves: | | **** | | | **** | | | | | **** | | | **** | | | |
| Green/Cycle: | 0.22 | 0.43 | 0.00 | | 0.17 | 0.39 | 0.00 | | 0.11 | 0.27 | 0.00 | | 0.01 | 0.16 | 0.00 | |
| Volume/Cap: | 0.45 | 0.68 | 0.00 | | 0.68 | 0.45 | 0.00 | | 0.22 | 0.68 | 0.00 | | 0.68 | 0.22 | 0.00 | |
| Delay/Veh: | 34.6 | 24.2 | 0.0 | | 42.3 | 23.0 | 0.0 | | 40.5 | 34.0 | 0.0 | | 107.7 | 36.4 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 34.6 | 24.2 | 0.0 | | 42.3 | 23.0 | 0.0 | | 40.5 | 34.0 | 0.0 | | 107.7 | 36.4 | 0.0 | |
| LOS by Move: | C | C | A | | D | C | A | | D | C | A | | F | D | A | |
| HCM2kAvgQ: | 5 | 14 | 0 | | 6 | 7 | 0 | | 1 | 10 | 0 | | 0 | 2 | 0 | |

Note: Queue reported is the number of cars per lane.





PM Existing Plus CD Thu May 7, 2009 15:55:02 Page 18-1

Folsom South of US-50 Annexation
Existing Plus CD PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #16 Grover Rd/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.356
Loss Time (sec): 12 Average Delay (sec/veh): 10.1
Optimal Cycle: 33 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Split Phase | | | | Split Phase | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 1! | 0 0 | 1 | 0 | 0 | 1 0 | 1 | 0 | 3 | 0 1 | 1 | 0 | 2 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 6 | 0 | 0 | | 62 | 3 | 21 | | 112 | 1319 | 1 | | 8 | 349 | 68 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 6 | 0 | 0 | | 62 | 3 | 21 | | 112 | 1319 | 1 | | 8 | 349 | 68 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 6 | 0 | 0 | | 66 | 3 | 22 | | 119 | 1403 | 1 | | 9 | 371 | 72 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 6 | 0 | 0 | | 66 | 3 | 22 | | 119 | 1403 | 1 | | 9 | 371 | 72 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 6 | 0 | 0 | | 66 | 3 | 22 | | 119 | 1403 | 1 | | 9 | 371 | 72 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 1.00 | 1.00 | | 0.95 | 0.87 | 0.87 | | 0.95 | 0.91 | 0.85 | | 0.95 | 0.89 | 0.89 | |
| Lanes: | 2.00 | 0.00 | 0.00 | | 1.00 | 0.12 | 0.88 | | 1.00 | 3.00 | 1.00 | | 1.00 | 2.51 | 0.49 | |
| Final Sat.: | 3618 | 0 | 0 | | 1805 | 206 | 1445 | | 1805 | 5187 | 1615 | | 1805 | 4237 | 826 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | | 0.04 | 0.02 | 0.02 | | 0.07 | 0.27 | 0.00 | | 0.00 | 0.09 | 0.09 | |
| Crit Moves: | **** | | | | **** | | | | | **** | | | **** | | | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | | 0.10 | 0.10 | 0.10 | | 0.33 | 0.76 | 0.76 | | 0.01 | 0.44 | 0.44 | |
| Volume/Cap: | 0.36 | 0.00 | 0.00 | | 0.36 | 0.15 | 0.15 | | 0.20 | 0.36 | 0.00 | | 0.36 | 0.20 | 0.20 | |
| Delay/Veh: | 61.4 | 0.0 | 0.0 | | 43.0 | 41.3 | 41.3 | | 24.1 | 4.0 | 2.9 | | 57.8 | 17.2 | 17.2 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 61.4 | 0.0 | 0.0 | | 43.0 | 41.3 | 41.3 | | 24.1 | 4.0 | 2.9 | | 57.8 | 17.2 | 17.2 | |
| LOS by Move: | E | A | A | | D | D | D | | C | A | A | | E | B | B | |
| HCM2kAvgQ: | 0 | 0 | 0 | | 2 | 1 | 1 | | 2 | 5 | 0 | | 0 | 3 | 3 | |

Note: Queue reported is the number of cars per lane.

PM Existing Plus CD Thu May 7, 2009 15:55:02 Page 19-1

Folsom South of US-50 Annexation
Existing Plus CD PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #17 McAdoo Dr/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.412
Loss Time (sec): 12 Average Delay (sec/veh): 16.8
Optimal Cycle: 36 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 2 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | | 131 | 0 | 53 | | 275 | 1320 | 0 | | 0 | 325 | 136 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 0 | 0 | 0 | | 131 | 0 | 53 | | 275 | 1320 | 0 | | 0 | 325 | 136 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.95 | 0.95 | 0.95 | | 0.95 | 0.95 | 0.95 | | 0.95 | 0.95 | 0.95 | | 0.95 | 0.95 | 0.95 | |
| PHF Volume: | 0 | 0 | 0 | | 138 | 0 | 56 | | 289 | 1389 | 0 | | 0 | 342 | 143 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 0 | 0 | | 138 | 0 | 56 | | 289 | 1389 | 0 | | 0 | 342 | 143 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 0 | 0 | 0 | | 138 | 0 | 56 | | 289 | 1389 | 0 | | 0 | 342 | 143 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 1.00 | 1.00 | | 0.77 | 1.00 | 0.85 | | 0.95 | 0.91 | 1.00 | | 1.00 | 0.87 | 0.87 | |
| Lanes: | 0.00 | 0.00 | 0.00 | | 1.00 | 0.00 | 1.00 | | 1.00 | 3.00 | 0.00 | | 0.00 | 2.11 | 0.89 | |
| Final Sat.: | 0 | 0 | 0 | | 1461 | 0 | 1615 | | 1805 | 5187 | 0 | | 0 | 3496 | 1463 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | | 0.09 | 0.00 | 0.03 | | 0.16 | 0.27 | 0.00 | | 0.00 | 0.10 | 0.10 | |
| Crit Moves: | | | | | **** | | | | | **** | | | **** | | | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | | 0.23 | 0.00 | 0.23 | | 0.40 | 0.65 | 0.00 | | 0.00 | 0.25 | 0.25 | |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | | 0.41 | 0.00 | 0.15 | | 0.40 | 0.41 | 0.00 | | 0.00 | 0.40 | 0.40 | |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | | 33.6 | 0.0 | 31.0 | | 21.5 | 8.4 | 0.0 | | 0.0 | 31.7 | 31.7 | |
| 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: | 0.0 | 0.0 | 0.0 | | 33.6 | 0.0 | 31.0 | | 21.5 | 8.4 | 0.0 | | 0.0 | 31.7 | 31.7 | |
| LOS by Move: | A | A | A | | C | A | C | | C | A | A | | A | C | C | |
| HCM2kAvgQ: | 0 | 0 | 0 | | 4 | 0 | 1 | | 6 | 7 | 0 | | 0 | 4 | 4 | |

Note: Queue reported is the number of cars per lane.





PM Existing Plus CD Thu May 7, 2009 15:55:03 Page 20-1

Folsom South of US-50 Annexation
Existing Plus CD PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #18 Oak Ave Pkwy/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.726
Loss Time (sec): 12 Average Delay (sec/veh): 34.5
Optimal Cycle: 63 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ignore | | | | Ignore | | | | Ovl | | | | Ignore | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 2 | 0 | 1 | 2 | 0 | 2 | 0 | 1 | 2 | 0 | 2 | 0 | 1 | 2 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 128 | 625 | 336 | | 259 | 520 | 55 | | 453 | 831 | 176 | | 475 | 226 | 330 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 128 | 625 | 336 | | 259 | 520 | 55 | | 453 | 831 | 176 | | 475 | 226 | 330 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| PHF Adj: | 0.96 | 0.96 | 0.00 | | 0.96 | 0.96 | 0.00 | | 0.96 | 0.96 | 0.96 | | 0.96 | 0.96 | 0.00 | |
| PHF Volume: | 133 | 651 | 0 | | 270 | 542 | 0 | | 472 | 866 | 183 | | 495 | 235 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 133 | 651 | 0 | | 270 | 542 | 0 | | 472 | 866 | 183 | | 495 | 235 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| FinalVolume: | 133 | 651 | 0 | | 270 | 542 | 0 | | 472 | 866 | 183 | | 495 | 235 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.95 | 1.00 | | 0.92 | 0.95 | 1.00 | | 0.92 | 0.95 | 0.85 | | 0.92 | 0.95 | 1.00 | |
| Lanes: | 2.00 | 2.00 | 1.00 | | 2.00 | 2.00 | 1.00 | | 2.00 | 2.00 | 1.00 | | 2.00 | 2.00 | 1.00 | |
| Final Sat.: | 3502 | 3610 | 1900 | | 3502 | 3610 | 1900 | | 3502 | 3610 | 1615 | | 3502 | 3610 | 1900 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.18 | 0.00 | | 0.08 | 0.15 | 0.00 | | 0.13 | 0.24 | 0.11 | | 0.14 | 0.07 | 0.00 | |
| Crit Moves: | | **** | | | **** | | | | | **** | | | **** | | | |
| Green/Cycle: | 0.07 | 0.25 | 0.00 | | 0.11 | 0.28 | 0.00 | | 0.35 | 0.33 | 0.40 | | 0.19 | 0.17 | 0.00 | |
| Volume/Cap: | 0.53 | 0.73 | 0.00 | | 0.73 | 0.53 | 0.00 | | 0.38 | 0.73 | 0.28 | | 0.73 | 0.38 | 0.00 | |
| Delay/Veh: | 46.9 | 37.4 | 0.0 | | 50.3 | 30.8 | 0.0 | | 24.3 | 31.7 | 20.4 | | 41.7 | 37.1 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 46.9 | 37.4 | 0.0 | | 50.3 | 30.8 | 0.0 | | 24.3 | 31.7 | 20.4 | | 41.7 | 37.1 | 0.0 | |
| LOS by Move: | D | D | A | | D | C | A | | C | C | C | | D | D | A | |
| HCM2kAvgQ: | 2 | 10 | 0 | | 4 | 7 | 0 | | 5 | 12 | 4 | | 8 | 3 | 0 | |

Note: Queue reported is the number of cars per lane.

PM Existing Plus CD Thu May 7, 2009 15:55:03 Page 21-1

Folsom South of US-50 Annexation
Existing Plus CD PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #19 Rowberry Dr/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.580
Loss Time (sec): 12 Average Delay (sec/veh): 21.5
Optimal Cycle: 47 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Split Phase | | | | Split Phase | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Include | | | | Ovl | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 1 | 0 | 0 1 | 1 | 0 | 0 | 1 0 | 1 | 0 | 2 | 0 1 | 2 | 0 | 1 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 419 | 113 | 258 | | 7 | 65 | 9 | | 10 | 964 | 450 | | 149 | 636 | 5 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 419 | 113 | 258 | | 7 | 65 | 9 | | 10 | 964 | 450 | | 149 | 636 | 5 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.97 | 0.97 | 0.97 | | 0.97 | 0.97 | 0.97 | | 0.97 | 0.97 | 0.97 | | 0.97 | 0.97 | 0.97 | |
| PHF Volume: | 432 | 116 | 266 | | 7 | 67 | 9 | | 10 | 994 | 464 | | 154 | 656 | 5 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 432 | 116 | 266 | | 7 | 67 | 9 | | 10 | 994 | 464 | | 154 | 656 | 5 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 432 | 116 | 266 | | 7 | 67 | 9 | | 10 | 994 | 464 | | 154 | 656 | 5 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.96 | 0.96 | 0.85 | | 0.95 | 0.98 | 0.98 | | 0.95 | 0.95 | 0.85 | | 0.92 | 0.95 | 0.95 | |
| Lanes: | 1.58 | 0.42 | 1.00 | | 1.00 | 0.88 | 0.12 | | 1.00 | 2.00 | 1.00 | | 2.00 | 1.98 | 0.02 | |
| Final Sat.: | 2879 | 776 | 1615 | | 1805 | 1639 | 227 | | 1805 | 3610 | 1615 | | 3502 | 3578 | 28 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.15 | 0.15 | 0.16 | | 0.00 | 0.04 | 0.04 | | 0.01 | 0.28 | 0.29 | | 0.04 | 0.18 | 0.18 | |
| Crit Moves: | **** | | | | | **** | | | | **** | | | **** | | | |
| Green/Cycle: | 0.26 | 0.26 | 0.33 | | 0.07 | 0.07 | 0.07 | | 0.02 | 0.47 | 0.73 | | 0.08 | 0.53 | 0.53 | |
| Volume/Cap: | 0.58 | 0.58 | 0.49 | | 0.06 | 0.58 | 0.58 | | 0.34 | 0.58 | 0.39 | | 0.58 | 0.34 | 0.34 | |
| Delay/Veh: | 33.2 | 33.2 | 27.2 | | 43.6 | 51.4 | 51.4 | | 55.4 | 19.5 | 5.2 | | 47.9 | 13.4 | 13.4 | |
| 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: | 33.2 | 33.2 | 27.2 | | 43.6 | 51.4 | 51.4 | | 55.4 | 19.5 | 5.2 | | 47.9 | 13.4 | 13.4 | |
| LOS by Move: | C | C | C | | D | D | D | | E | B | A | | D | B | B | |
| HCM2kAvgQ: | 7 | 7 | 6 | | 0 | 3 | 3 | | 0 | 11 | 5 | | 2 | 6 | 6 | |

Note: Queue reported is the number of cars per lane.





PM Existing Plus CD Thu May 7, 2009 15:55:03 Page 22-1

Folsom South of US-50 Annexation
Existing Plus CD PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #20 Broadstone Pkwy/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.558
Loss Time (sec): 12 Average Delay (sec/veh): 19.1
Optimal Cycle: 45 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Split Phase | | | | Split Phase | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Ignore | | | | Include | | | | Ignore | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 1 | 0 | 0 1 | 2 | 0 | 1 | 0 1 | 1 | 0 | 2 | 0 1 | 2 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 52 | 33 | 50 | | 83 | 2 | 434 | | 654 | 559 | 8 | | 12 | 335 | 66 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 52 | 33 | 50 | | 83 | 2 | 434 | | 654 | 559 | 8 | | 12 | 335 | 66 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| PHF Adj: | 0.98 | 0.98 | 0.98 | | 0.98 | 0.98 | 0.00 | | 0.98 | 0.98 | 0.98 | | 0.98 | 0.98 | 0.00 | |
| PHF Volume: | 53 | 34 | 51 | | 85 | 2 | 0 | | 667 | 570 | 8 | | 12 | 342 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 53 | 34 | 51 | | 85 | 2 | 0 | | 667 | 570 | 8 | | 12 | 342 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| FinalVolume: | 53 | 34 | 51 | | 85 | 2 | 0 | | 667 | 570 | 8 | | 12 | 342 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.97 | 0.97 | 0.85 | | 0.92 | 1.00 | 1.00 | | 0.95 | 0.95 | 0.85 | | 0.92 | 0.91 | 1.00 | |
| Lanes: | 1.22 | 0.78 | 1.00 | | 2.00 | 1.00 | 1.00 | | 1.00 | 2.00 | 1.00 | | 2.00 | 3.00 | 1.00 | |
| Final Sat.: | 2255 | 1431 | 1615 | | 3502 | 1900 | 1900 | | 1805 | 3610 | 1615 | | 3502 | 5187 | 1900 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.02 | 0.03 | | 0.02 | 0.00 | 0.00 | | 0.37 | 0.16 | 0.01 | | 0.00 | 0.07 | 0.00 | |
| Crit Moves: | | | **** | | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.06 | 0.06 | 0.06 | | 0.04 | 0.04 | 0.00 | | 0.66 | 0.76 | 0.76 | | 0.02 | 0.12 | 0.00 | |
| Volume/Cap: | 0.42 | 0.42 | 0.56 | | 0.56 | 0.02 | 0.00 | | 0.56 | 0.21 | 0.01 | | 0.21 | 0.56 | 0.00 | |
| Delay/Veh: | 46.9 | 46.9 | 53.5 | | 51.5 | 45.9 | 0.0 | | 9.7 | 3.4 | 2.8 | | 50.2 | 42.8 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 46.9 | 46.9 | 53.5 | | 51.5 | 45.9 | 0.0 | | 9.7 | 3.4 | 2.8 | | 50.2 | 42.8 | 0.0 | |
| LOS by Move: | D | D | D | | D | D | A | | A | A | A | | D | D | A | |
| HCM2kAvgQ: | 2 | 2 | 2 | | 2 | 0 | 0 | | 11 | 3 | 0 | | 0 | 4 | 0 | |

Note: Queue reported is the number of cars per lane.

PM Existing Plus CD Thu May 7, 2009 15:55:03 Page 23-1

Folsom South of US-50 Annexation
Existing Plus CD PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #21 East Bidwell St/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.895
Loss Time (sec): 12 Average Delay (sec/veh): 37.5
Optimal Cycle: 107 Level Of Service: D

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ignore | | | | Ignore | | | | Include | | | | Ignore | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 2 | 1 0 | 2 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 362 | 1900 | 291 | | 161 | 1331 | 125 | | 158 | 199 | 381 | | 265 | 94 | 86 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 362 | 1900 | 291 | | 161 | 1331 | 125 | | 158 | 199 | 381 | | 265 | 94 | 86 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| PHF Adj: | 0.93 | 0.93 | 0.00 | | 0.93 | 0.93 | 0.00 | | 0.93 | 0.93 | 0.93 | | 0.93 | 0.93 | 0.00 | |
| PHF Volume: | 389 | 2043 | 0 | | 173 | 1431 | 0 | | 170 | 214 | 410 | | 285 | 101 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 389 | 2043 | 0 | | 173 | 1431 | 0 | | 170 | 214 | 410 | | 285 | 101 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| FinalVolume: | 389 | 2043 | 0 | | 173 | 1431 | 0 | | 170 | 214 | 410 | | 285 | 101 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.91 | 1.00 | | 0.92 | 0.91 | 1.00 | | 0.92 | 0.82 | 0.82 | | 0.92 | 0.91 | 1.00 | |
| Lanes: | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 2.00 | 1.00 | | 2.00 | 3.00 | 1.00 | |
| Final Sat.: | 3502 | 5187 | 1900 | | 3502 | 5187 | 1900 | | 3502 | 3116 | 1558 | | 3502 | 5187 | 1900 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.11 | 0.39 | 0.00 | | 0.05 | 0.28 | 0.00 | | 0.05 | 0.07 | 0.26 | | 0.08 | 0.02 | 0.00 | |
| Crit Moves: | | **** | | | **** | | | | | | **** | | **** | | | |
| Green/Cycle: | 0.14 | 0.44 | 0.00 | | 0.06 | 0.35 | 0.00 | | 0.27 | 0.29 | 0.29 | | 0.09 | 0.11 | 0.00 | |
| Volume/Cap: | 0.78 | 0.90 | 0.00 | | 0.90 | 0.78 | 0.00 | | 0.18 | 0.23 | 0.90 | | 0.90 | 0.18 | 0.00 | |
| Delay/Veh: | 49.2 | 30.9 | 0.0 | | 84.0 | 31.2 | 0.0 | | 27.7 | 26.8 | 47.9 | | 70.9 | 40.5 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 49.2 | 30.9 | 0.0 | | 84.0 | 31.2 | 0.0 | | 27.7 | 26.8 | 47.9 | | 70.9 | 40.5 | 0.0 | |
| LOS by Move: | D | C | A | | F | C | A | | C | C | D | | E | D | A | |
| HCM2kAvgQ: | 6 | 22 | 0 | | 3 | 15 | 0 | | 2 | 3 | 15 | | 5 | 1 | 0 | |

Note: Queue reported is the number of cars per lane.





PM Existing Plus CD Thu May 7, 2009 15:55:03 Page 24-1

Folsom South of US-50 Annexation
Existing Plus CD PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #22 Cavitt Dr/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.426
Loss Time (sec): 12 Average Delay (sec/veh): 20.4
Optimal Cycle: 36 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 1 | 0 | 0 1 | 1 | 1 | 0 | 0 1 | 1 | 0 | 3 | 0 1 | 1 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 249 | 31 | 26 | | 13 | 29 | 21 | | 70 | 244 | 350 | | 9 | 179 | 12 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 249 | 31 | 26 | | 13 | 29 | 21 | | 70 | 244 | 350 | | 9 | 179 | 12 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.96 | 0.96 | 0.96 | | 0.96 | 0.96 | 0.96 | | 0.96 | 0.96 | 0.96 | | 0.96 | 0.96 | 0.96 | |
| PHF Volume: | 259 | 32 | 27 | | 14 | 30 | 22 | | 73 | 254 | 365 | | 9 | 186 | 13 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 259 | 32 | 27 | | 14 | 30 | 22 | | 73 | 254 | 365 | | 9 | 186 | 13 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 259 | 32 | 27 | | 14 | 30 | 22 | | 73 | 254 | 365 | | 9 | 186 | 13 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.53 | 0.53 | 0.85 | | 0.90 | 0.90 | 0.85 | | 0.95 | 0.91 | 0.85 | | 0.95 | 0.91 | 0.85 | |
| Lanes: | 1.78 | 0.22 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 3.00 | 1.00 | | 1.00 | 3.00 | 1.00 | |
| Final Sat.: | 1798 | 224 | 1615 | | 1702 | 1702 | 1615 | | 1805 | 5187 | 1615 | | 1805 | 5187 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.14 | 0.14 | 0.02 | | 0.01 | 0.02 | 0.01 | | 0.04 | 0.05 | 0.23 | | 0.01 | 0.04 | 0.01 | |
| Crit Moves: | | **** | | | | | | | | | **** | | **** | | | |
| Green/Cycle: | 0.34 | 0.34 | 0.34 | | 0.34 | 0.34 | 0.34 | | 0.29 | 0.53 | 0.53 | | 0.01 | 0.26 | 0.26 | |
| Volume/Cap: | 0.43 | 0.43 | 0.05 | | 0.02 | 0.05 | 0.04 | | 0.14 | 0.09 | 0.43 | | 0.43 | 0.14 | 0.03 | |
| Delay/Veh: | 26.0 | 26.0 | 22.3 | | 22.1 | 22.3 | 22.2 | | 26.6 | 11.7 | 14.6 | | 61.8 | 28.8 | 28.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 26.0 | 26.0 | 22.3 | | 22.1 | 22.3 | 22.2 | | 26.6 | 11.7 | 14.6 | | 61.8 | 28.8 | 28.0 | |
| LOS by Move: | C | C | C | | C | C | C | | C | B | B | | E | C | C | |
| HCM2kAvgQ: | 4 | 4 | 1 | | 0 | 1 | 0 | | 2 | 1 | 7 | | 0 | 2 | 0 | |

Note: Queue reported is the number of cars per lane.

PM Existing Plus CD Thu May 7, 2009 15:55:03 Page 25-1

Folsom South of US-50 Annexation
Existing Plus CD PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #23 Serpa Way / Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.213
Loss Time (sec): 12 Average Delay (sec/veh): 26.7
Optimal Cycle: 28 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Include | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 1 | 0 1 | 2 | 0 | 0 | 1 0 | 1 | 0 | 3 | 0 1 | 1 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 176 | 18 | 41 | | 17 | 11 | 42 | | 54 | 167 | 86 | | 23 | 90 | 27 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 176 | 18 | 41 | | 17 | 11 | 42 | | 54 | 167 | 86 | | 23 | 90 | 27 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 187 | 19 | 44 | | 18 | 12 | 45 | | 57 | 178 | 91 | | 24 | 96 | 29 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 187 | 19 | 44 | | 18 | 12 | 45 | | 57 | 178 | 91 | | 24 | 96 | 29 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 187 | 19 | 44 | | 18 | 12 | 45 | | 57 | 178 | 91 | | 24 | 96 | 29 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 1.00 | 0.85 | | 0.92 | 0.88 | 0.88 | | 0.95 | 0.91 | 0.85 | | 0.95 | 0.91 | 0.85 | |
| Lanes: | 1.00 | 1.00 | 1.00 | | 2.00 | 0.21 | 0.79 | | 1.00 | 3.00 | 1.00 | | 1.00 | 3.00 | 1.00 | |
| Final Sat.: | 1805 | 1900 | 1615 | | 3502 | 347 | 1326 | | 1805 | 5187 | 1615 | | 1805 | 5187 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.10 | 0.01 | 0.03 | | 0.01 | 0.03 | 0.03 | | 0.03 | 0.03 | 0.06 | | 0.01 | 0.02 | 0.02 | |
| Crit Moves: | **** | | | | | **** | | | **** | | | | | **** | | |
| Green/Cycle: | 0.49 | 0.47 | 0.53 | | 0.18 | 0.16 | 0.16 | | 0.15 | 0.17 | 0.66 | | 0.07 | 0.09 | 0.27 | |
| Volume/Cap: | 0.21 | 0.02 | 0.05 | | 0.03 | 0.21 | 0.21 | | 0.21 | 0.20 | 0.09 | | 0.20 | 0.21 | 0.07 | |
| Delay/Veh: | 14.8 | 14.4 | 11.3 | | 33.9 | 37.1 | 37.1 | | 37.8 | 35.9 | 6.3 | | 45.0 | 42.7 | 27.5 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 14.8 | 14.4 | 11.3 | | 33.9 | 37.1 | 37.1 | | 37.8 | 35.9 | 6.3 | | 45.0 | 42.7 | 27.5 | |
| LOS by Move: | B | B | B | | C | D | D | | D | D | A | | D | D | C | |
| HCM2kAvgQ: | 3 | 0 | 1 | | 0 | 2 | 2 | | 1 | 2 | 1 | | 1 | 1 | 1 | |

Note: Queue reported is the number of cars per lane.





PM Existing Plus CD Thu May 7, 2009 15:55:03 Page 26-1

Folsom South of US-50 Annexation
Existing Plus CD PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #24 Empire Ranch Road/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.258
Loss Time (sec): 12 Average Delay (sec/veh): 15.6
Optimal Cycle: 29 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 3 | 0 1 | 1 | 0 | 3 | 0 1 | 1 | 0 | 1 | 1 0 | 1 | 0 | 1 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 50 | 810 | 0 | | 5 | 396 | 33 | | 53 | 53 | 107 | | 0 | 27 | 8 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 50 | 810 | 0 | | 5 | 396 | 33 | | 53 | 53 | 107 | | 0 | 27 | 8 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.99 | 0.99 | 0.99 | | 0.99 | 0.99 | 0.99 | | 0.99 | 0.99 | 0.99 | | 0.99 | 0.99 | 0.99 | |
| PHF Volume: | 51 | 818 | 0 | | 5 | 400 | 33 | | 54 | 54 | 108 | | 0 | 27 | 8 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 51 | 818 | 0 | | 5 | 400 | 33 | | 54 | 54 | 108 | | 0 | 27 | 8 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 51 | 818 | 0 | | 5 | 400 | 33 | | 54 | 54 | 108 | | 0 | 27 | 8 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.91 | 1.00 | | 0.95 | 0.91 | 0.85 | | 0.95 | 0.86 | 0.86 | | 1.00 | 0.92 | 0.92 | |
| Lanes: | 1.00 | 3.00 | 1.00 | | 1.00 | 3.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.54 | 0.46 | |
| Final Sat.: | 1805 | 5187 | 1900 | | 1805 | 5187 | 1615 | | 1805 | 1625 | 1625 | | 1900 | 2690 | 797 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.16 | 0.00 | | 0.00 | 0.08 | 0.02 | | 0.03 | 0.03 | 0.07 | | 0.00 | 0.01 | 0.01 | |
| Crit Moves: | | **** | | | **** | | | | | | **** | | **** | | | |
| Green/Cycle: | 0.17 | 0.61 | 0.00 | | 0.00 | 0.46 | 0.65 | | 0.19 | 0.26 | 0.26 | | 0.00 | 0.07 | 0.07 | |
| Volume/Cap: | 0.17 | 0.26 | 0.00 | | 0.26 | 0.17 | 0.03 | | 0.15 | 0.13 | 0.26 | | 0.00 | 0.15 | 0.15 | |
| Delay/Veh: | 36.1 | 9.0 | 0.0 | | 56.0 | 16.0 | 6.3 | | 33.8 | 28.5 | 29.7 | | 0.0 | 44.4 | 44.4 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 36.1 | 9.0 | 0.0 | | 56.0 | 16.0 | 6.3 | | 33.8 | 28.5 | 29.7 | | 0.0 | 44.4 | 44.4 | |
| LOS by Move: | D | A | A | | E | B | A | | C | C | C | | A | D | D | |
| HCM2kAvgQ: | 1 | 4 | 0 | | 0 | 3 | 0 | | 1 | 1 | 3 | | 0 | 1 | 1 | |

Note: Queue reported is the number of cars per lane.

PM Existing Plus CD Thu May 7, 2009 15:55:03 Page 27-1

Folsom South of US-50 Annexation
Existing Plus CD PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #25 Prairie City Rd/ High School

Cycle (sec): 100 Critical Vol./Cap. (X): 0.441
Loss Time (sec): 12 Average Delay (sec/veh): 16.1
Optimal Cycle: 37 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 2 | 1 0 | 2 | 0 | 2 | 1 0 | 2 | 0 | 0 | 1 1 | 1 | 0 | 0 | 1 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 88 | 1201 | 20 | | 43 | 1244 | 9 | | 239 | 1 | 177 | | 31 | 1 | 45 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 88 | 1201 | 20 | | 43 | 1244 | 9 | | 239 | 1 | 177 | | 31 | 1 | 45 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.90 | 0.90 | 0.90 | | 0.90 | 0.90 | 0.90 | | 0.90 | 0.90 | 0.90 | | 0.90 | 0.90 | 0.90 | |
| PHF Volume: | 98 | 1334 | 22 | | 48 | 1382 | 10 | | 266 | 1 | 197 | | 34 | 1 | 50 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 98 | 1334 | 22 | | 48 | 1382 | 10 | | 266 | 1 | 197 | | 34 | 1 | 50 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 98 | 1334 | 22 | | 48 | 1382 | 10 | | 266 | 1 | 197 | | 34 | 1 | 50 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.91 | 0.91 | | 0.92 | 0.91 | 0.91 | | 0.92 | 0.85 | 0.85 | | 0.95 | 0.85 | 0.85 | |
| Lanes: | 2.00 | 2.95 | 0.05 | | 2.00 | 2.98 | 0.02 | | 2.00 | 0.01 | 1.99 | | 1.00 | 0.04 | 1.96 | |
| Final Sat.: | 3502 | 5092 | 85 | | 3502 | 5145 | 37 | | 3502 | 18 | 3216 | | 1805 | 70 | 3171 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.26 | 0.26 | | 0.01 | 0.27 | 0.27 | | 0.08 | 0.06 | 0.06 | | 0.02 | 0.02 | 0.02 | |
| Crit Moves: | **** | | | | | **** | | | **** | | | | | **** | | |
| Green/Cycle: | 0.06 | 0.64 | 0.64 | | 0.03 | 0.61 | 0.61 | | 0.17 | 0.16 | 0.16 | | 0.05 | 0.04 | 0.04 | |
| Volume/Cap: | 0.44 | 0.41 | 0.41 | | 0.41 | 0.44 | 0.44 | | 0.44 | 0.39 | 0.39 | | 0.39 | 0.44 | 0.44 | |
| Delay/Veh: | 46.5 | 8.9 | 8.9 | | 49.7 | 10.5 | 10.5 | | 37.6 | 38.2 | 38.2 | | 48.8 | 49.9 | 49.9 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 46.5 | 8.9 | 8.9 | | 49.7 | 10.5 | 10.5 | | 37.6 | 38.2 | 38.2 | | 48.8 | 49.9 | 49.9 | |
| LOS by Move: | D | A | A | | D | B | B | | D | D | D | | D | D | D | |
| HCM2kAvgQ: | 1 | 7 | 7 | | 1 | 8 | 8 | | 4 | 3 | 3 | | 2 | 1 | 1 | |

Note: Queue reported is the number of cars per lane.





PM Existing Plus CD Thu May 7, 2009 15:55:03 Page 28-1

Folsom South of US-50 Annexation
Existing Plus CD PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #26 East Bidwell / Placerville Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.746
Loss Time (sec): 6 Average Delay (sec/veh): 10.0
Optimal Cycle: 48 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 | 2 | 1 0 | 1 | 0 | 3 | 0 0 | 0 | 0 | 0 | 0 0 | 0 | 0 | 0 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 2631 | 0 | | 0 | 1977 | 0 | | 0 | 0 | 0 | | 0 | 0 | 250 | |
| Growth Adj: | 1.00 | 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 | 2631 | 0 | | 0 | 1977 | 0 | | 0 | 0 | 0 | | 0 | 0 | 250 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 0 | 2799 | 0 | | 0 | 2103 | 0 | | 0 | 0 | 0 | | 0 | 0 | 266 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 2799 | 0 | | 0 | 2103 | 0 | | 0 | 0 | 0 | | 0 | 0 | 266 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 0 | 2799 | 0 | | 0 | 2103 | 0 | | 0 | 0 | 0 | | 0 | 0 | 266 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.91 | 0.91 | | 1.00 | 0.91 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.87 | |
| Lanes: | 0.00 | 3.00 | 0.00 | | 1.00 | 3.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 1.00 | |
| Final Sat.: | 0 | 5187 | 0 | | 1900 | 5187 | 0 | | 0 | 0 | 0 | | 0 | 0 | 1644 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.54 | 0.00 | | 0.00 | 0.41 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.16 | |
| Crit Moves: | | **** | | | **** | | | | | | | | | | **** | |
| Green/Cycle: | 0.00 | 0.72 | 0.00 | | 0.00 | 0.72 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.22 | |
| Volume/Cap: | 0.00 | 0.75 | 0.00 | | 0.00 | 0.56 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.75 | |
| Delay/Veh: | 0.0 | 9.2 | 0.0 | | 0.0 | 6.6 | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 45.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 9.2 | 0.0 | | 0.0 | 6.6 | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 45.0 | |
| LOS by Move: | A | A | A | | A | A | A | | A | A | A | | A | A | D | |
| HCM2kAvgQ: | 0 | 19 | 0 | | 0 | 11 | 0 | | 0 | 0 | 0 | | 0 | 0 | 9 | |

Note: Queue reported is the number of cars per lane.

PM Existing Plus CD Thu May 7, 2009 15:55:03 Page 29-1

Folsom South of US-50 Annexation
Existing Plus CD PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #27 Prairie City Rd/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.333
Loss Time (sec): 9 Average Delay (sec/veh): 19.9
Optimal Cycle: 27 Level of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Permitted | | | Permitted | | | Protected | | | Protected | | |
| Rights: | Include | | | Ovl | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 2 | 0 | 2 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 243 | 0 | 469 | 348 | 477 | 0 | 0 | 311 | 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: | 0 | 0 | 0 | 243 | 0 | 469 | 348 | 477 | 0 | 0 | 311 | 52 |
| User Adj: | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 0 | 226 | 0 | 436 | 324 | 444 | 0 | 0 | 289 | 48 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 226 | 0 | 436 | 324 | 444 | 0 | 0 | 289 | 48 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 0 | 0 | 0 | 226 | 0 | 436 | 324 | 444 | 0 | 0 | 289 | 48 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 0.77 | 1.00 | 0.75 | 0.92 | 0.95 | 1.00 | 1.00 | 0.91 | 0.85 |
| Lanes: | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 2.00 | 2.00 | 2.00 | 0.00 | 0.00 | 3.00 | 1.00 |
| Final Sat.: | 0 | 0 | 0 | 1461 | 0 | 2842 | 3502 | 3610 | 0 | 0 | 5187 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.15 | 0.00 | 0.15 | 0.09 | 0.12 | 0.00 | 0.00 | 0.06 | 0.03 |
| Crit Moves: | | | | **** | | | **** | | | | **** | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | 0.46 | 0.00 | 0.74 | 0.28 | 0.45 | 0.00 | 0.00 | 0.17 | 0.17 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.33 | 0.00 | 0.21 | 0.33 | 0.28 | 0.00 | 0.00 | 0.33 | 0.18 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 17.2 | 0.0 | 4.0 | 28.9 | 17.6 | 0.0 | 0.0 | 36.9 | 36.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 17.2 | 0.0 | 4.0 | 28.9 | 17.6 | 0.0 | 0.0 | 36.9 | 36.0 |
| LOS by Move: | A | A | A | B | A | A | C | B | A | A | D | D |
| HCM2kAvgQ: | 0 | 0 | 0 | 4 | 0 | 2 | 4 | 4 | 0 | 0 | 3 | 1 |

Note: Queue reported is the number of cars per lane.





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Folsom South of US-50 Annexation
Existing Plus CD PM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #28 Scott Rd (South)/ White Rock Rd

Average Delay (sec/veh): 4.2 Worst Case Level Of Service: D[ 28.6]

| 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 | 3 | 0 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | | | |
| Base Vol: | 45 | 0 | 80 | | 0 | 0 | 0 | | 0 | 585 | 86 | | 218 | 358 | 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: | 45 | 0 | 80 | | 0 | 0 | 0 | | 0 | 585 | 86 | | 218 | 358 | 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: | 0.96 | 0.96 | 0.96 | | 0.96 | 0.96 | 0.96 | | 0.96 | 0.96 | 0.96 | | 0.96 | 0.96 | 0.96 | | | |
| PHF Volume: | 47 | 0 | 83 | | 0 | 0 | 0 | | 0 | 609 | 90 | | 227 | 373 | 0 | | | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | | |
| FinalVolume: | 47 | 0 | 83 | | 0 | 0 | 0 | | 0 | 609 | 90 | | 227 | 373 | 0 | | | |
| Critical Gap Module: | | | | | | | | | | | | | | | | | | |
| Critical Gp: | 6.8 | 6.5 | 6.9 | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | 4.1 | xxxx | xxxxx | | | | | |
| FollowUpTim: | 3.5 | 4.0 | 3.3 | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | 2.2 | xxxx | xxxxx | | | | | |
| Capacity Module: | | | | | | | | | | | | | | | | | | |
| Cnflict Vol: | 1233 | 1481 | 349 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | | 699 | xxxx | xxxxx | | | | | |
| Potent Cap.: | 172 | 127 | 653 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | | 907 | xxxx | xxxxx | | | | | |
| Move Cap.: | 139 | 95 | 653 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | | 907 | xxxx | xxxxx | | | | | |
| Volume/Cap: | 0.34 | 0.00 | 0.13 | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | | 0.25 | xxxx | xxxx | | | | | |
| Level Of Service Module: | | | | | | | | | | | | | | | | | | |
| 2Way95thQ: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | | 1.0 | xxxx | xxxxx | | | | | |
| Control Del: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | 10.3 | xxxx | xxxxx | | | | | |
| LOS by Move: | * | * | * | * | * | * | * | * | * | | B | * | * | | | | | |
| Movement: | LT - | LTR - | RT | LT - | LTR - | RT | LT - | LTR - | RT | | LT - | LTR - | RT | | | | | |
| Shared Cap.: | xxxx | 280 | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | | xxxx | xxxx | xxxxx | | | | | |
| SharedQueue: | xxxxx | 2.3 | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | | | | |
| Shrd ConDel: | xxxxx | 28.6 | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | | | | |
| Shared LOS: | * | D | * | * | * | * | * | * | * | | * | * | * | | | | | |
| ApproachDel: | 28.6 | | | xxxxxx | | | xxxxxx | | | | xxxxxx | | | | | | | |
| ApproachLOS: | D | | | * | | | * | | | | * | | | | | | | |

Note: Queue reported is the number of cars per lane.

PM Existing Plus CD Thu May 7, 2009 15:55:03 Page 31-1

Folsom South of US-50 Annexation
Existing Plus CD PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #29 Scott Rd (North)/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.489
Loss Time (sec): 9 Average Delay (sec/veh): 23.1
Optimal Cycle: 34 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Permitted | | | Permitted | | | Protected | | | Protected | | |
| Rights: | Include | | | Ovl | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 0 0 | 1 | 0 0 | 0 1 | 0 1 | 1 | 2 0 | 2 | 0 0 | 0 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 2 | 0 | 211 | 1 | 192 | 425 | 289 | 0 | 0 | 355 | 240 |
| Growth Adj: | 1.00 | 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 | 2 | 0 | 211 | 1 | 192 | 425 | 289 | 0 | 0 | 355 | 240 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| PHF Volume: | 0 | 2 | 0 | 220 | 1 | 200 | 443 | 301 | 0 | 0 | 370 | 250 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 2 | 0 | 220 | 1 | 200 | 443 | 301 | 0 | 0 | 370 | 250 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 2 | 0 | 220 | 1 | 200 | 443 | 301 | 0 | 0 | 370 | 250 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 0.71 | 0.71 | 0.71 | 0.92 | 0.95 | 1.00 | 1.00 | 0.91 | 0.85 |
| Lanes: | 0.00 | 1.00 | 0.00 | 1.00 | 0.01 | 1.99 | 2.00 | 2.00 | 0.00 | 0.00 | 3.00 | 1.00 |
| Final Sat.: | 0 | 1900 | 0 | 1343 | 14 | 2672 | 3502 | 3610 | 0 | 0 | 5187 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.16 | 0.07 | 0.07 | 0.13 | 0.08 | 0.00 | 0.00 | 0.07 | 0.15 |
| Crit Moves: | | | | **** | | | **** | | | | | **** |
| Green/Cycle: | 0.00 | 0.33 | 0.00 | 0.33 | 0.33 | 0.59 | 0.26 | 0.58 | 0.00 | 0.00 | 0.32 | 0.32 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.49 | 0.22 | 0.13 | 0.49 | 0.14 | 0.00 | 0.00 | 0.23 | 0.49 |
| Delay/Veh: | 0.0 | 22.2 | 0.0 | 26.9 | 24.0 | 9.0 | 31.9 | 9.9 | 0.0 | 0.0 | 25.2 | 28.4 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 22.2 | 0.0 | 26.9 | 24.0 | 9.0 | 31.9 | 9.9 | 0.0 | 0.0 | 25.2 | 28.4 |
| LOS by Move: | A | C | A | C | C | A | C | A | A | A | C | C |
| HCM2kAvgQ: | 0 | 0 | 0 | 6 | 2 | 1 | 6 | 2 | 0 | 0 | 3 | 6 |

Note: Queue reported is the number of cars per lane.





PM Existing Plus CD Thu May 7, 2009 15:55:03 Page 32-1

Folsom South of US-50 Annexation
Existing Plus CD PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #30 Placerville Rd/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.245
Loss Time (sec): 12 Average Delay (sec/veh): 12.9
Optimal Cycle: 29 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Split Phase | | | Split Phase | | | Protected | | | Protected | | |
| Rights: | Include | | | Ovl | | | Ovl | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 0 0 | 0 | 0 1 | 1 1 | 0 | 0 1 | 1 0 | 2 | 0 1 | 1 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 2 | 235 | 0 | 5 | 7 | 365 | 1 | 0 | 619 | 157 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 2 | 235 | 0 | 5 | 7 | 365 | 1 | 0 | 619 | 157 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| PHF Volume: | 0 | 0 | 2 | 267 | 0 | 6 | 8 | 415 | 1 | 0 | 703 | 178 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 2 | 267 | 0 | 6 | 8 | 415 | 1 | 0 | 703 | 178 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 0 | 0 | 2 | 267 | 0 | 6 | 8 | 415 | 1 | 0 | 703 | 178 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 1.00 | 0.87 | 0.95 | 1.00 | 0.85 | 0.95 | 0.95 | 0.85 | 1.00 | 0.91 | 0.85 |
| Lanes: | 0.00 | 0.00 | 1.00 | 2.00 | 0.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 3.00 | 1.00 |
| Final Sat.: | 0 | 0 | 1644 | 3618 | 0 | 1615 | 1805 | 3610 | 1615 | 1900 | 5187 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.07 | 0.00 | 0.00 | 0.00 | 0.11 | 0.00 | 0.00 | 0.14 | 0.11 |
| Crit Moves: | | | **** | **** | | | **** | | | | **** | |
| Green/Cycle: | 0.00 | 0.00 | 0.01 | 0.30 | 0.00 | 0.32 | 0.02 | 0.57 | 0.58 | 0.00 | 0.55 | 0.86 |
| Volume/Cap: | 0.00 | 0.00 | 0.24 | 0.24 | 0.00 | 0.01 | 0.24 | 0.20 | 0.00 | 0.00 | 0.24 | 0.13 |
| Delay/Veh: | 0.0 | 0.0 | 62.8 | 26.4 | 0.0 | 23.2 | 52.3 | 10.4 | 8.9 | 0.0 | 11.5 | 1.2 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 62.8 | 26.4 | 0.0 | 23.2 | 52.3 | 10.4 | 8.9 | 0.0 | 11.5 | 1.2 |
| LOS by Move: | A | A | E | C | A | C | D | B | A | A | B | A |
| HCM2kAvgQ: | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 4 | 1 |

Note: Queue reported is the number of cars per lane.

PM Existing Plus CD Thu May 7, 2009 15:55:03 Page 33-1

Folsom South of US-50 Annexation
Existing Plus CD PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #31 Empire Ranch Rd/ North Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.361
Loss Time (sec): 12 Average Delay (sec/veh): 25.0
Optimal Cycle: 33 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 1 | 0 1 | 2 | 0 | 1 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 233 | 73 | | 246 | 214 | 142 | | 195 | 11 | 0 | | 87 | 9 | 320 | |
| Growth Adj: | 1.00 | 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 | 233 | 73 | | 246 | 214 | 142 | | 195 | 11 | 0 | | 87 | 9 | 320 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 0 | 248 | 78 | | 262 | 228 | 151 | | 207 | 12 | 0 | | 93 | 10 | 340 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 248 | 78 | | 262 | 228 | 151 | | 207 | 12 | 0 | | 93 | 10 | 340 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 0 | 248 | 78 | | 262 | 228 | 151 | | 207 | 12 | 0 | | 93 | 10 | 340 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.97 | 0.91 | 0.85 | | 0.92 | 0.91 | 0.85 | | 0.92 | 1.00 | 1.00 | | 0.92 | 1.00 | 0.85 | |
| Lanes: | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 1.00 | 1.00 | | 2.00 | 1.00 | 1.00 | |
| Final Sat.: | 3686 | 5187 | 1615 | | 3502 | 5187 | 1615 | | 3502 | 1900 | 1900 | | 3502 | 1900 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.05 | 0.05 | | 0.07 | 0.04 | 0.09 | | 0.06 | 0.01 | 0.00 | | 0.03 | 0.01 | 0.21 | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | | **** | |
| Green/Cycle: | 0.00 | 0.13 | 0.57 | | 0.21 | 0.34 | 0.50 | | 0.16 | 0.10 | 0.00 | | 0.44 | 0.38 | 0.58 | |
| Volume/Cap: | 0.00 | 0.36 | 0.08 | | 0.36 | 0.13 | 0.19 | | 0.36 | 0.06 | 0.00 | | 0.06 | 0.01 | 0.36 | |
| Delay/Veh: | 0.0 | 39.9 | 9.7 | | 34.3 | 22.9 | 13.7 | | 37.5 | 40.7 | 0.0 | | 16.2 | 19.5 | 11.2 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 39.9 | 9.7 | | 34.3 | 22.9 | 13.7 | | 37.5 | 40.7 | 0.0 | | 16.2 | 19.5 | 11.2 | |
| LOS by Move: | A | D | A | | C | C | B | | D | D | A | | B | B | B | |
| HCM2kAvgQ: | 0 | 2 | 1 | | 3 | 2 | 2 | | 3 | 0 | 0 | | 1 | 0 | 6 | |

Note: Queue reported is the number of cars per lane.





PM Existing Plus CD Thu May 7, 2009 15:55:03 Page 34-1

Folsom South of US-50 Annexation
Existing Plus CD PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #32 Prairie City Rd/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.508
Loss Time (sec): 9 Average Delay (sec/veh): 18.1
Optimal Cycle: 35 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 0 | 2 | 0 | 3 | 0 1 | 2 | 0 | 0 | 0 2 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 609 | 203 | | 740 | 804 | 0 | | 0 | 0 | 0 | | 223 | 0 | 638 | |
| Growth Adj: | 1.00 | 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 | 609 | 203 | | 740 | 804 | 0 | | 0 | 0 | 0 | | 223 | 0 | 638 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 0 | 648 | 216 | | 787 | 855 | 0 | | 0 | 0 | 0 | | 237 | 0 | 679 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 648 | 216 | | 787 | 855 | 0 | | 0 | 0 | 0 | | 237 | 0 | 679 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 0 | 648 | 216 | | 787 | 855 | 0 | | 0 | 0 | 0 | | 237 | 0 | 679 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.91 | 0.85 | | 0.92 | 0.91 | 1.00 | | 0.97 | 0.91 | 1.00 | | 0.60 | 1.00 | 0.75 | |
| Lanes: | 0.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 0.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 0.00 | 2.00 | |
| Final Sat.: | 0 | 5187 | 1615 | | 3502 | 5187 | 0 | | 3686 | 5187 | 1900 | | 2296 | 0 | 2842 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.12 | 0.13 | | 0.22 | 0.16 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.10 | 0.00 | 0.24 | |
| Crit Moves: | | | **** | | **** | | | | | | | | **** | | | |
| Green/Cycle: | 0.00 | 0.26 | 0.26 | | 0.44 | 0.71 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.20 | 0.00 | 0.65 | |
| Volume/Cap: | 0.00 | 0.47 | 0.51 | | 0.51 | 0.23 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.51 | 0.00 | 0.37 | |
| Delay/Veh: | 0.0 | 31.3 | 32.3 | | 20.3 | 5.2 | 0.0 | | 0.0 | 0.0 | 0.0 | | 36.3 | 0.0 | 8.3 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 31.3 | 32.3 | | 20.3 | 5.2 | 0.0 | | 0.0 | 0.0 | 0.0 | | 36.3 | 0.0 | 8.3 | |
| LOS by Move: | A | C | C | | C | A | A | | A | A | A | | D | A | A | |
| HCM2kAvgQ: | 0 | 6 | 6 | | 9 | 3 | 0 | | 0 | 0 | 0 | | 3 | 0 | 5 | |

Note: Queue reported is the number of cars per lane.

PM Existing Plus CD Thu May 7, 2009 15:55:03 Page 35-1

Folsom South of US-50 Annexation
Existing Plus CD PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #33 Oak Ave Pkwy/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.507
Loss Time (sec): 12 Average Delay (sec/veh): 25.1
Optimal Cycle: 41 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Ovl | | | Ovl | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 2 | 0 2 | 0 1 | 2 | 0 2 | 0 1 | 2 | 0 2 | 0 1 | 2 | 0 2 | 0 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 78 | 223 | 67 | 280 | 333 | 240 | 307 | 661 | 168 | 79 | 475 | 436 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 78 | 223 | 67 | 280 | 333 | 240 | 307 | 661 | 168 | 79 | 475 | 436 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 83 | 237 | 71 | 298 | 354 | 255 | 327 | 703 | 179 | 84 | 505 | 464 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 83 | 237 | 71 | 298 | 354 | 255 | 327 | 703 | 179 | 84 | 505 | 464 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 83 | 237 | 71 | 298 | 354 | 255 | 327 | 703 | 179 | 84 | 505 | 464 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.95 | 0.85 | 0.92 | 0.95 | 0.85 | 0.92 | 0.95 | 0.85 | 0.92 | 0.95 | 0.85 |
| Lanes: | 2.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 |
| Final Sat.: | 3502 | 3610 | 1615 | 3502 | 3610 | 1615 | 3502 | 3610 | 1615 | 3502 | 3610 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.07 | 0.04 | 0.09 | 0.10 | 0.16 | 0.09 | 0.19 | 0.11 | 0.02 | 0.14 | 0.29 |
| Crit Moves: | | **** | | **** | | | **** | | | | | **** |
| Green/Cycle: | 0.06 | 0.13 | 0.19 | 0.17 | 0.24 | 0.42 | 0.18 | 0.52 | 0.58 | 0.06 | 0.40 | 0.57 |
| Volume/Cap: | 0.41 | 0.51 | 0.23 | 0.51 | 0.41 | 0.37 | 0.51 | 0.38 | 0.19 | 0.38 | 0.35 | 0.51 |
| Delay/Veh: | 46.8 | 41.5 | 34.4 | 38.6 | 32.4 | 20.1 | 37.4 | 14.5 | 10.2 | 46.0 | 21.2 | 13.7 |
| 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: | 46.8 | 41.5 | 34.4 | 38.6 | 32.4 | 20.1 | 37.4 | 14.5 | 10.2 | 46.0 | 21.2 | 13.7 |
| LOS by Move: | D | D | C | D | C | C | D | B | B | D | C | B |
| HCM2kAvgQ: | 2 | 4 | 2 | 4 | 5 | 5 | 5 | 7 | 3 | 1 | 5 | 8 |

Note: Queue reported is the number of cars per lane.





PM Existing Plus CD Thu May 7, 2009 15:55:03 Page 36-1

Folsom South of US-50 Annexation
Existing Plus CD PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #34 RowberryDr/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.571
Loss Time (sec): 12 Average Delay (sec/veh): 17.6
Optimal Cycle: 46 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Split Phase | | | Split Phase | | | Protected | | | Protected | | |
| Rights: | Include | | | Ovl | | | Ovl | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 0 | 0 1! | 0 0 | 1 | 1 0 | 0 1 | 2 | 0 2 | 0 1 | 1 | 0 2 | 0 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 625 | 0 | 29 | 117 | 891 | 0 | 0 | 961 | 512 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 625 | 0 | 29 | 117 | 891 | 0 | 0 | 961 | 512 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 0 | 0 | 0 | 665 | 0 | 31 | 124 | 948 | 0 | 0 | 1022 | 545 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 665 | 0 | 31 | 124 | 948 | 0 | 0 | 1022 | 545 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 0 | 0 | 0 | 665 | 0 | 31 | 124 | 948 | 0 | 0 | 1022 | 545 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 0.85 | 0.92 | 0.95 | 1.00 | 1.00 | 0.95 | 0.85 |
| Lanes: | 0.00 | 1.00 | 0.00 | 2.00 | 0.00 | 1.00 | 2.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 0 | 1900 | 0 | 3618 | 0 | 1615 | 3502 | 3610 | 1900 | 1900 | 3610 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.18 | 0.00 | 0.02 | 0.04 | 0.26 | 0.00 | 0.00 | 0.28 | 0.34 |
| Crit Moves: | | | | **** | | | **** | | | | **** | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | 0.32 | 0.00 | 0.38 | 0.06 | 0.56 | 0.00 | 0.00 | 0.50 | 0.82 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.57 | 0.00 | 0.05 | 0.57 | 0.47 | 0.00 | 0.00 | 0.57 | 0.41 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 28.9 | 0.0 | 19.4 | 49.2 | 13.4 | 0.0 | 0.0 | 18.2 | 2.7 |
| 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: | 0.0 | 0.0 | 0.0 | 28.9 | 0.0 | 19.4 | 49.2 | 13.4 | 0.0 | 0.0 | 18.2 | 2.7 |
| LOS by Move: | A | A | A | C | A | B | D | B | A | A | B | A |
| HCM2kAvgQ: | 0 | 0 | 0 | 8 | 0 | 1 | 2 | 9 | 0 | 0 | 11 | 5 |

Note: Queue reported is the number of cars per lane.

PM Existing Plus CD Thu May 7, 2009 15:55:03 Page 37-1

Folsom South of US-50 Annexation
Existing Plus CD PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #35 1st St/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.575
Loss Time (sec): 12 Average Delay (sec/veh): 25.4
Optimal Cycle: 46 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Ovl | | | | Include | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 2 | 1 | 0 | 1 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 247 | 60 | 0 | | 228 | 98 | 318 | | 273 | 837 | 337 | | 0 | 706 | 162 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 247 | 60 | 0 | | 228 | 98 | 318 | | 273 | 837 | 337 | | 0 | 706 | 162 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 263 | 64 | 0 | | 243 | 104 | 338 | | 290 | 890 | 359 | | 0 | 751 | 172 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 263 | 64 | 0 | | 243 | 104 | 338 | | 290 | 890 | 359 | | 0 | 751 | 172 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 263 | 64 | 0 | | 243 | 104 | 338 | | 290 | 890 | 359 | | 0 | 751 | 172 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 1.00 | 1.00 | | 0.95 | 1.00 | 0.85 | | 0.95 | 0.87 | 0.87 | | 1.00 | 0.91 | 0.85 | |
| Lanes: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 2.14 | 0.86 | | 1.00 | 3.00 | 1.00 | |
| Final Sat.: | 1805 | 1900 | 0 | | 1805 | 1900 | 1615 | | 1805 | 3539 | 1425 | | 1900 | 5187 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.15 | 0.03 | 0.00 | | 0.13 | 0.05 | 0.21 | | 0.16 | 0.25 | 0.25 | | 0.00 | 0.14 | 0.11 | |
| Crit Moves: | **** | | | | | **** | | | **** | | | | | **** | | |
| Green/Cycle: | 0.25 | 0.07 | 0.00 | | 0.28 | 0.10 | 0.38 | | 0.28 | 0.53 | 0.53 | | 0.00 | 0.25 | 0.53 | |
| Volume/Cap: | 0.58 | 0.48 | 0.00 | | 0.48 | 0.58 | 0.56 | | 0.58 | 0.47 | 0.47 | | 0.00 | 0.58 | 0.20 | |
| Delay/Veh: | 34.4 | 47.5 | 0.0 | | 30.8 | 47.8 | 25.9 | | 32.5 | 14.8 | 14.8 | | 0.0 | 33.4 | 12.5 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 34.4 | 47.5 | 0.0 | | 30.8 | 47.8 | 25.9 | | 32.5 | 14.8 | 14.8 | | 0.0 | 33.4 | 12.5 | |
| LOS by Move: | C | D | A | | C | D | C | | C | B | B | | A | C | B | |
| HCM2kAvgQ: | 8 | 3 | 0 | | 7 | 4 | 9 | | 7 | 9 | 9 | | 0 | 7 | 3 | |

Note: Queue reported is the number of cars per lane.





PM Existing Plus CD Thu May 7, 2009 15:55:03 Page 38-1

Folsom South of US-50 Annexation
Existing Plus CD PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #36 2nd St/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.456
Loss Time (sec): 12 Average Delay (sec/veh): 24.7
Optimal Cycle: 38 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 0 | 1 | 0 | 2 | 0 | 1 | 0 | 1 | 0 | 2 | 1 | 0 | 1 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 57 | 26 | | 324 | 90 | 230 | | 201 | 827 | 0 | | 35 | 660 | 238 | |
| Growth Adj: | 1.00 | 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 | 57 | 26 | | 324 | 90 | 230 | | 201 | 827 | 0 | | 35 | 660 | 238 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 0 | 61 | 28 | | 345 | 96 | 245 | | 214 | 880 | 0 | | 37 | 702 | 253 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 61 | 28 | | 345 | 96 | 245 | | 214 | 880 | 0 | | 37 | 702 | 253 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 0 | 61 | 28 | | 345 | 96 | 245 | | 214 | 880 | 0 | | 37 | 702 | 253 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.95 | 0.95 | | 0.92 | 1.00 | 0.85 | | 0.95 | 0.91 | 0.91 | | 0.95 | 0.91 | 0.85 | |
| Lanes: | 1.00 | 0.69 | 0.31 | | 2.00 | 1.00 | 1.00 | | 1.00 | 3.00 | 0.00 | | 1.00 | 3.00 | 1.00 | |
| Final Sat.: | 1900 | 1243 | 567 | | 3502 | 1900 | 1615 | | 1805 | 5187 | 0 | | 1805 | 5187 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.05 | 0.05 | | 0.10 | 0.05 | 0.15 | | 0.12 | 0.17 | 0.00 | | 0.02 | 0.14 | 0.16 | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.00 | 0.11 | 0.11 | | 0.22 | 0.32 | 0.32 | | 0.26 | 0.50 | 0.00 | | 0.06 | 0.30 | 0.51 | |
| Volume/Cap: | 0.00 | 0.46 | 0.46 | | 0.46 | 0.16 | 0.47 | | 0.46 | 0.34 | 0.00 | | 0.34 | 0.46 | 0.31 | |
| Delay/Veh: | 0.0 | 43.6 | 43.6 | | 34.5 | 24.3 | 27.7 | | 31.8 | 15.3 | 0.0 | | 46.9 | 28.8 | 14.3 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 43.6 | 43.6 | | 34.5 | 24.3 | 27.7 | | 31.8 | 15.3 | 0.0 | | 46.9 | 28.8 | 14.3 | |
| LOS by Move: | A | D | D | | C | C | C | | C | B | A | | D | C | B | |
| HCM2kAvgQ: | 0 | 3 | 3 | | 5 | 2 | 6 | | 5 | 6 | 0 | | 1 | 6 | 4 | |

Note: Queue reported is the number of cars per lane.

PM Existing Plus CD Thu May 7, 2009 15:55:03 Page 39-1

Folsom South of US-50 Annexation
Existing Plus CD PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #37 3rd St/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.528
Loss Time (sec): 12 Average Delay (sec/veh): 22.6
Optimal Cycle: 43 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Include | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 1 | 0 | 1 | 2 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 3 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | | |
| Base Vol: | 89 | 12 | 140 | | 305 | 16 | 183 | | 57 | 1071 | 116 | | 132 | 746 | 142 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 89 | 12 | 140 | | 305 | 16 | 183 | | 57 | 1071 | 116 | | 132 | 746 | 142 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 95 | 13 | 149 | | 324 | 17 | 195 | | 61 | 1139 | 123 | | 140 | 794 | 151 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 95 | 13 | 149 | | 324 | 17 | 195 | | 61 | 1139 | 123 | | 140 | 794 | 151 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 95 | 13 | 149 | | 324 | 17 | 195 | | 61 | 1139 | 123 | | 140 | 794 | 151 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 1.00 | 0.85 | | 0.92 | 1.00 | 0.85 | | 0.95 | 0.90 | 0.90 | | 0.95 | 0.91 | 0.85 | |
| Lanes: | 1.00 | 1.00 | 1.00 | | 2.00 | 1.00 | 1.00 | | 1.00 | 2.71 | 0.29 | | 1.00 | 3.00 | 1.00 | |
| Final Sat.: | 1805 | 1900 | 1615 | | 3502 | 1900 | 1615 | | 1805 | 4610 | 499 | | 1805 | 5187 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.05 | 0.01 | 0.09 | | 0.09 | 0.01 | 0.12 | | 0.03 | 0.25 | 0.25 | | 0.08 | 0.15 | 0.09 | |
| Crit Moves: | **** | | | | | | **** | | | **** | | | **** | | | |
| Green/Cycle: | 0.10 | 0.04 | 0.18 | | 0.23 | 0.16 | 0.28 | | 0.11 | 0.47 | 0.47 | | 0.15 | 0.50 | 0.73 | |
| Volume/Cap: | 0.53 | 0.19 | 0.50 | | 0.41 | 0.05 | 0.44 | | 0.30 | 0.53 | 0.53 | | 0.53 | 0.30 | 0.13 | |
| Delay/Veh: | 45.7 | 48.2 | 38.2 | | 33.1 | 35.3 | 30.5 | | 41.8 | 19.0 | 19.0 | | 41.4 | 14.5 | 4.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 45.7 | 48.2 | 38.2 | | 33.1 | 35.3 | 30.5 | | 41.8 | 19.0 | 19.0 | | 41.4 | 14.5 | 4.0 | |
| LOS by Move: | D | D | D | | C | D | C | | D | B | B | | D | B | A | |
| HCM2kAvgQ: | 4 | 1 | 5 | | 5 | 0 | 5 | | 2 | 10 | 10 | | 4 | 5 | 1 | |

Note: Queue reported is the number of cars per lane.





PM Existing Plus CD Thu May 7, 2009 15:55:03 Page 40-1

Folsom South of US-50 Annexation
Existing Plus CD PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #38 Scott Rd (North)/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.870
Loss Time (sec): 12 Average Delay (sec/veh): 36.9
Optimal Cycle: 97 Level Of Service: D

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 3 | 0 | 1 | 2 | 0 | 3 | 0 | 1 | 2 | 0 | 3 | 0 | 1 | |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 213 | 817 | 59 | | 640 | 668 | 400 | | 1054 | 248 | 214 | | 171 | 407 | 266 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 213 | 817 | 59 | | 640 | 668 | 400 | | 1054 | 248 | 214 | | 171 | 407 | 266 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 227 | 869 | 63 | | 681 | 711 | 426 | | 1121 | 264 | 228 | | 182 | 433 | 283 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 227 | 869 | 63 | | 681 | 711 | 426 | | 1121 | 264 | 228 | | 182 | 433 | 283 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 227 | 869 | 63 | | 681 | 711 | 426 | | 1121 | 264 | 228 | | 182 | 433 | 283 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.91 | 0.85 | | 0.92 | 0.91 | 0.85 | | 0.92 | 0.91 | 0.85 | | 0.92 | 0.91 | 0.85 | |
| Lanes: | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | |
| Final Sat.: | 3502 | 5187 | 1615 | | 3502 | 5187 | 1615 | | 3502 | 5187 | 1615 | | 3502 | 5187 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.06 | 0.17 | 0.04 | | 0.19 | 0.14 | 0.26 | | 0.32 | 0.05 | 0.14 | | 0.05 | 0.08 | 0.18 | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.13 | 0.19 | 0.38 | | 0.22 | 0.28 | 0.65 | | 0.37 | 0.28 | 0.41 | | 0.19 | 0.10 | 0.32 | |
| Volume/Cap: | 0.48 | 0.87 | 0.10 | | 0.87 | 0.48 | 0.40 | | 0.87 | 0.18 | 0.34 | | 0.28 | 0.87 | 0.55 | |
| Delay/Veh: | 40.9 | 47.5 | 20.0 | | 47.8 | 30.1 | 8.5 | | 36.0 | 27.7 | 20.6 | | 35.0 | 59.8 | 29.3 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 40.9 | 47.5 | 20.0 | | 47.8 | 30.1 | 8.5 | | 36.0 | 27.7 | 20.6 | | 35.0 | 59.8 | 29.3 | |
| LOS by Move: | D | D | C | | D | C | A | | D | C | C | | D | E | C | |
| HCM2kAvgQ: | 3 | 10 | 1 | | 11 | 6 | 6 | | 18 | 2 | 5 | | 3 | 8 | 8 | |

Note: Queue reported is the number of cars per lane.

PM Existing Plus CD Thu May 7, 2009 15:55:03 Page 41-1

Folsom South of US-50 Annexation
Existing Plus CD PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #39 4th St/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.294
Loss Time (sec): 12 Average Delay (sec/veh): 27.4
Optimal Cycle: 31 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Include | | | Include | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 0 | 1 0 | 1 | 1 0 | 1 0 | 1 | 2 0 | 2 1 | 0 | 1 0 | 3 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 49 | 86 | 46 | 48 | 121 | 29 | 357 | 308 | 80 | 51 | 261 | 113 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 49 | 86 | 46 | 48 | 121 | 29 | 357 | 308 | 80 | 51 | 261 | 113 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 52 | 91 | 49 | 51 | 129 | 31 | 380 | 328 | 85 | 54 | 278 | 120 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 52 | 91 | 49 | 51 | 129 | 31 | 380 | 328 | 85 | 54 | 278 | 120 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 52 | 91 | 49 | 51 | 129 | 31 | 380 | 328 | 85 | 54 | 278 | 120 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 1.00 | 0.85 | 0.95 | 1.00 | 0.85 | 0.92 | 0.88 | 0.88 | 0.95 | 0.91 | 0.85 |
| Lanes: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 2.38 | 0.62 | 1.00 | 3.00 | 1.00 |
| Final Sat.: | 1805 | 1900 | 1615 | 1805 | 1900 | 1615 | 3502 | 3990 | 1036 | 1805 | 5187 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.05 | 0.03 | 0.03 | 0.07 | 0.02 | 0.11 | 0.08 | 0.08 | 0.03 | 0.05 | 0.07 |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | |
| Green/Cycle: | 0.10 | 0.21 | 0.35 | 0.12 | 0.23 | 0.23 | 0.37 | 0.40 | 0.40 | 0.15 | 0.18 | 0.30 |
| Volume/Cap: | 0.29 | 0.23 | 0.09 | 0.23 | 0.29 | 0.08 | 0.29 | 0.20 | 0.20 | 0.20 | 0.29 | 0.24 |
| Delay/Veh: | 42.8 | 33.3 | 21.5 | 40.2 | 32.1 | 30.3 | 22.5 | 19.4 | 19.4 | 37.8 | 35.5 | 26.4 |
| 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: | 42.8 | 33.3 | 21.5 | 40.2 | 32.1 | 30.3 | 22.5 | 19.4 | 19.4 | 37.8 | 35.5 | 26.4 |
| LOS by Move: | D | C | C | D | C | C | C | B | B | D | D | C |
| HCM2kAvgQ: | 2 | 2 | 1 | 2 | 3 | 1 | 4 | 3 | 3 | 2 | 3 | 3 |

Note: Queue reported is the number of cars per lane.





PM Existing Plus CD Thu May 7, 2009 15:55:03 Page 42-1

Folsom South of US-50 Annexation
Existing Plus CD PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #40 Placerville Rd/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.237
Loss Time (sec): 12 Average Delay (sec/veh): 12.0
Optimal Cycle: 29 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Ovl | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 0 | 0 | 1 0 | 1 0 | 1 0 | 1 | 2 0 | 1 1 | 0 | 1 0 | 1 1 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 70 | 24 | 0 | 0 | 0 | 1 | 384 | 17 | 30 | 425 | 83 |
| Growth Adj: | 1.00 | 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 | 70 | 24 | 0 | 0 | 0 | 1 | 384 | 17 | 30 | 425 | 83 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 0 | 74 | 26 | 0 | 0 | 0 | 1 | 409 | 18 | 32 | 452 | 88 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 74 | 26 | 0 | 0 | 0 | 1 | 409 | 18 | 32 | 452 | 88 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 0 | 74 | 26 | 0 | 0 | 0 | 1 | 409 | 18 | 32 | 452 | 88 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 0.96 | 0.96 | 1.00 | 1.00 | 1.00 | 0.92 | 0.94 | 0.94 | 0.95 | 0.93 | 0.93 |
| Lanes: | 1.00 | 0.74 | 0.26 | 1.00 | 1.00 | 1.00 | 2.00 | 1.92 | 0.08 | 1.00 | 1.67 | 0.33 |
| Final Sat.: | 1900 | 1361 | 467 | 1900 | 1900 | 1900 | 3502 | 3436 | 152 | 1805 | 2948 | 576 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.05 | 0.05 | 0.00 | 0.00 | 0.00 | 0.00 | 0.12 | 0.12 | 0.02 | 0.15 | 0.15 |
| Crit Moves: | | **** | | | | | **** | | | | **** | |
| Green/Cycle: | 0.00 | 0.23 | 0.23 | 0.00 | 0.00 | 0.00 | 0.00 | 0.56 | 0.56 | 0.08 | 0.65 | 0.65 |
| Volume/Cap: | 0.00 | 0.24 | 0.24 | 0.00 | 0.00 | 0.00 | 0.24 | 0.21 | 0.21 | 0.21 | 0.24 | 0.24 |
| Delay/Veh: | 0.0 | 31.6 | 31.6 | 0.0 | 0.0 | 0.0 | 75.4 | 10.8 | 10.8 | 43.4 | 7.4 | 7.4 |
| 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: | 0.0 | 31.6 | 31.6 | 0.0 | 0.0 | 0.0 | 75.4 | 10.8 | 10.8 | 43.4 | 7.4 | 7.4 |
| LOS by Move: | A | C | C | A | A | A | E | B | B | D | A | A |
| HCM2kAvgQ: | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 3 | 3 | 1 | 4 | 4 |

Note: Queue reported is the number of cars per lane.

PM Existing Plus CD Thu May 7, 2009 15:55:03 Page 43-1

Folsom South of US-50 Annexation
Existing Plus CD PM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #41 Hillside Dr/ Easton Valley Pkwy

Average Delay (sec/veh): 4.9 Worst Case Level Of Service: C[ 21.1]

| 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 | | | | Ignore | | | | Include | | | | Ignore | | | |
| Lanes: | 0 | 0 | 0 | 0 0 | 1 | 0 | 0 | 0 1 | 1 | 0 | 1 | 0 0 | 0 | 0 | 1 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | | 113 | 0 | 205 | | 130 | 178 | 0 | | 0 | 282 | 51 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 0 | 0 | 0 | | 113 | 0 | 205 | | 130 | 178 | 0 | | 0 | 282 | 51 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.00 | |
| PHF Volume: | 0 | 0 | 0 | | 120 | 0 | 0 | | 138 | 189 | 0 | | 0 | 300 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| FinalVolume: | 0 | 0 | 0 | | 120 | 0 | 0 | | 138 | 189 | 0 | | 0 | 300 | 0 | |
| Critical Gap Module: | | | | | | | | | | | | | | | | |
| Critical Gp: | xxxxx | xxxx | xxxxx | | 6.4 | xxxx | 6.2 | | 4.1 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | |
| FollowUpTim: | xxxxx | xxxx | xxxxx | | 3.5 | xxxx | 3.3 | | 2.2 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | |
| Capacity Module: | | | | | | | | | | | | | | | | |
| Cnflict Vol: | xxxx | xxxx | xxxxx | | 766 | xxxx | 300 | | 300 | xxxx | xxxxx | xxxx | xxxx | xxxxx | | |
| Potent Cap.: | xxxx | xxxx | xxxxx | | 374 | xxxx | 744 | | 1273 | xxxx | xxxxx | xxxx | xxxx | xxxxx | | |
| Move Cap.: | xxxx | xxxx | xxxxx | | 343 | xxxx | 744 | | 1273 | xxxx | xxxxx | xxxx | xxxx | xxxxx | | |
| Volume/Cap: | xxxx | xxxx | xxxx | | 0.35 | xxxx | 0.00 | | 0.11 | xxxx | xxxx | xxxx | xxxx | xxxx | | |
| Level Of Service Module: | | | | | | | | | | | | | | | | |
| 2Way95thQ: | xxxx | xxxx | xxxxx | | 1.5 | xxxx | xxxxx | | 0.4 | xxxx | xxxxx | xxxx | xxxx | xxxxx | | |
| Control Del: | xxxxx | xxxx | xxxxx | | 21.1 | xxxx | xxxxx | | 8.2 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | |
| LOS by Move: | * | * | * | | C | * | * | | A | * | * | * | * | * | | |
| Movement: | LT - | LTR - | RT | | LT - | LTR - | RT | | LT - | LTR - | RT | | LT - | LTR - | RT | |
| Shared Cap.: | xxxx | xxxx | xxxxx | | xxxx | xxxx | xxxxx | | xxxx | xxxx | xxxxx | | xxxx | xxxx | xxxxx | |
| SharedQueue: | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | |
| Shrd ConDel: | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | |
| Shared LOS: | * | * | * | | * | * | * | | * | * | * | | * | * | * | |
| ApproachDel: | xxxxxx | | | | 21.1 | | | | xxxxxx | | | | xxxxxx | | | |
| ApproachLOS: | * | | | | C | | | | * | | | | * | | | |

Note: Queue reported is the number of cars per lane.





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Folsom South of US-50 Annexation
Existing Plus CD PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #42 Empire Ranch Rd/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.170
Loss Time (sec): 12 Average Delay (sec/veh): 14.0
Optimal Cycle: 27 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Split Phase | | | | Split Phase | | | |
| Rights: | Include | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 2 | 1 0 | 1 | 0 | 3 | 0 1 | 1 | 1 | 0 | 0 1 | 0 | 1 | 0 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 24 | 98 | 0 | | 0 | 95 | 206 | | 208 | 0 | 27 | | 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: | 24 | 98 | 0 | | 0 | 95 | 206 | | 208 | 0 | 27 | | 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: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 26 | 104 | 0 | | 0 | 101 | 219 | | 221 | 0 | 29 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 26 | 104 | 0 | | 0 | 101 | 219 | | 221 | 0 | 29 | | 0 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 26 | 104 | 0 | | 0 | 101 | 219 | | 221 | 0 | 29 | | 0 | 0 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.91 | 0.91 | | 1.00 | 0.91 | 0.85 | | 0.95 | 1.00 | 0.85 | | 1.00 | 1.00 | 1.00 | |
| Lanes: | 1.00 | 3.00 | 0.00 | | 1.00 | 3.00 | 1.00 | | 2.00 | 0.00 | 1.00 | | 0.00 | 1.00 | 1.00 | |
| Final Sat.: | 1805 | 5187 | 0 | | 1900 | 5187 | 1615 | | 3618 | 0 | 1615 | | 0 | 1900 | 1900 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.02 | 0.00 | | 0.00 | 0.02 | 0.14 | | 0.06 | 0.00 | 0.02 | | 0.00 | 0.00 | 0.00 | |
| Crit Moves: | **** | | | | | | **** | | **** | | | | | | | |
| Green/Cycle: | 0.08 | 0.52 | 0.00 | | 0.00 | 0.44 | 0.80 | | 0.36 | 0.00 | 0.44 | | 0.00 | 0.00 | 0.00 | |
| Volume/Cap: | 0.17 | 0.04 | 0.00 | | 0.00 | 0.04 | 0.17 | | 0.17 | 0.00 | 0.04 | | 0.00 | 0.00 | 0.00 | |
| Delay/Veh: | 43.2 | 11.7 | 0.0 | | 0.0 | 16.1 | 2.4 | | 21.9 | 0.0 | 15.9 | | 0.0 | 0.0 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 43.2 | 11.7 | 0.0 | | 0.0 | 16.1 | 2.4 | | 21.9 | 0.0 | 15.9 | | 0.0 | 0.0 | 0.0 | |
| LOS by Move: | D | B | A | | A | B | A | | C | A | B | | A | A | A | |
| HCM2kAvgQ: | 1 | 1 | 0 | | 0 | 1 | 2 | | 2 | 0 | 0 | | 0 | 0 | 0 | |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Existing Plus CD PM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #43 Prairie City Rd/Middle Rd

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: B[ 12.2]

| 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 | 2 | 1 0 | 1 | 0 | 3 | 0 0 | 0 | 0 | 0 | 0 0 | 1 | 0 | 0 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 692 | | 6 | 40 | 933 | | 0 | 0 | | 0 | 0 | 5 | | 0 | 28 |
| Growth Adj: | 1.00 | 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 | 692 | | 6 | 40 | 933 | | 0 | 0 | | 0 | 0 | 5 | | 0 | 28 |
| User Adj: | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 |
| PHF Volume: | 0 | 736 | | 6 | 43 | 993 | | 0 | 0 | | 0 | 0 | 5 | | 0 | 30 |
| Reduct Vol: | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 |
| FinalVolume: | 0 | 736 | | 6 | 43 | 993 | | 0 | 0 | | 0 | 0 | 5 | | 0 | 30 |
| Critical Gap Module: | | | | | | | | | | | | | | | | |
| Critical Gp: | xxxxx | xxxx | xxxxx | | 4.1 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | 6.8 | xxxx | | 6.9 |
| FollowUpTim: | xxxxx | xxxx | xxxxx | | 2.2 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | 3.5 | xxxx | | 3.3 |
| Capacity Module: | | | | | | | | | | | | | | | | |
| Cnflict Vol: | xxxx | xxxx | xxxxx | | 743 | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | 1155 | xxxx | | 249 |
| Potent Cap.: | xxxx | xxxx | xxxxx | | 874 | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | 193 | xxxx | | 758 |
| Move Cap.: | xxxx | xxxx | xxxxx | | 874 | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | 186 | xxxx | | 758 |
| Volume/Cap: | xxxx | xxxx | | xxxx | 0.05 | xxxx | | xxxx | xxxx | xxxx | | xxxx | 0.03 | xxxx | | 0.04 |
| Level Of Service Module: | | | | | | | | | | | | | | | | |
| 2Way95thQ: | xxxx | xxxx | xxxxx | | 0.2 | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | 0.1 | xxxx | | 0.1 |
| Control Del: | xxxxx | xxxx | xxxxx | | 9.3 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | 24.9 | xxxx | | 9.9 |
| LOS by Move: | * | * | | * | A | * | | * | * | | * | | C | * | | A |
| Movement: | LT - | LTR - | | RT | LT - | LTR - | | RT | LT - | LTR - | | RT | LT - | LTR - | | RT |
| Shared Cap.: | xxxx | xxxx | xxxxx | | xxxx | xxxx | xxxxx | | xxxx | xxxx | xxxxx | | xxxx | xxxx | xxxxx | |
| SharedQueue: | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | |
| Shrd ConDel: | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | |
| Shared LOS: | * | * | * | | * | * | * | | * | * | * | | * | * | * | |
| ApproachDel: | xxxxxx | | | | xxxxxx | | | | xxxxxx | | | | 12.2 | | | |
| ApproachLOS: | * | | | | * | | | | * | | | | B | | | |

Note: Queue reported is the number of cars per lane.





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Folsom South of US-50 Annexation
Existing Plus CD PM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #44 Oak Ave Pkwy/Middle Rd

Average Delay (sec/veh): 2.4 Worst Case Level Of Service: D[ 26.2]

| 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 | | | | Ignore | | | | Include | | | |
| Lanes: | 1 | 0 | 1 | 1 0 | 1 | 0 | 1 | 1 0 | 1 | 0 | 1 | 0 1 | 1 | 0 | 0 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 38 | 292 | | 6 | 58 | 480 | | 41 | 43 | | 3 | 42 | 5 | | 2 | 33 |
| Growth Adj: | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| Initial Bse: | 38 | 292 | | 6 | 58 | 480 | | 41 | 43 | | 3 | 42 | 5 | | 2 | 33 |
| User Adj: | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 0.00 | 1.00 | | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | | 0.94 | 0.00 | 0.94 | | 0.94 | 0.94 |
| PHF Volume: | 40 | 311 | | 6 | 62 | 511 | | 44 | 46 | | 3 | 0 | 5 | | 2 | 35 |
| Reduct Vol: | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 |
| FinalVolume: | 40 | 311 | | 6 | 62 | 511 | | 44 | 46 | | 3 | 0 | 5 | | 2 | 35 |
| Critical Gap Module: | | | | | | | | | | | | | | | | |
| Critical Gp: | 4.1 | xxxx | xxxxx | | 4.1 | xxxx | xxxxx | | 7.5 | 6.5 | | 6.9 | 7.5 | 6.5 | | 6.9 |
| FollowUpTim: | 2.2 | xxxx | xxxxx | | 2.2 | xxxx | xxxxx | | 3.5 | 4.0 | | 3.3 | 3.5 | 4.0 | | 3.3 |
| Capacity Module: | | | | | | | | | | | | | | | | |
| Cnflict Vol: | 554 | xxxx | xxxxx | | 317 | xxxx | xxxxx | | 893 | 1054 | | 277 | 775 | 1072 | | 159 |
| Potent Cap.: | 1026 | xxxx | xxxxx | | 1254 | xxxx | xxxxx | | 239 | 228 | | 726 | 291 | 222 | | 865 |
| Move Cap.: | 1026 | xxxx | xxxxx | | 1254 | xxxx | xxxxx | | 213 | 208 | | 726 | 269 | 203 | | 865 |
| Volume/Cap: | 0.04 | xxxx | | xxxx | 0.05 | xxxx | | xxxx | 0.21 | 0.02 | | 0.00 | 0.02 | 0.01 | | 0.04 |
| Level Of Service Module: | | | | | | | | | | | | | | | | |
| 2Way95thQ: | 0.1 | xxxx | xxxxx | | 0.2 | xxxx | xxxxx | | 0.8 | 0.0 | xxxxx | | 0.1 | xxxx | xxxxx | |
| Control Del: | 8.7 | xxxx | xxxxx | | 8.0 | xxxx | xxxxx | | 26.5 | 22.6 | xxxxx | | 18.7 | xxxx | xxxxx | |
| LOS by Move: | A | * | | * | A | * | | * | D | C | | * | C | * | | * |
| Movement: | LT - | LTR - | | RT | LT - | LTR - | | RT | LT - | LTR - | | RT | LT - | LTR - | | RT |
| Shared Cap.: | xxxx | xxxx | xxxxx | | xxxx | xxxx | xxxxx | | xxxx | xxxx | xxxxx | | xxxx | xxxx | | 729 |
| SharedQueue: | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | | 0.2 |
| Shrd ConDel: | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | | 10.2 |
| Shared LOS: | * | * | * | | * | * | * | | * | * | * | | * | * | | B |
| ApproachDel: | xxxxxx | | | | xxxxxx | | | | 26.2 | | | | 11.3 | | | |
| ApproachLOS: | * | | | | * | | | | D | | | | B | | | |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Existing Plus CD PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #45 Scott Rd (North)/ Street "B"

Cycle (sec): 100 Critical Vol./Cap. (X): 0.711
Loss Time (sec): 12 Average Delay (sec/veh): 31.5
Optimal Cycle: 61 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 | 0 3 | 0 1 | 1 | 0 3 | 0 1 | 1 | 0 0 | 1 0 | 1 | 0 0 | 1 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 48 | 829 | 56 | 425 | 615 | 12 | 26 | 69 | 61 | 72 | 66 | 234 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 48 | 829 | 56 | 425 | 615 | 12 | 26 | 69 | 61 | 72 | 66 | 234 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 51 | 882 | 60 | 452 | 654 | 13 | 28 | 73 | 65 | 77 | 70 | 249 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 51 | 882 | 60 | 452 | 654 | 13 | 28 | 73 | 65 | 77 | 70 | 249 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 51 | 882 | 60 | 452 | 654 | 13 | 28 | 73 | 65 | 77 | 70 | 249 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.91 | 0.85 | 0.95 | 0.91 | 0.85 | 0.95 | 0.93 | 0.93 | 0.95 | 0.88 | 0.88 |
| Lanes: | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 | 1.00 | 0.53 | 0.47 | 1.00 | 0.22 | 0.78 |
| Final Sat.: | 1805 | 5187 | 1615 | 1805 | 5187 | 1615 | 1805 | 938 | 829 | 1805 | 369 | 1309 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.17 | 0.04 | 0.25 | 0.13 | 0.01 | 0.02 | 0.08 | 0.08 | 0.04 | 0.19 | 0.19 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green/Cycle: | 0.11 | 0.24 | 0.24 | 0.35 | 0.48 | 0.48 | 0.02 | 0.19 | 0.19 | 0.10 | 0.27 | 0.27 |
| Volume/Cap: | 0.26 | 0.71 | 0.15 | 0.71 | 0.26 | 0.02 | 0.71 | 0.42 | 0.42 | 0.42 | 0.71 | 0.71 |
| Delay/Veh: | 41.6 | 36.8 | 30.3 | 31.8 | 15.4 | 13.5 | 95.3 | 36.7 | 36.7 | 43.7 | 38.4 | 38.4 |
| 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: | 41.6 | 36.8 | 30.3 | 31.8 | 15.4 | 13.5 | 95.3 | 36.7 | 36.7 | 43.7 | 38.4 | 38.4 |
| LOS by Move: | D | D | C | C | B | B | F | D | D | D | D | D |
| HCM2kAvgQ: | 1 | 9 | 1 | 12 | 4 | 0 | 2 | 4 | 4 | 3 | 10 | 10 |

Note: Queue reported is the number of cars per lane.





PM Existing Plus CD Thu May 7, 2009 15:55:03 Page 48-1

Folsom South of US-50 Annexation
Existing Plus CD PM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #46 East Rd/Street "B"

Cycle (sec): 100 Critical Vol./Cap. (X): 0.739
Loss Time (sec): 12 Average Delay (sec/veh): 16.1
Optimal Cycle: 0 Level Of Service: C

| 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 0 | 1 0 | 1 | 0 0 | 1 0 | 1 | 0 0 | 1 0 | 1 | 0 0 | 1 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 67 | 65 | 10 | 36 | 94 | 57 | 41 | 307 | 120 | 8 | 177 | 45 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 67 | 65 | 10 | 36 | 94 | 57 | 41 | 307 | 120 | 8 | 177 | 45 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 71 | 69 | 11 | 38 | 100 | 61 | 44 | 327 | 128 | 9 | 188 | 48 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 71 | 69 | 11 | 38 | 100 | 61 | 44 | 327 | 128 | 9 | 188 | 48 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 71 | 69 | 11 | 38 | 100 | 61 | 44 | 327 | 128 | 9 | 188 | 48 |
| 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 | 0.87 | 0.13 | 1.00 | 0.62 | 0.38 | 1.00 | 0.72 | 0.28 | 1.00 | 0.80 | 0.20 |
| Final Sat.: | 450 | 422 | 65 | 460 | 318 | 193 | 543 | 442 | 173 | 507 | 448 | 114 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.16 | 0.16 | 0.16 | 0.08 | 0.31 | 0.31 | 0.08 | 0.74 | 0.74 | 0.02 | 0.42 | 0.42 |
| Crit Moves: | | | **** | | | **** | | | **** | | | **** |
| Delay/Veh: | 11.3 | 10.7 | 10.7 | 10.6 | 11.9 | 11.9 | 9.7 | 22.2 | 22.2 | 9.6 | 12.9 | 12.9 |
| 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: | 11.3 | 10.7 | 10.7 | 10.6 | 11.9 | 11.9 | 9.7 | 22.2 | 22.2 | 9.6 | 12.9 | 12.9 |
| LOS by Move: | B | B | B | B | B | B | A | C | C | A | B | B |
| ApproachDel: | 11.0 | | | 11.6 | | | 21.1 | | | 12.8 | | |
| Delay Adj: | 1.00 | | | 1.00 | | | 1.00 | | | 1.00 | | |
| ApprAdjDel: | 11.0 | | | 11.6 | | | 21.1 | | | 12.8 | | |
| LOS by Appr: | B | | | B | | | C | | | B | | |
| AllWayAvgQ: | 0.2 | 0.2 | 0.2 | 0.1 | 0.4 | 0.4 | 0.1 | 2.3 | 2.3 | 0.0 | 0.6 | 0.6 |

Note: Queue reported is the number of cars per lane.

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PM Existing Plus CD        Thu May 7, 2009 15:55:03                 Page 49-1
-------------------------------------------------------------------------------
                        Folsom South of US-50 Annexation
                              Existing Plus CD PM
-------------------------------------------------------------------------------
                      Level Of Service Computation Report
              2000 HCM Unsignalized Method (Base Volume Alternative)
*******************************************************************************
Intersection #47 Prairie City Rd/Street "A"
*******************************************************************************
Average Delay (sec/veh):      2.5       Worst Case Level Of Service: C[ 22.2]
*******************************************************************************
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    1  0  2  0  0    0  0  0  0  0    1  0  0  0  1
------------||---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0  610    55   170  767     0     0    0     0    30    0    88
Growth Adj:  1.00 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  610    55   170  767     0     0    0     0    30    0    88
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.94 0.94  0.94  0.94 0.94  0.94  0.94 0.94  0.94  0.94 0.94  0.94
PHF Volume:     0  649    59   181  816     0     0    0     0    32    0    94
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0  649    59   181  816     0     0    0     0    32    0    94
------------||---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.8 xxxx   6.9
FollowUpTim:xxxxx xxxx xxxxx   2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5 xxxx   3.3
------------||---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx   707 xxxx xxxxx  xxxx xxxx xxxxx  1448 xxxx   354
Potent Cap.: xxxx xxxx xxxxx   900 xxxx xxxxx  xxxx xxxx xxxxx   124 xxxx   648
Move Cap.:   xxxx xxxx xxxxx   900 xxxx xxxxx  xxxx xxxx xxxxx   105 xxxx   648
Volume/Cap:  xxxx xxxx  xxxx  0.20 xxxx  xxxx  xxxx xxxx  xxxx  0.30 xxxx  0.14
------------||---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx   0.7 xxxx xxxxx  xxxx xxxx xxxxx   1.2 xxxx   0.5
Control Del:xxxxx xxxx xxxxx  10.0 xxxx xxxxx xxxxx xxxx xxxxx  53.5 xxxx  11.5
LOS by Move:    *    *     *     A    *     *     *    *     *     F    *     B
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx           xxxxxx              22.2
ApproachLOS:         *                *                *                  C
*******************************************************************************
Note: Queue reported is the number of cars per lane.
*******************************************************************************
```





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PM Existing Plus CD        Thu May 7, 2009 15:55:03                 Page 50-1
-------------------------------------------------------------------------------
                        Folsom South of US-50 Annexation
                              Existing Plus CD PM
-------------------------------------------------------------------------------
                      Level Of Service Computation Report
              2000 HCM 4-Way Stop Method (Base Volume Alternative)
*******************************************************************************
Intersection #48 Oak Ave Pkwy/Street "A"
*******************************************************************************
Cycle (sec):          100                Critical Vol./Cap. (X):          0.494
Loss Time (sec):       12                Average Delay (sec/veh):         13.9
Optimal Cycle:          0                Level Of Service:                   B
*******************************************************************************
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  0  1  0    1  0  0  1  0
------------||---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      51  175    87   130  260   106    64   89    41    88  129   101
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   51  175    87   130  260   106    64   89    41    88  129   101
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.94 0.94  0.94  0.94 0.94  0.94  0.94 0.94  0.94  0.94 0.94  0.94
PHF Volume:    54  186    93   138  277   113    68   95    44    94  137   107
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   54  186    93   138  277   113    68   95    44    94  137   107
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
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:   54  186    93   138  277   113    68   95    44    94  137   107
------------||---------------||---------------||---------------||---------------|
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 1.34  0.66  1.00 1.42  0.58  1.00 0.68  0.32  1.00 0.56  0.44
Final Sat.:   414  599   311   443  684   289   422  317   146   442  278   217
------------||---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.13 0.31  0.30  0.31 0.40  0.39  0.16 0.30  0.30  0.21 0.49  0.49
Crit Moves:       ****             ****             ****             ****
Delay/Veh:   12.1 13.5  12.8  13.9 14.5  13.8  12.2 12.9  12.9  12.5 15.9  15.9
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:  12.1 13.5  12.8  13.9 14.5  13.8  12.2 12.9  12.9  12.5 15.9  15.9
LOS by Move:    B    B     B     B    B     B     B    B     B     B    C     C
ApproachDel:      13.1             14.2             12.6             14.9
Delay Adj:        1.00             1.00             1.00             1.00
ApprAdjDel:       13.1             14.2             12.6             14.9
LOS by Appr:         B                B                B                B
AllWayAvgQ:   0.1  0.4   0.4   0.4  0.6   0.6   0.2  0.4   0.4   0.2  0.8   0.8
*******************************************************************************
Note: Queue reported is the number of cars per lane.
*******************************************************************************
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PM Existing Plus CD Thu May 7, 2009 15:55:03 Page 51-1

Folsom South of US-50 Annexation
Existing Plus CD PM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #49 West Rd/Street "A"

Cycle (sec): 100 Critical Vol./Cap. (X): 0.480
Loss Time (sec): 9 Average Delay (sec/veh): 11.7
Optimal Cycle: 0 Level Of Service: B

| 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: | Ignore | | | | Ignore | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Lanes: | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 4 | 10 | 12 | | 146 | 18 | 165 | | 140 | 200 | 5 | | 18 | 206 | 91 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 4 | 10 | 12 | | 146 | 18 | 165 | | 140 | 200 | 5 | | 18 | 206 | 91 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 4 | 11 | 0 | | 155 | 19 | 0 | | 149 | 213 | 5 | | 19 | 219 | 97 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 4 | 11 | 0 | | 155 | 19 | 0 | | 149 | 213 | 5 | | 19 | 219 | 97 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 4 | 11 | 0 | | 155 | 19 | 0 | | 149 | 213 | 5 | | 19 | 219 | 97 | |
| 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: | 0.29 | 0.71 | 1.00 | | 0.89 | 0.11 | 1.00 | | 1.00 | 0.98 | 0.02 | | 1.00 | 0.69 | 0.31 | |
| Final Sat.: | 140 | 350 | 552 | | 456 | 56 | 607 | | 586 | 625 | 16 | | 576 | 457 | 202 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.03 | 0.00 | | 0.34 | 0.34 | 0.00 | | 0.25 | 0.34 | 0.34 | | 0.03 | 0.48 | 0.48 | |
| Crit Moves: | | **** | | | **** | | | | | | **** | | | **** | | |
| Delay/Veh: | 9.6 | 9.6 | 0.0 | | 12.5 | 12.5 | 0.0 | | 10.7 | 10.9 | 10.9 | | 9.0 | 12.7 | 12.7 | |
| Delay Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 9.6 | 9.6 | 0.0 | | 12.5 | 12.5 | 0.0 | | 10.7 | 10.9 | 10.9 | | 9.0 | 12.7 | 12.7 | |
| LOS by Move: | A | A | * | | B | B | * | | B | B | B | | A | B | B | |
| ApproachDel: | 9.6 | | | | 12.5 | | | | 10.8 | | | | 12.5 | | | |
| Delay Adj: | 1.00 | | | | 1.00 | | | | 1.00 | | | | 1.00 | | | |
| ApprAdjDel: | 9.6 | | | | 12.5 | | | | 10.8 | | | | 12.5 | | | |
| LOS by Appr: | A | | | | B | | | | B | | | | B | | | |
| AllWayAvgQ: | 0.0 | 0.0 | 0.0 | | 0.4 | 0.4 | 0.0 | | 0.3 | 0.5 | 0.5 | | 0.0 | 0.8 | 0.8 | |

Note: Queue reported is the number of cars per lane.

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PM Existing Plus CD Thu May 7, 2009 15:55:03 Page 52-1

Folsom South of US-50 Annexation
Existing Plus CD PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #50 Scott Rd (North)/ Street "A"

Cycle (sec): 100 Critical Vol./Cap. (X): 0.582
Loss Time (sec): 12 Average Delay (sec/veh): 29.0
Optimal Cycle: 47 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 2 | 0 | 1 | 1 | 0 | 2 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 1 0 1 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 29 | 611 | 73 | | 231 | 398 | 196 | | 162 | 159 | 38 | | 47 | 108 | 152 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 29 | 611 | 73 | | 231 | 398 | 196 | | 162 | 159 | 38 | | 47 | 108 | 152 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 31 | 650 | 78 | | 246 | 423 | 209 | | 172 | 169 | 40 | | 50 | 115 | 162 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 31 | 650 | 78 | | 246 | 423 | 209 | | 172 | 169 | 40 | | 50 | 115 | 162 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 31 | 650 | 78 | | 246 | 423 | 209 | | 172 | 169 | 40 | | 50 | 115 | 162 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.95 | 0.85 | | 0.95 | 0.95 | 0.85 | | 0.95 | 1.00 | 0.85 | | 0.95 | 1.00 | 0.85 | |
| Lanes: | 1.00 | 2.00 | 1.00 | | 1.00 | 2.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Final Sat.: | 1805 | 3610 | 1615 | | 1805 | 3610 | 1615 | | 1805 | 1900 | 1615 | | 1805 | 1900 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.18 | 0.05 | | 0.14 | 0.12 | 0.13 | | 0.10 | 0.09 | 0.03 | | 0.03 | 0.06 | 0.10 | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | | **** | |
| Green/Cycle: | 0.06 | 0.31 | 0.31 | | 0.23 | 0.48 | 0.48 | | 0.16 | 0.26 | 0.26 | | 0.08 | 0.17 | 0.17 | |
| Volume/Cap: | 0.27 | 0.58 | 0.16 | | 0.58 | 0.24 | 0.27 | | 0.58 | 0.35 | 0.10 | | 0.35 | 0.35 | 0.58 | |
| Delay/Veh: | 45.9 | 29.8 | 25.2 | | 36.0 | 15.4 | 15.7 | | 41.5 | 30.8 | 28.5 | | 45.0 | 37.1 | 41.2 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 45.9 | 29.8 | 25.2 | | 36.0 | 15.4 | 15.7 | | 41.5 | 30.8 | 28.5 | | 45.0 | 37.1 | 41.2 | |
| LOS by Move: | D | C | C | | D | B | B | | D | C | C | | D | D | D | |
| HCM2kAvgQ: | 1 | 9 | 2 | | 7 | 4 | 4 | | 6 | 4 | 1 | | 2 | 3 | 5 | |

Note: Queue reported is the number of cars per lane.

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PM Existing Plus CD Thu May 7, 2009 15:55:03 Page 53-1

Folsom South of US-50 Annexation
Existing Plus CD PM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #51 East Rd/Street "A"

Cycle (sec): 100 Critical Vol./Cap. (X): 0.453
Loss Time (sec): 12 Average Delay (sec/veh): 10.6
Optimal Cycle: 0 Level Of Service: B

| 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 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 40 | 12 | 13 | | 42 | 11 | 46 | | 54 | 261 | 31 | | 8 | 169 | 25 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 40 | 12 | 13 | | 42 | 11 | 46 | | 54 | 261 | 31 | | 8 | 169 | 25 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 43 | 13 | 14 | | 45 | 12 | 49 | | 57 | 278 | 33 | | 9 | 180 | 27 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 43 | 13 | 14 | | 45 | 12 | 49 | | 57 | 278 | 33 | | 9 | 180 | 27 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 43 | 13 | 14 | | 45 | 12 | 49 | | 57 | 278 | 33 | | 9 | 180 | 27 | |
| 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 | 0.48 | 0.52 | | 1.00 | 0.19 | 0.81 | | 1.00 | 0.89 | 0.11 | | 1.00 | 0.87 | 0.13 | |
| Final Sat.: | 509 | 278 | 301 | | 516 | 117 | 490 | | 615 | 613 | 73 | | 594 | 577 | 85 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.08 | 0.05 | 0.05 | | 0.09 | 0.10 | 0.10 | | 0.09 | 0.45 | 0.45 | | 0.01 | 0.31 | 0.31 | |
| Crit Moves: | **** | | | | | **** | | | | | **** | | | | **** | |
| Delay/Veh: | 9.8 | 8.7 | 8.7 | | 9.8 | 8.7 | 8.7 | | 9.0 | 11.9 | 11.9 | | 8.7 | 10.3 | 10.3 | |
| Delay Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 9.8 | 8.7 | 8.7 | | 9.8 | 8.7 | 8.7 | | 9.0 | 11.9 | 11.9 | | 8.7 | 10.3 | 10.3 | |
| LOS by Move: | A | A | A | | A | A | A | | A | B | B | | A | B | B | |
| ApproachDel: | 9.4 | | | | 9.2 | | | | 11.4 | | | | 10.2 | | | |
| Delay Adj: | 1.00 | | | | 1.00 | | | | 1.00 | | | | 1.00 | | | |
| ApprAdjDel: | 9.4 | | | | 9.2 | | | | 11.4 | | | | 10.2 | | | |
| LOS by Appr: | A | | | | A | | | | B | | | | B | | | |
| AllWayAvgQ: | 0.1 | 0.0 | 0.0 | | 0.1 | 0.1 | 0.1 | | 0.1 | 0.8 | 0.8 | | 0.0 | 0.4 | 0.4 | |

Note: Queue reported is the number of cars per lane.





PM Existing Plus CD Thu May 7, 2009 15:55:03 Page 54-1

Folsom South of US-50 Annexation
Existing Plus CD PM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #52 Placerville Rd/ Street "A"

Cycle (sec): 100 Critical Vol./Cap. (X): 0.342
Loss Time (sec): 12 Average Delay (sec/veh): 9.8
Optimal Cycle: 0 Level Of Service: A

| 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 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 65 | 193 | 9 | | 38 | 217 | 2 | | 2 | 14 | 63 | | 7 | 22 | 31 | |
| Growth Adj: | 1.00 | 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 | 193 | 9 | | 38 | 217 | 2 | | 2 | 14 | 63 | | 7 | 22 | 31 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 69 | 205 | 10 | | 40 | 231 | 2 | | 2 | 15 | 67 | | 7 | 23 | 33 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 69 | 205 | 10 | | 40 | 231 | 2 | | 2 | 15 | 67 | | 7 | 23 | 33 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 69 | 205 | 10 | | 40 | 231 | 2 | | 2 | 15 | 67 | | 7 | 23 | 33 | |
| 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 | 0.96 | 0.04 | | 1.00 | 0.99 | 0.01 | | 1.00 | 0.18 | 0.82 | | 1.00 | 0.42 | 0.58 | |
| Final Sat.: | 620 | 656 | 31 | | 618 | 675 | 6 | | 524 | 113 | 510 | | 520 | 249 | 351 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.11 | 0.31 | 0.31 | | 0.07 | 0.34 | 0.34 | | 0.00 | 0.13 | 0.13 | | 0.01 | 0.09 | 0.09 | |
| Crit Moves: | | **** | | | | **** | | | | **** | | | | **** | | |
| Delay/Veh: | 9.1 | 10.1 | 10.1 | | 8.8 | 10.4 | 10.4 | | 9.1 | 8.8 | 8.8 | | 9.2 | 8.8 | 8.8 | |
| Delay Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 9.1 | 10.1 | 10.1 | | 8.8 | 10.4 | 10.4 | | 9.1 | 8.8 | 8.8 | | 9.2 | 8.8 | 8.8 | |
| LOS by Move: | A | B | B | | A | B | B | | A | A | A | | A | A | A | |
| ApproachDel: | 9.8 | | | | 10.2 | | | | 8.8 | | | | 8.8 | | | |
| Delay Adj: | 1.00 | | | | 1.00 | | | | 1.00 | | | | 1.00 | | | |
| ApprAdjDel: | 9.8 | | | | 10.2 | | | | 8.8 | | | | 8.8 | | | |
| LOS by Appr: | A | | | | B | | | | A | | | | A | | | |
| AllWayAvgQ: | 0.1 | 0.4 | 0.4 | | 0.1 | 0.5 | 0.5 | | 0.0 | 0.1 | 0.1 | | 0.0 | 0.1 | 0.1 | |

Note: Queue reported is the number of cars per lane.

PM Existing Plus CD Thu May 7, 2009 15:55:03 Page 55-1

Folsom South of US-50 Annexation
Existing Plus CD PM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #53 Empire Ranch Rd/Street "A"

Average Delay (sec/veh): 0.7 Worst Case Level Of Service: A[ 9.5]

| 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 1 | 1 | 0 | 1 | 0 1 | 1 | 0 | 1 | 0 0 | 1 | 0 | 1 | 0 0 | 1 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 105 | 0 | | 0 | 87 | 36 | | 17 | 0 | 0 | | 0 | 0 | 0 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 0 | 105 | 0 | | 0 | 87 | 36 | | 17 | 0 | 0 | | 0 | 0 | 0 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 0 | 112 | 0 | | 0 | 93 | 38 | | 18 | 0 | 0 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| FinalVolume: | 0 | 112 | 0 | | 0 | 93 | 38 | | 18 | 0 | 0 | | 0 | 0 | 0 | |
| Critical Gap Module: | | | | | | | | | | | | | | | | |
| Critical Gp: | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | 6.8 | 6.5 | 6.9 | | 7.5 | 6.5 | 6.9 | |
| FollowUpTim: | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | 3.5 | 4.0 | 3.3 | | 3.5 | 4.0 | 3.3 | |
| Capacity Module: | | | | | | | | | | | | | | | | |
| Cnflict Vol: | xxxx | xxxx | xxxxx | | xxxx | xxxx | xxxxx | | 168 | 223 | 65 | | 158 | 243 | 56 | |
| Potent Cap.: | xxxx | xxxx | xxxxx | | xxxx | xxxx | xxxxx | | 812 | 679 | 991 | | 798 | 663 | 1005 | |
| Move Cap.: | xxxx | xxxx | xxxxx | | xxxx | xxxx | xxxxx | | 812 | 679 | 991 | | 798 | 663 | 1005 | |
| Volume/Cap: | xxxx | xxxx | xxxx | | xxxx | xxxx | xxxx | | 0.02 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | |
| Level Of Service Module: | | | | | | | | | | | | | | | | |
| 2Way95thQ: | xxxx | xxxx | xxxxx | | xxxx | xxxx | xxxxx | | 0.1 | xxxx | xxxxx | | xxxx | xxxx | xxxxx | |
| Control Del: | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | 9.5 | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | |
| LOS by Move: | * | * | * | | * | * | * | | A | * | * | | * | * | * | |
| Movement: | LT - | LTR - | RT | | LT - | LTR - | RT | | LT - | LTR - | RT | | LT - | LTR - | RT | |
| Shared Cap.: | xxxx | xxxx | xxxxx | | xxxx | xxxx | xxxxx | | xxxx | xxxx | 0 | | xxxx | xxxx | 0 | |
| SharedQueue: | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | |
| Shrd ConDel: | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | |
| Shared LOS: | * | * | * | | * | * | * | | * | * | * | | * | * | * | |
| ApproachDel: | xxxxxx | | | | xxxxxx | | | | 9.5 | | | | xxxxxx | | | |
| ApproachLOS: | * | | | | * | | | | A | | | | * | | | |

Note: Queue reported is the number of cars per lane.





PM Existing Plus CD Thu May 7, 2009 15:55:04 Page 56-1

Folsom South of US-50 Annexation
Existing Plus CD PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #54 Scott Rd (North)/South Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.403
Loss Time (sec): 12 Average Delay (sec/veh): 27.0
Optimal Cycle: 35 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 2 | 0 | 1 | 1 | 0 2 | 0 | 1 | 0 | 1 0 | 0 | 1 | 0 | 1 0 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 61 | 518 | 86 | | 123 | 277 | 83 | | 58 | 9 | 48 | | 78 | 9 | 137 | |
| Growth Adj: | 1.00 | 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 | 518 | 86 | | 123 | 277 | 83 | | 58 | 9 | 48 | | 78 | 9 | 137 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 65 | 551 | 91 | | 131 | 295 | 88 | | 62 | 10 | 51 | | 83 | 10 | 146 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 65 | 551 | 91 | | 131 | 295 | 88 | | 62 | 10 | 51 | | 83 | 10 | 146 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 65 | 551 | 91 | | 131 | 295 | 88 | | 62 | 10 | 51 | | 83 | 10 | 146 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.95 | 0.85 | | 0.95 | 0.95 | 0.85 | | 0.96 | 0.96 | 0.85 | | 0.96 | 0.96 | 0.85 | |
| Lanes: | 1.00 | 2.00 | 1.00 | | 1.00 | 2.00 | 1.00 | | 0.87 | 0.13 | 1.00 | | 0.90 | 0.10 | 1.00 | |
| Final Sat.: | 1805 | 3610 | 1615 | | 1805 | 3610 | 1615 | | 1576 | 245 | 1615 | | 1630 | 188 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.15 | 0.06 | | 0.07 | 0.08 | 0.05 | | 0.04 | 0.04 | 0.03 | | 0.05 | 0.05 | 0.09 | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | | **** | |
| Green/Cycle: | 0.17 | 0.38 | 0.38 | | 0.18 | 0.39 | 0.39 | | 0.10 | 0.14 | 0.14 | | 0.18 | 0.22 | 0.22 | |
| Volume/Cap: | 0.21 | 0.40 | 0.15 | | 0.40 | 0.21 | 0.14 | | 0.40 | 0.28 | 0.23 | | 0.28 | 0.23 | 0.40 | |
| Delay/Veh: | 36.0 | 23.0 | 20.6 | | 37.1 | 20.5 | 19.9 | | 43.9 | 39.1 | 38.7 | | 35.8 | 32.0 | 33.8 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 36.0 | 23.0 | 20.6 | | 37.1 | 20.5 | 19.9 | | 43.9 | 39.1 | 38.7 | | 35.8 | 32.0 | 33.8 | |
| LOS by Move: | D | C | C | | D | C | B | | D | D | D | | D | C | C | |
| HCM2kAvgQ: | 2 | 6 | 2 | | 3 | 3 | 2 | | 3 | 2 | 2 | | 3 | 2 | 4 | |

Note: Queue reported is the number of cars per lane.

PM Existing Plus CD Thu May 7, 2009 15:55:04 Page 57-1

Folsom South of US-50 Annexation
Existing Plus CD PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #55 Oak Ave Pkwy/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.258
Loss Time (sec): 9 Average Delay (sec/veh): 17.5
Optimal Cycle: 24 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Ovl | | | | Include | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 2 | 0 | 2 | 0 | 0 | |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | | 175 | 0 | 178 | | 127 | 518 | 0 | | 0 | 414 | 110 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 0 | 0 | 0 | | 175 | 0 | 178 | | 127 | 518 | 0 | | 0 | 414 | 110 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 0 | 0 | 0 | | 186 | 0 | 189 | | 135 | 551 | 0 | | 0 | 440 | 117 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 0 | 0 | | 186 | 0 | 189 | | 135 | 551 | 0 | | 0 | 440 | 117 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 0 | 0 | 0 | | 186 | 0 | 189 | | 135 | 551 | 0 | | 0 | 440 | 117 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 1.00 | 1.00 | | 0.59 | 1.00 | 0.85 | | 0.92 | 0.95 | 1.00 | | 1.00 | 0.91 | 0.85 | |
| Lanes: | 0.00 | 0.00 | 0.00 | | 2.00 | 0.00 | 1.00 | | 2.00 | 2.00 | 0.00 | | 0.00 | 3.00 | 1.00 | |
| Final Sat.: | 0 | 0 | 0 | | 2256 | 0 | 1615 | | 3502 | 3610 | 0 | | 0 | 5187 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | | 0.08 | 0.00 | 0.12 | | 0.04 | 0.15 | 0.00 | | 0.00 | 0.08 | 0.07 | |
| Crit Moves: | | | | | **** | | | | | **** | | | **** | | | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | | 0.32 | 0.00 | 0.50 | | 0.18 | 0.59 | 0.00 | | 0.00 | 0.41 | 0.41 | |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | | 0.26 | 0.00 | 0.23 | | 0.21 | 0.26 | 0.00 | | 0.00 | 0.21 | 0.18 | |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | | 25.4 | 0.0 | 14.1 | | 34.7 | 10.0 | 0.0 | | 0.0 | 19.3 | 19.1 | |
| 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: | 0.0 | 0.0 | 0.0 | | 25.4 | 0.0 | 14.1 | | 34.7 | 10.0 | 0.0 | | 0.0 | 19.3 | 19.1 | |
| LOS by Move: | A | A | A | | C | A | B | | C | A | A | | A | B | B | |
| HCM2kAvgQ: | 0 | 0 | 0 | | 2 | 0 | 3 | | 2 | 4 | 0 | | 0 | 3 | 2 | |

Note: Queue reported is the number of cars per lane.





PM Existing Plus CD Thu May 7, 2009 15:55:04 Page 58-1

Folsom South of US-50 Annexation
Existing Plus CD PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #56 Empire Ranch Rd/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.272
Loss Time (sec): 9 Average Delay (sec/veh): 5.1
Optimal Cycle: 25 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Ovl | | | | Include | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | | 78 | 0 | 9 | | 0 | 721 | 0 | | 0 | 555 | 105 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 0 | 0 | 0 | | 78 | 0 | 9 | | 0 | 721 | 0 | | 0 | 555 | 105 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 0 | 0 | 0 | | 83 | 0 | 10 | | 0 | 767 | 0 | | 0 | 590 | 112 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 0 | 0 | | 83 | 0 | 10 | | 0 | 767 | 0 | | 0 | 590 | 112 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 0 | 0 | 0 | | 83 | 0 | 10 | | 0 | 767 | 0 | | 0 | 590 | 112 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 1.00 | 1.00 | | 0.62 | 1.00 | 0.85 | | 1.00 | 0.95 | 1.00 | | 1.00 | 0.91 | 0.85 | |
| Lanes: | 0.00 | 0.00 | 0.00 | | 2.00 | 0.00 | 1.00 | | 1.00 | 2.00 | 0.00 | | 0.00 | 3.00 | 1.00 | |
| Final Sat.: | 0 | 0 | 0 | | 2344 | 0 | 1615 | | 1900 | 3610 | 0 | | 0 | 5187 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | | 0.04 | 0.00 | 0.01 | | 0.00 | 0.21 | 0.00 | | 0.00 | 0.11 | 0.07 | |
| Crit Moves: | | | | | **** | | | | | **** | | | **** | | | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | | 0.13 | 0.00 | 0.13 | | 0.00 | 0.78 | 0.00 | | 0.00 | 0.78 | 0.78 | |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | | 0.27 | 0.00 | 0.05 | | 0.00 | 0.27 | 0.00 | | 0.00 | 0.15 | 0.09 | |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | | 39.7 | 0.0 | 38.2 | | 0.0 | 3.1 | 0.0 | | 0.0 | 2.7 | 2.6 | |
| 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: | 0.0 | 0.0 | 0.0 | | 39.7 | 0.0 | 38.2 | | 0.0 | 3.1 | 0.0 | | 0.0 | 2.7 | 2.6 | |
| LOS by Move: | A | A | A | | D | A | D | | A | A | A | | A | A | A | |
| HCM2kAvgQ: | 0 | 0 | 0 | | 1 | 0 | 0 | | 0 | 3 | 0 | | 0 | 2 | 1 | |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Existing Plus CD PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #57 Hazel Blvd/ Gold Country

Cycle (sec): 100 Critical Vol./Cap. (X): 1.064
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Split Phase | | | Split Phase | | |
| Rights: | Ovl | | | Ovl | | | Ovl | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 2 | 0 3 | 0 1 | 1 | 0 3 | 0 1 | 2 | 0 0 | 1 1 | 1 | 0 0 | 1 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 144 | 2989 | 48 | 16 | 1221 | 164 | 316 | 18 | 320 | 24 | 14 | 13 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 144 | 2989 | 48 | 16 | 1221 | 164 | 316 | 18 | 320 | 24 | 14 | 13 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 144 | 2989 | 48 | 16 | 1221 | 164 | 316 | 18 | 320 | 24 | 14 | 13 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 144 | 2989 | 48 | 16 | 1221 | 164 | 316 | 18 | 320 | 24 | 14 | 13 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 144 | 2989 | 48 | 16 | 1221 | 164 | 316 | 18 | 320 | 24 | 14 | 13 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 |
| Adjustment: | 1.00 | 0.72 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 | 2.00 | 0.11 | 1.89 | 1.00 | 0.52 | 0.48 |
| Final Sat.: | 3000 | 3240 | 1500 | 1500 | 4500 | 1500 | 3000 | 160 | 2840 | 1500 | 778 | 722 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.05 | 0.92 | 0.03 | 0.01 | 0.27 | 0.11 | 0.11 | 0.11 | 0.11 | 0.02 | 0.02 | 0.02 |
| Crit Volume: | | 996 | | 16 | | | | 169 | | | | 27 |
| Crit Moves: | | **** | | **** | | | | **** | | | | **** |





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Folsom South of US-50 Annexation
Existing Plus CD PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #58 Hazel Ave/ Folsom Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.999
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Split Phase | | | Split Phase | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 | 0 0 | 1 0 | 1 | 1 0 | 1 1 | 2 | 0 1 | 1 0 | 1 | 0 1 | 0 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 38 | 254 | 10 | 397 | 1 | 239 | 590 | 637 | 5 | 7 | 339 | 864 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 38 | 254 | 10 | 397 | 1 | 239 | 590 | 637 | 5 | 7 | 339 | 864 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 38 | 254 | 10 | 397 | 1 | 239 | 590 | 637 | 5 | 7 | 339 | 864 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 38 | 254 | 10 | 397 | 1 | 239 | 590 | 637 | 5 | 7 | 339 | 864 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 38 | 254 | 10 | 397 | 1 | 239 | 590 | 637 | 5 | 7 | 339 | 864 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 |
| Adjustment: | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Lanes: | 1.00 | 0.96 | 0.04 | 2.00 | 0.01 | 1.99 | 2.00 | 1.98 | 0.02 | 1.00 | 1.00 | 1.00 |
| Final Sat.: | 1425 | 1371 | 54 | 2850 | 12 | 2838 | 2850 | 2828 | 22 | 1425 | 1425 | 1425 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.19 | 0.19 | 0.14 | 0.08 | 0.08 | 0.21 | 0.23 | 0.23 | 0.00 | 0.24 | 0.61 |
| Crit Volume: | | | 264 | 0 | | | 295 | | | | | 864 |
| Crit Moves: | | | **** | **** | | | **** | | | | | **** |

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-------------------------------------------------------------------------------
                        Folsom South of US-50 Annexation
                              Existing Plus CD PM
-------------------------------------------------------------------------------
                      Level Of Service Computation Report
              2000 HCM Unsignalized Method (Base Volume Alternative)
*******************************************************************************
Intersection #59 Grant Line Rd/ White Rock Rd
*******************************************************************************
Average Delay (sec/veh):    229.2       Worst Case Level Of Service: F[670.5]
*******************************************************************************
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  1  0  0  0    0  0  0  1  0    0  0  1! 0  0    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       9  404     0     0  706    77   401    0   220     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:    9  404     0     0  706    77   401    0   220     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:     9  404     0     0  706    77   401    0   220     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    9  404     0     0  706    77   401    0   220     0    0     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.4  6.5   6.2 xxxxx xxxx xxxxx
FollowUpTim:  2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5  4.0   3.3 xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  783 xxxx xxxxx  xxxx xxxx xxxxx  1167 1167   745  xxxx xxxx xxxxx
Potent Cap.:  844 xxxx xxxxx  xxxx xxxx xxxxx   216  195   418  xxxx xxxx xxxxx
Move Cap.:    844 xxxx xxxxx  xxxx xxxx xxxxx   214  193   418  xxxx xxxx xxxxx
Volume/Cap:  0.01 xxxx  xxxx  xxxx xxxx  xxxx  1.87 0.00  0.53  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.0 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:  9.3 xxxx xxxxx xxxxx 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
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  259 xxxxx  xxxx xxxx xxxxx
SharedQueue:  0.0 xxxx xxxxx xxxxx xxxx xxxxx xxxxx 49.9 xxxxx xxxxx xxxx xxxxx
Shrd ConDel:  9.3 xxxx xxxxx xxxxx xxxx xxxxx xxxxx  671 xxxxx xxxxx xxxx xxxxx
Shared LOS:     A    *     *     *    *     *     *    F     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx            670.5           xxxxxx
ApproachLOS:         *                *                F                *
*******************************************************************************
Note: Queue reported is the number of cars per lane.
*******************************************************************************
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-------------------------------------------------------------------------------
                        Folsom South of US-50 Annexation
                              Existing Plus CD PM
-------------------------------------------------------------------------------
                      Level Of Service Computation Report
           Circular 212 Planning Method (Base Volume Alternative)
*******************************************************************************
Intersection #60 Grantline Rd/ Sunrise Rd
*******************************************************************************
Cycle (sec):          100                Critical Vol./Cap. (X):         0.830
Loss Time (sec):        0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        134                Level Of Service:                  D
*******************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase      Protected        Protected
Rights:           Include          Include          Ovl              Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
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
Lanes:        0  0  1! 0  0    0  0  1! 0  0    1  0  1  0  1    1  0  1  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       8    2     5     8   17   745     9  303   244    12  451     5
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    8    2     5     8   17   745     9  303   244    12  451     5
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 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    2     5     8   17   745     9  303   244    12  451     5
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    8    2     5     8   17   745     9  303   244    12  451     5
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    8    2     5     8   17   745     9  303   244    12  451     5
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
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:       0.54 0.13  0.33  0.01 0.02  0.97  1.00 1.00  1.00  1.00 1.00  1.00
Final Sat.:   800  200   500    16   33  1451  1500 1500  1500  1500 1500  1500
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.01  0.01  0.51 0.51  0.51  0.01 0.20  0.16  0.01 0.30  0.00
Crit Volume:        15                770         9                   451
Crit Moves:       ****              ****      ****                  ****
*******************************************************************************
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Folsom South of US-50 Annexation
Existing Plus CD PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #65 Sunrise Blvd/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.708
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 78 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 3 | 0 | 1 | 2 | 0 | 3 | 0 | 1 | 2 | 0 | 2 | 0 | 1 | 2 | 0 | 3 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | | | | | |
| Base Vol: | 381 | 793 | 53 | | 185 | 970 | 205 | | 414 | 524 | 662 | | 153 | 362 | 249 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 381 | 793 | 53 | | 185 | 970 | 205 | | 414 | 524 | 662 | | 153 | 362 | 249 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Volume: | 381 | 793 | 53 | | 185 | 970 | 205 | | 414 | 524 | 662 | | 153 | 362 | 249 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 381 | 793 | 53 | | 185 | 970 | 205 | | 414 | 524 | 662 | | 153 | 362 | 249 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 381 | 793 | 53 | | 185 | 970 | 205 | | 414 | 524 | 662 | | 153 | 362 | 249 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | |
| 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: | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 2.00 | 1.00 | | 2.00 | 3.00 | 1.00 | |
| Final Sat.: | 3000 | 4500 | 1500 | | 3000 | 4500 | 1500 | | 3000 | 3000 | 1500 | | 3000 | 4500 | 1500 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.13 | 0.18 | 0.04 | | 0.06 | 0.22 | 0.14 | | 0.14 | 0.17 | 0.44 | | 0.05 | 0.08 | 0.17 | |
| Crit Volume: | 0 | | | | | 323 | | | | | 662 | | 77 | | | |
| Crit Moves: | **** | | | | | **** | | | | | **** | | **** | | | |





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Folsom South of US-50 Annexation
Existing Plus CD PM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #66 Fitzgerald Road / White Rock Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.785
Loss Time (sec): 0 Average Delay (sec/veh): 18.0
Optimal Cycle: 0 Level Of Service: C

| 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: | 0 | 0 | 1! | 0 | 0 | 0 | 0 | 1! | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1! | 0 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | | | | | |
| Base Vol: | 173 | 38 | 38 | | 25 | 13 | 48 | | 19 | 425 | 65 | | 7 | 177 | 26 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 173 | 38 | 38 | | 25 | 13 | 48 | | 19 | 425 | 65 | | 7 | 177 | 26 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Volume: | 173 | 38 | 38 | | 25 | 13 | 48 | | 19 | 425 | 65 | | 7 | 177 | 26 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 173 | 38 | 38 | | 25 | 13 | 48 | | 19 | 425 | 65 | | 7 | 177 | 26 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 173 | 38 | 38 | | 25 | 13 | 48 | | 19 | 425 | 65 | | 7 | 177 | 26 | |
| 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: | 0.70 | 0.15 | 0.15 | | 0.29 | 0.15 | 0.56 | | 1.00 | 0.87 | 0.13 | | 0.03 | 0.85 | 0.12 | |
| Final Sat.: | 387 | 85 | 85 | | 152 | 79 | 291 | | 566 | 541 | 83 | | 20 | 500 | 73 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.45 | 0.45 | 0.45 | | 0.16 | 0.16 | 0.16 | | 0.03 | 0.79 | 0.79 | | 0.35 | 0.35 | 0.35 | |
| Crit Moves: | **** | | | | **** | | | | | **** | | | | **** | | |
| Delay/Veh: | 13.2 | 13.2 | 13.2 | | 10.1 | 10.1 | 10.1 | | 9.2 | 25.0 | 25.0 | | 11.5 | 11.5 | 11.5 | |
| Delay Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 13.2 | 13.2 | 13.2 | | 10.1 | 10.1 | 10.1 | | 9.2 | 25.0 | 25.0 | | 11.5 | 11.5 | 11.5 | |
| LOS by Move: | B | B | B | | B | B | B | | A | C | C | | B | B | B | |
| ApproachDel: | 13.2 | | | | 10.1 | | | | 24.4 | | | | 11.5 | | | |
| Delay Adj: | 1.00 | | | | 1.00 | | | | 1.00 | | | | 1.00 | | | |
| ApprAdjDel: | 13.2 | | | | 10.1 | | | | 24.4 | | | | 11.5 | | | |
| LOS by Appr: | B | | | | B | | | | C | | | | B | | | |
| AllWayAvgQ: | 0.7 | 0.7 | 0.7 | | 0.1 | 0.1 | 0.1 | | 0.0 | 2.9 | 2.9 | | 0.5 | 0.5 | 0.5 | |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Existing Plus CD PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #67 Sunrise Blvd/ Douglas Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.694
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 74 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Split Phase | | | | Split Phase | | | |
| Rights: | Include | | | | Ovl | | | | Include | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 1 | 1 0 | 1 | 0 | 2 | 0 1 | 0 | 0 | 1! | 0 0 | 0 | 1 | 0 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 26 | 443 | 27 | | 83 | 1269 | 203 | | 86 | 72 | 144 | | 38 | 40 | 67 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 26 | 443 | 27 | | 83 | 1269 | 203 | | 86 | 72 | 144 | | 38 | 40 | 67 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Volume: | 26 | 443 | 27 | | 83 | 1269 | 203 | | 86 | 72 | 144 | | 38 | 40 | 67 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 26 | 443 | 27 | | 83 | 1269 | 203 | | 86 | 72 | 144 | | 38 | 40 | 67 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 26 | 443 | 27 | | 83 | 1269 | 203 | | 86 | 72 | 144 | | 38 | 40 | 67 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | |
| 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 | 1.89 | 0.11 | | 1.00 | 2.00 | 1.00 | | 0.28 | 0.24 | 0.48 | | 0.49 | 0.51 | 1.00 | |
| Final Sat.: | 1500 | 2828 | 172 | | 1500 | 3000 | 1500 | | 427 | 358 | 715 | | 731 | 769 | 1500 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.16 | 0.16 | | 0.06 | 0.42 | 0.14 | | 0.20 | 0.20 | 0.20 | | 0.05 | 0.05 | 0.04 | |
| Crit Volume: | 26 | | | | | 635 | | | | 302 | | | | 78 | | |
| Crit Moves: | **** | | | | | **** | | | | **** | | | | **** | | |





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Folsom South of US-50 Annexation
Existing Plus CD PM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #68 Grant Line Rd/ Douglas Rd

Average Delay (sec/veh): 4.4 Worst Case Level Of Service: D[ 31.3]

| 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 | 1 | 0 | 0 0 | 0 | 0 | 0 | 1 0 | 0 | 0 | 1! | 0 0 | 0 | 0 | 0 | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 41 | 363 | 0 | | 0 | 587 | 77 | | 75 | 0 | 85 | | 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: | 41 | 363 | 0 | | 0 | 587 | 77 | | 75 | 0 | 85 | | 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: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 44 | 386 | 0 | | 0 | 624 | 82 | | 80 | 0 | 90 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| FinalVolume: | 44 | 386 | 0 | | 0 | 624 | 82 | | 80 | 0 | 90 | | 0 | 0 | 0 | |
| Critical Gap Module: | | | | | | | | | | | | | | | | |
| Critical Gp: | 4.1 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | 6.4 | 6.5 | | | 6.2 | xxxxx | xxxx | xxxxx |
| FollowUpTim: | 2.2 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | 3.5 | 4.0 | | | 3.3 | xxxxx | xxxx | xxxxx |
| Capacity Module: | | | | | | | | | | | | | | | | |
| Cnflict Vol: | 706 | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | 1139 | 1139 | | | 665 | xxxx | xxxx | xxxxx |
| Potent Cap.: | 901 | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | 225 | 203 | | | 463 | xxxx | xxxx | xxxxx |
| Move Cap.: | 901 | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | 216 | 193 | | | 463 | xxxx | xxxx | xxxxx |
| Volume/Cap: | 0.05 | xxxx | xxxx | xxxx | xxxx | xxxx | | | 0.37 | 0.00 | | | 0.20 | xxxx | xxxx | xxxx |
| Level Of Service Module: | | | | | | | | | | | | | | | | |
| 2Way95thQ: | 0.2 | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | xxxx | xxxx | xxxxx | | xxxx | xxxx | xxxxx | |
| Control Del: | 9.2 | xxxx | xxxxx | xxxxx | 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 | |
| Shared Cap.: | xxxx | xxxx | xxxxx | | xxxx | xxxx | xxxxx | | xxxx | 302 | xxxxx | | xxxx | xxxx | xxxxx | |
| SharedQueue: | 0.2 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | xxxxx | 3.2 | xxxxx | | xxxxx | xxxx | xxxxx | |
| Shrd ConDel: | 9.2 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | xxxxx | 31.3 | xxxxx | | xxxxx | xxxx | xxxxx | |
| Shared LOS: | A | * | * | | * | * | * | | * | D | * | | * | * | * | |
| ApproachDel: | xxxxxx | | | | xxxxxx | | | | | 31.3 | | | | xxxxxx | | |
| ApproachLOS: | * | | | | * | | | | | D | | | | * | | |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Existing Plus CD PM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #69 Grant Line Road / Kiefer Boulevard

Cycle (sec): 100 Critical Vol./Cap. (X): 0.867
Loss Time (sec): 0 Average Delay (sec/veh): 22.4
Optimal Cycle: 0 Level Of Service: C

| 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 | 0 | 0 | 0 | 0 |
| Lanes: | 0 | 0 | 0 | 1 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1! | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 417 | 3 | 110 | 583 | 0 | 0 | 0 | 1 | 14 | 0 | 21 | | | | |
| Growth Adj: | 1.00 | 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 | 417 | 3 | 110 | 583 | 0 | 0 | 0 | 1 | 14 | 0 | 21 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 1.00 | 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 | 417 | 3 | 110 | 583 | 0 | 0 | 0 | 1 | 14 | 0 | 21 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 0 | 417 | 3 | 110 | 583 | 0 | 0 | 0 | 1 | 14 | 0 | 21 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| 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: | 0 | 417 | 3 | 110 | 583 | 0 | 0 | 0 | 1 | 14 | 0 | 21 | | | | |
| 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: | 0.00 | 0.99 | 0.01 | 0.16 | 0.84 | 0.00 | 0.00 | 0.00 | 1.00 | 0.40 | 0.00 | 0.60 | | | | |
| Final Sat.: | 0 | 748 | 5 | 127 | 672 | 0 | 0 | 0 | 579 | 227 | 0 | 340 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | xxxx | 0.56 | 0.56 | 0.87 | 0.87 | xxxx | xxxx | xxxx | 0.00 | 0.06 | xxxx | 0.06 | | | | |
| Crit Moves: | | **** | | | **** | | | | **** | | | **** | | | | |
| Delay/Veh: | 0.0 | 13.3 | 13.3 | 28.6 | 28.6 | 0.0 | 0.0 | 0.0 | 8.7 | 9.2 | 0.0 | 9.2 | | | | |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| AdjDel/Veh: | 0.0 | 13.3 | 13.3 | 28.6 | 28.6 | 0.0 | 0.0 | 0.0 | 8.7 | 9.2 | 0.0 | 9.2 | | | | |
| LOS by Move: | * | B | B | D | D | * | * | * | A | A | * | A | | | | |
| ApproachDel: | | 13.3 | | | 28.6 | | | 8.7 | | | 9.2 | | | | | |
| Delay Adj: | | 1.00 | | | 1.00 | | | 1.00 | | | 1.00 | | | | | |
| ApprAdjDel: | | 13.3 | | | 28.6 | | | 8.7 | | | 9.2 | | | | | |
| LOS by Appr: | | B | | | D | | | A | | | A | | | | | |
| AllWayAvgQ: | 1.2 | 1.2 | 1.2 | 4.7 | 4.7 | 4.7 | 0.0 | 0.0 | 0.0 | 0.1 | 0.1 | 0.1 | | | | |

Note: Queue reported is the number of cars per lane.





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Folsom South of US-50 Annexation
Existing Plus CD PM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #83 White Rock Rd/ Carson Crossing Rd

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: E[ 40.6]

| 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 | 0 | 0 | 1 0 | 1 | 0 | 1 | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 11 | 0 | 6 | | 0 | 0 | 0 | | 0 | 697 | 21 | | 9 | 883 | 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: | 11 | 0 | 6 | | 0 | 0 | 0 | | 0 | 697 | 21 | | 9 | 883 | 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: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 12 | 0 | 7 | | 0 | 0 | 0 | | 0 | 783 | 24 | | 10 | 992 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| FinalVolume: | 12 | 0 | 7 | | 0 | 0 | 0 | | 0 | 783 | 24 | | 10 | 992 | 0 | |
| Critical Gap Module: | | | | | | | | | | | | | | | | |
| Critical Gp: | 6.4 | 6.5 | 6.2 | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | | 4.1 | xxxx | xxxxx | |
| FollowUpTim: | 3.5 | 4.0 | 3.3 | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | | 2.2 | xxxx | xxxxx | |
| Capacity Module: | | | | | | | | | | | | | | | | |
| Cnflict Vol: | 1807 | 1807 | 795 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | | 807 | xxxx | xxxxx | |
| Potent Cap.: | 88 | 80 | 391 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | | 827 | xxxx | xxxxx | |
| Move Cap.: | 87 | 79 | 391 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | | 827 | xxxx | xxxxx | |
| Volume/Cap: | 0.14 | 0.00 | 0.02 | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | | | | 0.01 | xxxx | xxxx | |
| Level Of Service Module: | | | | | | | | | | | | | | | | |
| 2Way95thQ: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | | 0.0 | xxxx | xxxxx | |
| Control Del: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | | 9.4 | xxxx | xxxxx | |
| LOS by Move: | * | * | * | * | * | * | * | * | * | | | | A | * | * | |
| Movement: | LT - LTR - RT | | | | LT - LTR - RT | | | | LT - LTR - RT | | | | LT - LTR - RT | | | |
| Shared Cap.: | xxxx | 120 | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | | |
| SharedQueue: | xxxxx | 0.5 | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | | |
| Shrd ConDel: | xxxxx | 40.6 | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | | |
| Shared LOS: | * | E | * | * | * | * | * | * | * | * | * | * | | | | |
| ApproachDel: | | 40.6 | | | xxxxxx | | | xxxxxx | | | xxxxxx | | | | | |
| ApproachLOS: | | E | | | * | | | * | | | * | | | | | |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Existing Plus CD PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #84 White Rock Rd/ Stonebriar Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.687
Loss Time (sec): 12 Average Delay (sec/veh): 19.9
Optimal Cycle: 58 Level of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Split Phase | | | | Split Phase | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 0 | 1 0 | 1 | 0 | 1 | 0 1 | 1 | 0 | 0 | 1 0 | 0 | 0 | 1! | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 96 | 628 | 22 | 42 | 702 | 38 | 28 | 3 | 113 | 15 | 2 | 23 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 96 | 628 | 22 | 42 | 702 | 38 | 28 | 3 | 113 | 15 | 2 | 23 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | | | | |
| PHF Volume: | 110 | 722 | 25 | 48 | 807 | 44 | 32 | 3 | 130 | 17 | 2 | 26 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 110 | 722 | 25 | 48 | 807 | 44 | 32 | 3 | 130 | 17 | 2 | 26 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| 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: | 110 | 722 | 25 | 48 | 807 | 44 | 32 | 3 | 130 | 17 | 2 | 26 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 0.93 | 0.98 | 0.98 | 0.93 | 0.98 | 0.83 | 0.95 | 0.85 | 0.85 | 0.91 | 0.91 | 0.91 | | | | |
| Lanes: | 1.00 | 0.97 | 0.03 | 1.00 | 1.00 | 1.00 | 1.00 | 0.03 | 0.97 | 0.38 | 0.05 | 0.57 | | | | |
| Final Sat.: | 1769 | 1790 | 63 | 1769 | 1862 | 1583 | 1805 | 42 | 1581 | 645 | 86 | 989 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.06 | 0.40 | 0.40 | 0.03 | 0.43 | 0.03 | 0.02 | 0.08 | 0.08 | 0.03 | 0.03 | 0.03 | | | | |
| Crit Moves: | **** | | | | **** | | | **** | | | **** | | | | | |
| Green/Cycle: | 0.09 | 0.68 | 0.68 | 0.05 | 0.63 | 0.63 | 0.12 | 0.12 | 0.12 | 0.04 | 0.04 | 0.04 | | | | |
| Volume/Cap: | 0.69 | 0.60 | 0.60 | 0.60 | 0.69 | 0.04 | 0.15 | 0.69 | 0.69 | 0.69 | 0.69 | 0.69 | | | | |
| Delay/Veh: | 55.9 | 9.6 | 9.6 | 58.4 | 13.8 | 7.0 | 39.8 | 52.1 | 52.1 | 73.4 | 73.4 | 73.4 | | | | |
| 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: | 55.9 | 9.6 | 9.6 | 58.4 | 13.8 | 7.0 | 39.8 | 52.1 | 52.1 | 73.4 | 73.4 | 73.4 | | | | |
| LOS by Move: | E | A | A | E | B | A | D | D | D | E | E | E | | | | |
| HCM2kAvgQ: | 5 | 13 | 13 | 2 | 17 | 1 | 1 | 4 | 4 | 2 | 2 | 2 | | | | |

Note: Queue reported is the number of cars per lane.





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Folsom South of US-50 Annexation
Existing Plus CD PM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #85 White Rock Rd/ Windfield Way

Average Delay (sec/veh): 68.0 Worst Case Level Of Service: F[250.1]

| 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 | 0 | 0 | 1 | 1 0 | 1 | 0 | 2 | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 338 | 0 | 63 | | 0 | 0 | 0 | | 0 | 385 | 189 | | 33 | 471 | 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: | 338 | 0 | 63 | | 0 | 0 | 0 | | 0 | 385 | 189 | | 33 | 471 | 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: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 380 | 0 | 71 | | 0 | 0 | 0 | | 0 | 433 | 212 | | 37 | 529 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| FinalVolume: | 380 | 0 | 71 | | 0 | 0 | 0 | | 0 | 433 | 212 | | 37 | 529 | 0 | |
| Critical Gap Module: | | | | | | | | | | | | | | | | |
| Critical Gp: | 6.8 | 6.5 | 6.9 | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | 4.1 | xxxx | xxxxx | | | |
| FollowUpTim: | 3.5 | 4.0 | 3.3 | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | 2.2 | xxxx | xxxxx | | | |
| Capacity Module: | | | | | | | | | | | | | | | | |
| Cnflict Vol: | 878 | 1142 | 322 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | | 645 | xxxx | xxxxx | | | |
| Potent Cap.: | 291 | 202 | 679 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | | 950 | xxxx | xxxxx | | | |
| Move Cap.: | 283 | 194 | 679 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | | 950 | xxxx | xxxxx | | | |
| Volume/Cap: | 1.34 | 0.00 | 0.10 | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | | 0.04 | xxxx | xxxx | | | |
| Level Of Service Module: | | | | | | | | | | | | | | | | |
| 2Way95thQ: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | | 0.1 | xxxx | xxxxx | | | |
| Control Del: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | 8.9 | xxxx | xxxxx | | | |
| LOS by Move: | * | * | * | * | * | * | * | * | * | | A | * | * | | | |
| Movement: | LT - | LTR - | RT | LT - | LTR - | RT | LT - | LTR - | RT | | LT - | LTR - | RT | | | |
| Shared Cap.: | xxxx | 311 | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | | xxxx | xxxx | xxxxx | | | |
| SharedQueue: | xxxxx | 24.3 | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | | |
| Shrd ConDel: | xxxxx | 250 | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | | |
| Shared LOS: | * | F | * | * | * | * | * | * | * | | * | * | * | | | |
| ApproachDel: | 250.1 | | | xxxxxx | | | xxxxxx | | | | xxxxxx | | | | | |
| ApproachLOS: | F | | | * | | | * | | | | * | | | | | |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Existing Plus CD PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #86 White Rock Rd/ Latrobe Rd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.408
Loss Time (sec): 12 Average Delay (sec/veh): 31.8
Optimal Cycle: 36 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Include | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 4 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 1 | 1 0 | 2 | 0 | 2 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 96 | 901 | 211 | | 304 | 342 | 281 | | 265 | 289 | 31 | | 112 | 99 | 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: | 96 | 901 | 211 | | 304 | 342 | 281 | | 265 | 289 | 31 | | 112 | 99 | 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: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 102 | 959 | 224 | | 323 | 364 | 299 | | 282 | 307 | 33 | | 119 | 105 | 131 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 102 | 959 | 224 | | 323 | 364 | 299 | | 282 | 307 | 33 | | 119 | 105 | 131 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 102 | 959 | 224 | | 323 | 364 | 299 | | 282 | 307 | 33 | | 119 | 105 | 131 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.93 | 0.89 | 0.83 | | 0.90 | 0.89 | 0.83 | | 0.90 | 0.92 | 0.92 | | 0.92 | 0.95 | 0.85 | |
| Lanes: | 1.00 | 4.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 1.81 | 0.19 | | 2.00 | 2.00 | 1.00 | |
| Final Sat.: | 1769 | 6778 | 1583 | | 3432 | 5083 | 1583 | | 3432 | 3147 | 338 | | 3502 | 3610 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.06 | 0.14 | 0.14 | | 0.09 | 0.07 | 0.19 | | 0.08 | 0.10 | 0.10 | | 0.03 | 0.03 | 0.08 | |
| Crit Moves: | | **** | | | **** | | | | | **** | | | **** | | | |
| Green/Cycle: | 0.20 | 0.35 | 0.43 | | 0.23 | 0.37 | 0.61 | | 0.24 | 0.24 | 0.24 | | 0.08 | 0.08 | 0.32 | |
| Volume/Cap: | 0.28 | 0.41 | 0.33 | | 0.41 | 0.19 | 0.31 | | 0.35 | 0.41 | 0.41 | | 0.41 | 0.35 | 0.26 | |
| Delay/Veh: | 40.9 | 30.0 | 23.0 | | 39.5 | 25.3 | 11.3 | | 38.2 | 38.8 | 38.8 | | 53.1 | 52.5 | 30.9 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 40.9 | 30.0 | 23.0 | | 39.5 | 25.3 | 11.3 | | 38.2 | 38.8 | 38.8 | | 53.1 | 52.5 | 30.9 | |
| LOS by Move: | D | C | C | | D | C | B | | D | D | D | | D | D | C | |
| HCM2kAvgQ: | 3 | 7 | 5 | | 5 | 3 | 5 | | 4 | 5 | 5 | | 2 | 2 | 3 | |

Note: Queue reported is the number of cars per lane.





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Folsom South of US-50 Annexation
Existing Plus CD PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #87 White Rock Rd/ Valley View Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.620
Loss Time (sec): 12 Average Delay (sec/veh): 22.4
Optimal Cycle: 50 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Split Phase | | | | Split Phase | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 0 | 1 0 | 1 | 0 | 0 | 1 0 | 1 | 0 | 0 | 1 0 | 1 | 0 | 0 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 87 | 21 | 14 | | 177 | 38 | 52 | | 57 | 603 | 127 | | 9 | 219 | 79 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 87 | 21 | 14 | | 177 | 38 | 52 | | 57 | 603 | 127 | | 9 | 219 | 79 | |
| User Adj: | 0.93 | 0.93 | 0.93 | | 0.93 | 0.93 | 0.93 | | 0.93 | 0.93 | 0.93 | | 0.93 | 0.93 | 0.93 | |
| PHF Adj: | 0.93 | 0.93 | 0.93 | | 0.93 | 0.93 | 0.93 | | 0.93 | 0.93 | 0.93 | | 0.93 | 0.93 | 0.93 | |
| PHF Volume: | 87 | 21 | 14 | | 177 | 38 | 52 | | 57 | 603 | 127 | | 9 | 219 | 79 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 87 | 21 | 14 | | 177 | 38 | 52 | | 57 | 603 | 127 | | 9 | 219 | 79 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 87 | 21 | 14 | | 177 | 38 | 52 | | 57 | 603 | 127 | | 9 | 219 | 79 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.94 | 0.94 | | 0.95 | 0.91 | 0.91 | | 0.95 | 0.97 | 0.97 | | 0.95 | 0.96 | 0.96 | |
| Lanes: | 1.00 | 0.60 | 0.40 | | 1.00 | 0.42 | 0.58 | | 1.00 | 0.83 | 0.17 | | 1.00 | 0.73 | 0.27 | |
| Final Sat.: | 1805 | 1072 | 714 | | 1805 | 732 | 1002 | | 1805 | 1529 | 322 | | 1805 | 1340 | 484 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.05 | 0.02 | 0.02 | | 0.10 | 0.05 | 0.05 | | 0.03 | 0.39 | 0.39 | | 0.00 | 0.16 | 0.16 | |
| Crit Moves: | **** | | | | **** | | | | | **** | | | **** | | | |
| Green/Cycle: | 0.08 | 0.08 | 0.08 | | 0.16 | 0.16 | 0.16 | | 0.10 | 0.64 | 0.64 | | 0.01 | 0.54 | 0.54 | |
| Volume/Cap: | 0.62 | 0.25 | 0.25 | | 0.62 | 0.33 | 0.33 | | 0.30 | 0.62 | 0.62 | | 0.62 | 0.30 | 0.30 | |
| Delay/Veh: | 52.9 | 44.3 | 44.3 | | 43.4 | 38.1 | 38.1 | | 42.3 | 12.0 | 12.0 | | 110.8 | 12.8 | 12.8 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 52.9 | 44.3 | 44.3 | | 43.4 | 38.1 | 38.1 | | 42.3 | 12.0 | 12.0 | | 110.8 | 12.8 | 12.8 | |
| LOS by Move: | D | D | D | | D | D | D | | D | B | B | | F | B | B | |
| HCM2kAvgQ: | 4 | 1 | 1 | | 6 | 3 | 3 | | 2 | 13 | 13 | | 0 | 5 | 5 | |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Existing Plus CD PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #88 El Dorado Hills Blvd/Serrano Prky

Cycle (sec): 100 Critical Vol./Cap. (X): 0.672
Loss Time (sec): 12 Average Delay (sec/veh): 25.4
Optimal Cycle: 56 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Split Phase | | | | Split Phase | | | |
| Rights: | Ignore | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 2 | 0 1 | 1 | 0 | 1 | 1 0 | 1 | 0 | 0 | 1 0 | 1 | 0 | 1! | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 134 | 1240 | 524 | | 34 | 715 | 28 | | 25 | 26 | 42 | | 451 | 19 | 63 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 134 | 1240 | 524 | | 34 | 715 | 28 | | 25 | 26 | 42 | | 451 | 19 | 63 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.97 | 0.97 | 0.00 | | 0.97 | 0.97 | 0.97 | | 0.97 | 0.97 | 0.97 | | 0.97 | 0.97 | 0.97 | |
| PHF Volume: | 138 | 1278 | 0 | | 35 | 737 | 29 | | 26 | 27 | 43 | | 465 | 20 | 65 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 138 | 1278 | 0 | | 35 | 737 | 29 | | 26 | 27 | 43 | | 465 | 20 | 65 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 138 | 1278 | 0 | | 35 | 737 | 29 | | 26 | 27 | 43 | | 465 | 20 | 65 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.95 | 1.00 | | 0.95 | 0.94 | 0.94 | | 0.95 | 0.91 | 0.91 | | 0.94 | 0.94 | 0.94 | |
| Lanes: | 1.00 | 2.00 | 1.00 | | 1.00 | 1.92 | 0.08 | | 1.00 | 0.38 | 0.62 | | 1.74 | 0.06 | 0.20 | |
| Final Sat.: | 1805 | 3610 | 1900 | | 1805 | 3453 | 135 | | 1805 | 659 | 1064 | | 3101 | 111 | 367 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.08 | 0.35 | 0.00 | | 0.02 | 0.21 | 0.21 | | 0.01 | 0.04 | 0.04 | | 0.15 | 0.18 | 0.18 | |
| Crit Moves: | | **** | | | **** | | | | | | **** | | | | **** | |
| Green/Cycle: | 0.15 | 0.53 | 0.00 | | 0.03 | 0.41 | 0.41 | | 0.06 | 0.06 | 0.06 | | 0.26 | 0.26 | 0.26 | |
| Volume/Cap: | 0.52 | 0.67 | 0.00 | | 0.67 | 0.52 | 0.52 | | 0.24 | 0.67 | 0.67 | | 0.57 | 0.67 | 0.67 | |
| Delay/Veh: | 41.3 | 18.3 | 0.0 | | 77.3 | 22.5 | 22.5 | | 45.9 | 61.8 | 61.8 | | 32.7 | 35.2 | 35.2 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 41.3 | 18.3 | 0.0 | | 77.3 | 22.5 | 22.5 | | 45.9 | 61.8 | 61.8 | | 32.7 | 35.2 | 35.2 | |
| LOS by Move: | D | B | A | | E | C | C | | D | E | E | | C | D | D | |
| HCM2kAvgQ: | 4 | 14 | 0 | | 2 | 9 | 9 | | 1 | 3 | 3 | | 8 | 10 | 10 | |

Note: Queue reported is the number of cars per lane.





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Folsom South of US-50 Annexation
Existing Plus CD PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #89 El Dorado Hills Blvd/Saratoga Way

Cycle (sec): 100 Critical Vol./Cap. (X): 0.993
Loss Time (sec): 12 Average Delay (sec/veh): 52.1
Optimal Cycle: 180 Level Of Service: D

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Split Phase | | | | Split Phase | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 2 | 1 0 | 1 | 0 | 1 | 1 0 | 1 | 1 | 0 | 0 1 | 1 | 0 | 0 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 111 | 1463 | 89 | | 275 | 947 | 13 | | 25 | 10 | 88 | | 85 | 13 | 410 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 111 | 1463 | 89 | | 275 | 947 | 13 | | 25 | 10 | 88 | | 85 | 13 | 410 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.88 | 0.88 | 0.88 | | 0.88 | 0.88 | 0.88 | | 0.88 | 0.88 | 0.88 | | 0.88 | 0.88 | 0.88 | |
| PHF Volume: | 126 | 1663 | 101 | | 313 | 1076 | 15 | | 28 | 11 | 100 | | 97 | 15 | 466 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 126 | 1663 | 101 | | 313 | 1076 | 15 | | 28 | 11 | 100 | | 97 | 15 | 466 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 126 | 1663 | 101 | | 313 | 1076 | 15 | | 28 | 11 | 100 | | 97 | 15 | 466 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.90 | 0.90 | | 0.95 | 0.95 | 0.95 | | 0.97 | 0.97 | 0.85 | | 0.95 | 0.86 | 0.86 | |
| Lanes: | 1.00 | 2.83 | 0.17 | | 1.00 | 1.97 | 0.03 | | 1.43 | 0.57 | 1.00 | | 1.00 | 0.03 | 0.97 | |
| Final Sat.: | 1805 | 4846 | 295 | | 1805 | 3554 | 49 | | 2622 | 1049 | 1615 | | 1805 | 50 | 1575 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.07 | 0.34 | 0.34 | | 0.17 | 0.30 | 0.30 | | 0.01 | 0.01 | 0.06 | | 0.05 | 0.30 | 0.30 | |
| Crit Moves: | | **** | | | **** | | | | | | **** | | | **** | | |
| Green/Cycle: | 0.10 | 0.35 | 0.35 | | 0.17 | 0.42 | 0.42 | | 0.06 | 0.06 | 0.06 | | 0.30 | 0.30 | 0.30 | |
| Volume/Cap: | 0.72 | 0.99 | 0.99 | | 0.99 | 0.72 | 0.72 | | 0.17 | 0.17 | 0.99 | | 0.18 | 0.99 | 0.99 | |
| Delay/Veh: | 57.0 | 52.3 | 52.3 | | 90.0 | 25.6 | 25.6 | | 44.8 | 44.8 | 134.3 | | 26.2 | 74.1 | 74.1 | |
| 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: | 57.0 | 52.3 | 52.3 | | 90.0 | 25.6 | 25.6 | | 44.8 | 44.8 | 134.3 | | 26.2 | 74.1 | 74.1 | |
| LOS by Move: | E | D | D | | F | C | C | | D | D | F | | C | E | E | |
| HCM2kAvgQ: | 4 | 23 | 23 | | 12 | 15 | 15 | | 1 | 1 | 6 | | 2 | 21 | 21 | |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Existing Plus CD PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #90 El Dorado Hills Blvd/Park Drive

Cycle (sec): 100 Critical Vol./Cap. (X): 0.615
Loss Time (sec): 9 Average Delay (sec/veh): 12.9
Optimal Cycle: 42 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 2 | 1 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1585 | 336 | | 82 | 1026 | 0 | | 0 | 0 | 0 | | 245 | 0 | 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: | 0 | 1585 | 336 | | 82 | 1026 | 0 | | 0 | 0 | 0 | | 245 | 0 | 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: | 0.95 | 0.95 | 0.95 | | 0.95 | 0.95 | 0.95 | | 0.95 | 0.95 | 0.95 | | 0.95 | 0.95 | 0.95 | |
| PHF Volume: | 0 | 1668 | 354 | | 86 | 1080 | 0 | | 0 | 0 | 0 | | 258 | 0 | 129 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 1668 | 354 | | 86 | 1080 | 0 | | 0 | 0 | 0 | | 258 | 0 | 129 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 0 | 1668 | 354 | | 86 | 1080 | 0 | | 0 | 0 | 0 | | 258 | 0 | 129 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.89 | 0.89 | | 0.95 | 0.91 | 1.00 | | 1.00 | 1.00 | 1.00 | | 0.61 | 1.00 | 0.85 | |
| Lanes: | 0.00 | 2.48 | 0.52 | | 1.00 | 3.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 2.00 | 0.00 | 1.00 | |
| Final Sat.: | 0 | 4168 | 884 | | 1805 | 5187 | 0 | | 0 | 0 | 0 | | 2304 | 0 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.40 | 0.40 | | 0.05 | 0.21 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.11 | 0.00 | 0.08 | |
| Crit Moves: | | **** | | | **** | | | | | | | | **** | | | |
| Green/Cycle: | 0.00 | 0.65 | 0.65 | | 0.08 | 0.73 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.18 | 0.00 | 0.18 | |
| Volume/Cap: | 0.00 | 0.62 | 0.62 | | 0.62 | 0.29 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.62 | 0.00 | 0.44 | |
| Delay/Veh: | 0.0 | 10.5 | 10.5 | | 52.6 | 4.7 | 0.0 | | 0.0 | 0.0 | 0.0 | | 40.4 | 0.0 | 37.4 | |
| 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: | 0.0 | 10.5 | 10.5 | | 52.6 | 4.7 | 0.0 | | 0.0 | 0.0 | 0.0 | | 40.4 | 0.0 | 37.4 | |
| LOS by Move: | A | B | B | | D | A | A | | A | A | A | | D | A | D | |
| HCM2kAvgQ: | 0 | 13 | 13 | | 3 | 4 | 0 | | 0 | 0 | 0 | | 5 | 0 | 4 | |

Note: Queue reported is the number of cars per lane.





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Folsom South of US-50 Annexation
Existing Plus CD PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #91 Latrobe Rd/ Town Center Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 1.056
Loss Time (sec): 12 Average Delay (sec/veh): 64.2
Optimal Cycle: 180 Level Of Service: E

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 2 | 0 | 1 | 2 | 0 | 2 | 0 | 1 | 2 | 0 | 1 | 1 | 0 | 1 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | | | |
| Base Vol: | 7 | 1347 | 78 | | 544 | 869 | 29 | | 327 | 65 | 64 | | 63 | 9 | 660 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 7 | 1347 | 78 | | 544 | 869 | 29 | | 327 | 65 | 64 | | 63 | 9 | 660 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.95 | 0.95 | 0.95 | | 0.95 | 0.95 | 0.95 | | 0.95 | 0.95 | 0.95 | | 0.95 | 0.95 | 0.95 | |
| PHF Volume: | 7 | 1418 | 82 | | 573 | 915 | 31 | | 344 | 68 | 67 | | 66 | 9 | 695 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 7 | 1418 | 82 | | 573 | 915 | 31 | | 344 | 68 | 67 | | 66 | 9 | 695 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 7 | 1418 | 82 | | 573 | 915 | 31 | | 344 | 68 | 67 | | 66 | 9 | 695 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.90 | 0.93 | 0.83 | | 0.90 | 0.93 | 0.83 | | 0.92 | 0.88 | 0.88 | | 0.95 | 1.00 | 0.85 | |
| Lanes: | 2.00 | 2.00 | 1.00 | | 2.00 | 2.00 | 1.00 | | 2.00 | 1.01 | 0.99 | | 1.00 | 1.00 | 1.00 | |
| Final Sat.: | 3432 | 3538 | 1583 | | 3432 | 3538 | 1583 | | 3502 | 1684 | 1658 | | 1805 | 1900 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.40 | 0.05 | | 0.17 | 0.26 | 0.02 | | 0.10 | 0.04 | 0.04 | | 0.04 | 0.00 | 0.43 | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | | **** | |
| Green/Cycle: | 0.00 | 0.38 | 0.38 | | 0.16 | 0.53 | 0.53 | | 0.09 | 0.18 | 0.18 | | 0.16 | 0.25 | 0.41 | |
| Volume/Cap: | 0.48 | 1.06 | 0.14 | | 1.06 | 0.48 | 0.04 | | 1.06 | 0.23 | 0.23 | | 0.23 | 0.02 | 1.06 | |
| Delay/Veh: | 72.0 | 71.8 | 20.4 | | 96.4 | 14.9 | 11.1 | | 110.7 | 35.3 | 35.3 | | 36.8 | 28.3 | 80.4 | |
| 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: | 72.0 | 71.8 | 20.4 | | 96.4 | 14.9 | 11.1 | | 110.7 | 35.3 | 35.3 | | 36.8 | 28.3 | 80.4 | |
| LOS by Move: | E | E | C | | F | B | B | | F | D | D | | D | C | F | |
| HCM2kAvgQ: | 0 | 31 | 2 | | 13 | 9 | 0 | | 10 | 2 | 2 | | 2 | 0 | 31 | |

Note: Queue reported is the number of cars per lane.

PM Existing Plus CD Thu May 7, 2009 15:55:04 Page 77-1

Folsom South of US-50 Annexation
Existing Plus CD PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #92 Hazel Blvd/ Tributary- WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.839
Loss Time (sec): 9 Average Delay (sec/veh): 26.4
Optimal Cycle: 79 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Ignore | | | | Ovl | | | | Ovl | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 3 | 0 1 | 0 | 0 | 3 | 0 1 | 0 | 0 | 0 | 0 1 | 1 | 0 | 0 | 1 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 191 | 2379 | 323 | | 0 | 885 | 94 | | 0 | 0 | 599 | | 82 | 219 | 758 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 191 | 2379 | 323 | | 0 | 885 | 94 | | 0 | 0 | 599 | | 82 | 219 | 758 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 203 | 2531 | 0 | | 0 | 941 | 100 | | 0 | 0 | 637 | | 87 | 233 | 806 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 203 | 2531 | 0 | | 0 | 941 | 100 | | 0 | 0 | 637 | | 87 | 233 | 806 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 203 | 2531 | 0 | | 0 | 941 | 100 | | 0 | 0 | 637 | | 87 | 233 | 806 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.91 | 1.00 | | 1.00 | 0.91 | 0.85 | | 1.00 | 1.00 | 0.87 | | 0.80 | 0.88 | 0.88 | |
| Lanes: | 1.00 | 3.00 | 1.00 | | 0.00 | 3.00 | 1.00 | | 0.00 | 0.00 | 1.00 | | 1.00 | 0.45 | 1.55 | |
| Final Sat.: | 1805 | 5187 | 1900 | | 0 | 5187 | 1615 | | 0 | 0 | 1644 | | 1520 | 753 | 2606 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.11 | 0.49 | 0.00 | | 0.00 | 0.18 | 0.06 | | 0.00 | 0.00 | 0.39 | | 0.06 | 0.31 | 0.31 | |
| Crit Moves: | | **** | | | **** | | | | | | **** | | | | | |
| Green/Cycle: | 0.22 | 0.58 | 0.00 | | 0.00 | 0.36 | 0.36 | | 0.00 | 0.00 | 0.55 | | 0.33 | 0.33 | 0.33 | |
| Volume/Cap: | 0.51 | 0.84 | 0.00 | | 0.00 | 0.51 | 0.17 | | 0.00 | 0.00 | 0.70 | | 0.17 | 0.94 | 0.94 | |
| Delay/Veh: | 35.1 | 19.3 | 0.0 | | 0.0 | 25.3 | 22.0 | | 0.0 | 0.0 | 19.0 | | 24.1 | 48.0 | 48.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 35.1 | 19.3 | 0.0 | | 0.0 | 25.3 | 22.0 | | 0.0 | 0.0 | 19.0 | | 24.1 | 48.0 | 48.0 | |
| LOS by Move: | D | B | A | | A | C | C | | A | A | B | | C | D | D | |
| HCM2kAvgQ: | 5 | 25 | 0 | | 0 | 8 | 2 | | 0 | 0 | 15 | | 2 | 20 | 20 | |

Note: Queue reported is the number of cars per lane.





PM Existing Plus CD Thu May 7, 2009 15:55:04 Page 78-1

Folsom South of US-50 Annexation
Existing Plus CD PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #93 Hazel Ave/ EB US-50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.793
Loss Time (sec): 9 Average Delay (sec/veh): 20.5
Optimal Cycle: 67 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Ignore | | | | Ignore | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 2 | 0 1 | 0 | 0 | 2 | 0 1 | 1 | 0 | 1! | 0 1 | 0 | 0 | 0 | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1551 | 221 | | 0 | 555 | 696 | | 1391 | 0 | 82 | | 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 | 1551 | 221 | | 0 | 555 | 696 | | 1391 | 0 | 82 | | 0 | 0 | 0 | |
| User Adj: | 1.00 | 0.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 0 | 0 | 0 | | 0 | 590 | 0 | | 1480 | 0 | 87 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 0 | 0 | | 0 | 590 | 0 | | 1480 | 0 | 87 | | 0 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 0 | 0 | | 0 | 590 | 0 | | 1480 | 0 | 87 | | 0 | 0 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.95 | 1.00 | | 1.00 | 0.95 | 1.00 | | 0.72 | 1.00 | 0.72 | | 1.00 | 1.00 | 1.00 | |
| Lanes: | 0.00 | 2.00 | 1.00 | | 0.00 | 2.00 | 1.00 | | 1.94 | 0.00 | 1.06 | | 0.00 | 0.00 | 0.00 | |
| Final Sat.: | 0 | 3610 | 1900 | | 0 | 3610 | 1900 | | 2650 | 0 | 1439 | | 0 | 0 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | | 0.00 | 0.16 | 0.00 | | 0.56 | 0.00 | 0.06 | | 0.00 | 0.00 | 0.00 | |
| Crit Moves: | | | | | | **** | | | **** | | | | | | | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | | 0.00 | 0.21 | 0.00 | | 0.70 | 0.00 | 0.70 | | 0.00 | 0.00 | 0.00 | |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | | 0.00 | 0.79 | 0.00 | | 0.79 | 0.00 | 0.09 | | 0.00 | 0.00 | 0.00 | |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | | 0.0 | 43.5 | 0.0 | | 12.2 | 0.0 | 4.7 | | 0.0 | 0.0 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | | 0.0 | 43.5 | 0.0 | | 12.2 | 0.0 | 4.7 | | 0.0 | 0.0 | 0.0 | |
| LOS by Move: | A | A | A | | A | D | A | | B | A | A | | A | A | A | |
| HCM2kAvgQ: | 0 | 0 | 0 | | 0 | 9 | 0 | | 18 | 0 | 1 | | 0 | 0 | 0 | |

Note: Queue reported is the number of cars per lane.

PM Existing Plus CD Thu May 7, 2009 15:55:04 Page 79-1

Folsom South of US-50 Annexation
Existing Plus CD PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #94 Folsom Blvd/ WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.580
Loss Time (sec): 9 Average Delay (sec/veh): 10.3
Optimal Cycle: 39 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Ignore | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 3 | 0 0 | 0 | 0 | 3 | 0 1 | 1 | 0 | 1! | 0 1 | 0 | 0 | 0 | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 37 | 2110 | 0 | 0 | 788 | 1195 | 166 | 0 | 197 | 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: | 37 | 2110 | 0 | 0 | 788 | 1195 | 166 | 0 | 197 | 0 | 0 | 0 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.00 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | | | | |
| PHF Volume: | 39 | 2245 | 0 | 0 | 838 | 0 | 177 | 0 | 210 | 0 | 0 | 0 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 39 | 2245 | 0 | 0 | 838 | 0 | 177 | 0 | 210 | 0 | 0 | 0 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| FinalVolume: | 39 | 2245 | 0 | 0 | 838 | 0 | 177 | 0 | 210 | 0 | 0 | 0 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 0.95 | 0.91 | 1.00 | 1.00 | 0.91 | 1.00 | 0.75 | 1.00 | 0.75 | 1.00 | 1.00 | 1.00 | | | | |
| Lanes: | 1.00 | 3.00 | 0.00 | 0.00 | 3.00 | 1.00 | 1.46 | 0.00 | 1.54 | 0.00 | 0.00 | 0.00 | | | | |
| Final Sat.: | 1805 | 5187 | 0 | 0 | 5187 | 1900 | 2084 | 0 | 2206 | 0 | 0 | 0 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.43 | 0.00 | 0.00 | 0.16 | 0.00 | 0.08 | 0.00 | 0.09 | 0.00 | 0.00 | 0.00 | | | | |
| Crit Moves: | | **** | | **** | | | | | **** | | | | | | | |
| Green/Cycle: | 0.09 | 0.75 | 0.00 | 0.00 | 0.66 | 0.00 | 0.16 | 0.00 | 0.16 | 0.00 | 0.00 | 0.00 | | | | |
| Volume/Cap: | 0.25 | 0.58 | 0.00 | 0.00 | 0.25 | 0.00 | 0.52 | 0.00 | 0.58 | 0.00 | 0.00 | 0.00 | | | | |
| Delay/Veh: | 43.3 | 5.9 | 0.0 | 0.0 | 7.0 | 0.0 | 38.8 | 0.0 | 39.9 | 0.0 | 0.0 | 0.0 | | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| AdjDel/Veh: | 43.3 | 5.9 | 0.0 | 0.0 | 7.0 | 0.0 | 38.8 | 0.0 | 39.9 | 0.0 | 0.0 | 0.0 | | | | |
| LOS by Move: | D | A | A | A | A | A | D | A | D | A | A | A | | | | |
| HCM2kAvgQ: | 1 | 11 | 0 | 0 | 4 | 0 | 4 | 0 | 5 | 0 | 0 | 0 | | | | |

Note: Queue reported is the number of cars per lane.





PM Existing Plus CD Thu May 7, 2009 15:55:04 Page 80-1

Folsom South of US-50 Annexation
Existing Plus CD PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #95 Folsom Blvd/ EB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 1.137
Loss Time (sec): 9 Average Delay (sec/veh): 81.4
Optimal Cycle: 180 Level Of Service: F

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Ignore | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 2 | 0 0 | 0 | 0 | 2 | 0 1 | 3 | 0 | 0 | 0 1 | 0 | 0 | 0 | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 532 | 1106 | 0 | 0 | 747 | 237 | 1306 | 0 | 43 | 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: | 532 | 1106 | 0 | 0 | 747 | 237 | 1306 | 0 | 43 | 0 | 0 | 0 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.00 | 0.94 | 0.94 | 0.94 | | | | |
| PHF Volume: | 566 | 1177 | 0 | 0 | 795 | 252 | 1389 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 566 | 1177 | 0 | 0 | 795 | 252 | 1389 | 0 | 0 | 0 | 0 | 0 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | | | | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | | | | |
| FinalVolume: | 566 | 1177 | 0 | 0 | 795 | 252 | 1389 | 0 | 0 | 0 | 0 | 0 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 0.95 | 0.95 | 1.00 | 1.00 | 0.95 | 0.85 | 0.49 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Lanes: | 1.00 | 2.00 | 0.00 | 0.00 | 2.00 | 1.00 | 3.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | | | | |
| Final Sat.: | 1805 | 3610 | 0 | 0 | 3610 | 1615 | 2776 | 0 | 1900 | 0 | 0 | 0 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.31 | 0.33 | 0.00 | 0.00 | 0.22 | 0.16 | 0.50 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | | | |
| Crit Moves: | **** | | | | **** | | **** | | | | | | | | | |
| Green/Cycle: | 0.28 | 0.47 | 0.00 | 0.00 | 0.19 | 0.19 | 0.44 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | | | |
| Volume/Cap: | 1.14 | 0.69 | 0.00 | 0.00 | 1.14 | 0.81 | 1.14 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | | | |
| Delay/Veh: | 119.8 | 22.1 | 0.0 | 0.0 | 119 | 52.7 | 99.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| AdjDel/Veh: | 119.8 | 22.1 | 0.0 | 0.0 | 119 | 52.7 | 99.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | |
| LOS by Move: | F | C | A | A | F | D | F | A | A | A | A | A | | | | |
| HCM2kAvgQ: | 29 | 16 | 0 | 0 | 20 | 8 | 23 | 0 | 0 | 0 | 0 | 0 | | | | |

Note: Queue reported is the number of cars per lane.

PM Existing Plus CD Thu May 7, 2009 15:55:04 Page 81-1

Folsom South of US-50 Annexation
Existing Plus CD PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #96 Prairie City/ WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.397
Loss Time (sec): 6 Average Delay (sec/veh): 14.8
Optimal Cycle: 23 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Ignore | | | | Ignore | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1015 | 318 | | 0 | 965 | 88 | | 0 | 0 | 0 | | 25 | 0 | 409 | |
| Growth Adj: | 1.00 | 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 | 1015 | 318 | | 0 | 965 | 88 | | 0 | 0 | 0 | | 25 | 0 | 409 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.91 | 0.91 | 0.00 | | 0.91 | 0.91 | 0.00 | | 0.91 | 0.91 | 0.91 | | 0.91 | 0.91 | 0.91 | |
| PHF Volume: | 0 | 1115 | 0 | | 0 | 1060 | 0 | | 0 | 0 | 0 | | 27 | 0 | 449 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 1115 | 0 | | 0 | 1060 | 0 | | 0 | 0 | 0 | | 27 | 0 | 449 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 1115 | 0 | | 0 | 1060 | 0 | | 0 | 0 | 0 | | 27 | 0 | 449 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.91 | 1.00 | | 1.00 | 0.91 | 1.00 | | 1.00 | 1.00 | 1.00 | | 0.75 | 1.00 | 0.75 | |
| Lanes: | 0.00 | 3.00 | 1.00 | | 0.00 | 3.00 | 1.00 | | 0.00 | 0.00 | 0.00 | | 2.00 | 0.00 | 2.00 | |
| Final Sat.: | 0 | 5187 | 1900 | | 0 | 5187 | 1900 | | 0 | 0 | 0 | | 2842 | 0 | 2842 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.22 | 0.00 | | 0.00 | 0.20 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.01 | 0.00 | 0.16 | |
| Crit Moves: | | **** | | | | | | | | | | | | | **** | |
| Green/Cycle: | 0.00 | 0.54 | 0.00 | | 0.00 | 0.54 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.40 | 0.00 | 0.40 | |
| Volume/Cap: | 0.00 | 0.40 | 0.00 | | 0.00 | 0.38 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.02 | 0.00 | 0.40 | |
| Delay/Veh: | 0.0 | 13.5 | 0.0 | | 0.0 | 13.3 | 0.0 | | 0.0 | 0.0 | 0.0 | | 18.3 | 0.0 | 21.7 | |
| 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: | 0.0 | 13.5 | 0.0 | | 0.0 | 13.3 | 0.0 | | 0.0 | 0.0 | 0.0 | | 18.3 | 0.0 | 21.7 | |
| LOS by Move: | A | B | A | | A | B | A | | A | A | A | | B | A | C | |
| HCM2kAvgQ: | 0 | 7 | 0 | | 0 | 7 | 0 | | 0 | 0 | 0 | | 0 | 0 | 6 | |

Note: Queue reported is the number of cars per lane.





PM Existing Plus CD Thu May 7, 2009 15:55:04 Page 82-1

Folsom South of US-50 Annexation
Existing Plus CD PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #97 Prairie City/ EB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.577
Loss Time (sec): 6 Average Delay (sec/veh): 15.6
Optimal Cycle: 31 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 2 | 0 | 1 | 1 | 1 | 0 | 0 | 2 | |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1137 | 71 | | 0 | 992 | 0 | | 205 | 2 | 508 | | 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 | 1137 | 71 | | 0 | 992 | 0 | | 205 | 2 | 508 | | 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: | 0.91 | 0.91 | 0.91 | | 0.91 | 0.91 | 0.91 | | 0.91 | 0.91 | 0.91 | | 0.91 | 0.91 | 0.91 | |
| PHF Volume: | 0 | 1249 | 78 | | 0 | 1090 | 0 | | 225 | 2 | 558 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 1249 | 78 | | 0 | 1090 | 0 | | 225 | 2 | 558 | | 0 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 1249 | 78 | | 0 | 1090 | 0 | | 225 | 2 | 558 | | 0 | 0 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.95 | 0.85 | | 1.00 | 0.95 | 1.00 | | 0.96 | 0.96 | 0.75 | | 1.00 | 1.00 | 1.00 | |
| Lanes: | 0.00 | 2.00 | 1.00 | | 0.00 | 2.00 | 1.00 | | 1.98 | 0.02 | 2.00 | | 0.00 | 0.00 | 0.00 | |
| Final Sat.: | 0 | 3610 | 1615 | | 0 | 3610 | 1900 | | 3601 | 35 | 2842 | | 0 | 0 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.35 | 0.05 | | 0.00 | 0.30 | 0.00 | | 0.06 | 0.06 | 0.20 | | 0.00 | 0.00 | 0.00 | |
| Crit Moves: | | **** | | | | | | | | | **** | | | | | |
| Green/Cycle: | 0.00 | 0.60 | 0.60 | | 0.00 | 0.60 | 0.00 | | 0.34 | 0.34 | 0.34 | | 0.00 | 0.00 | 0.00 | |
| Volume/Cap: | 0.00 | 0.58 | 0.08 | | 0.00 | 0.50 | 0.00 | | 0.18 | 0.18 | 0.58 | | 0.00 | 0.00 | 0.00 | |
| Delay/Veh: | 0.0 | 12.6 | 8.5 | | 0.0 | 11.7 | 0.0 | | 23.3 | 23.3 | 27.9 | | 0.0 | 0.0 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 12.6 | 8.5 | | 0.0 | 11.7 | 0.0 | | 23.3 | 23.3 | 27.9 | | 0.0 | 0.0 | 0.0 | |
| LOS by Move: | A | B | A | | A | B | A | | C | C | C | | A | A | A | |
| HCM2kAvgQ: | 0 | 12 | 1 | | 0 | 10 | 0 | | 2 | 2 | 9 | | 0 | 0 | 0 | |

Note: Queue reported is the number of cars per lane.

PM Existing Plus CD Thu May 7, 2009 15:55:04 Page 83-1

Folsom South of US-50 Annexation
Existing Plus CD PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #98 East Bidwell St/ WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.702
Loss Time (sec): 6 Average Delay (sec/veh): 20.5
Optimal Cycle: 42 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Ignore | | | | Ignore | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1382 | 642 | | 0 | 1668 | 271 | | 0 | 0 | 0 | | 331 | 0 | 849 | |
| Growth Adj: | 1.00 | 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 | 1382 | 642 | | 0 | 1668 | 271 | | 0 | 0 | 0 | | 331 | 0 | 849 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 0 | 1470 | 0 | | 0 | 1774 | 0 | | 0 | 0 | 0 | | 352 | 0 | 903 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 1470 | 0 | | 0 | 1774 | 0 | | 0 | 0 | 0 | | 352 | 0 | 903 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 1470 | 0 | | 0 | 1774 | 0 | | 0 | 0 | 0 | | 352 | 0 | 903 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.91 | 1.00 | | 1.00 | 0.91 | 1.00 | | 1.00 | 1.00 | 1.00 | | 0.59 | 1.00 | 0.75 | |
| Lanes: | 0.00 | 3.00 | 1.00 | | 0.00 | 3.00 | 1.00 | | 0.00 | 0.00 | 0.00 | | 2.00 | 0.00 | 2.00 | |
| Final Sat.: | 0 | 5187 | 1900 | | 0 | 5187 | 1900 | | 0 | 0 | 0 | | 2237 | 0 | 2842 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.28 | 0.00 | | 0.00 | 0.34 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.16 | 0.00 | 0.32 | |
| Crit Moves: | | | | | | **** | | | | | | | | | **** | |
| Green/Cycle: | 0.00 | 0.49 | 0.00 | | 0.00 | 0.49 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.45 | 0.00 | 0.45 | |
| Volume/Cap: | 0.00 | 0.58 | 0.00 | | 0.00 | 0.70 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.35 | 0.00 | 0.70 | |
| Delay/Veh: | 0.0 | 18.7 | 0.0 | | 0.0 | 20.9 | 0.0 | | 0.0 | 0.0 | 0.0 | | 18.0 | 0.0 | 23.7 | |
| 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: | 0.0 | 18.7 | 0.0 | | 0.0 | 20.9 | 0.0 | | 0.0 | 0.0 | 0.0 | | 18.0 | 0.0 | 23.7 | |
| LOS by Move: | A | B | A | | A | C | A | | A | A | A | | B | A | C | |
| HCM2kAvgQ: | 0 | 11 | 0 | | 0 | 15 | 0 | | 0 | 0 | 0 | | 4 | 0 | 14 | |

Note: Queue reported is the number of cars per lane.





PM Existing Plus CD Thu May 7, 2009 15:55:04 Page 84-1

Folsom South of US-50 Annexation
Existing Plus CD PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #99 East Bidwell St/ EB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.568
Loss Time (sec): 6 Average Delay (sec/veh): 16.6
Optimal Cycle: 31 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Ignore | | | | Ignore | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 3 | 0 | 1 | 2 | 0 | 0 | 0 | 2 | |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1594 | 878 | | 0 | 1330 | 668 | | 429 | 0 | 569 | | 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 | 1594 | 878 | | 0 | 1330 | 668 | | 429 | 0 | 569 | | 0 | 0 | 0 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.95 | 0.95 | 0.00 | | 0.95 | 0.95 | 0.00 | | 0.95 | 0.95 | 0.95 | | 0.95 | 0.95 | 0.95 | |
| PHF Volume: | 0 | 1678 | 0 | | 0 | 1400 | 0 | | 452 | 0 | 599 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 1678 | 0 | | 0 | 1400 | 0 | | 452 | 0 | 599 | | 0 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 1678 | 0 | | 0 | 1400 | 0 | | 452 | 0 | 599 | | 0 | 0 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.91 | 1.00 | | 1.00 | 0.91 | 1.00 | | 0.59 | 1.00 | 0.75 | | 1.00 | 1.00 | 1.00 | |
| Lanes: | 0.00 | 3.00 | 1.00 | | 0.00 | 3.00 | 1.00 | | 2.00 | 0.00 | 2.00 | | 0.00 | 0.00 | 0.00 | |
| Final Sat.: | 0 | 5187 | 1900 | | 0 | 5187 | 1900 | | 2248 | 0 | 2842 | | 0 | 0 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.32 | 0.00 | | 0.00 | 0.27 | 0.00 | | 0.20 | 0.00 | 0.21 | | 0.00 | 0.00 | 0.00 | |
| Crit Moves: | | **** | | | | | | | | | **** | | | | | |
| Green/Cycle: | 0.00 | 0.57 | 0.00 | | 0.00 | 0.57 | 0.00 | | 0.37 | 0.00 | 0.37 | | 0.00 | 0.00 | 0.00 | |
| Volume/Cap: | 0.00 | 0.57 | 0.00 | | 0.00 | 0.47 | 0.00 | | 0.54 | 0.00 | 0.57 | | 0.00 | 0.00 | 0.00 | |
| Delay/Veh: | 0.0 | 14.0 | 0.0 | | 0.0 | 12.8 | 0.0 | | 25.5 | 0.0 | 25.8 | | 0.0 | 0.0 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 14.0 | 0.0 | | 0.0 | 12.8 | 0.0 | | 25.5 | 0.0 | 25.8 | | 0.0 | 0.0 | 0.0 | |
| LOS by Move: | A | B | A | | A | B | A | | C | A | C | | A | A | A | |
| HCM2kAvgQ: | 0 | 11 | 0 | | 0 | 9 | 0 | | 6 | 0 | 9 | | 0 | 0 | 0 | |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Existing Plus CD PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #100 El Dorado Hills Blvd/ WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.912
Loss Time (sec): 9 Average Delay (sec/veh): 28.4
Optimal Cycle: 110 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 2 | 0 0 | 0 | 0 | 2 | 0 1 | 0 | 0 | 0 | 0 0 | 1 | 1 | 0 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 998 | 1720 | 0 | 0 | 582 | 690 | 0 | 0 | 0 | 311 | 0 | 238 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 998 | 1720 | 0 | 0 | 582 | 690 | 0 | 0 | 0 | 311 | 0 | 238 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | | | | |
| PHF Volume: | 1040 | 1792 | 0 | 0 | 606 | 719 | 0 | 0 | 0 | 324 | 0 | 248 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 120 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 1040 | 1792 | 0 | 0 | 606 | 599 | 0 | 0 | 0 | 324 | 0 | 248 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| 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: | 1040 | 1792 | 0 | 0 | 606 | 599 | 0 | 0 | 0 | 324 | 0 | 248 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 0.90 | 0.93 | 1.00 | 1.00 | 0.95 | 0.85 | 1.00 | 1.00 | 1.00 | 0.72 | 1.00 | 0.83 | | | | |
| Lanes: | 2.00 | 2.00 | 0.00 | 0.00 | 2.00 | 1.00 | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 1.00 | | | | |
| Final Sat.: | 3432 | 3538 | 0 | 0 | 3610 | 1615 | 0 | 0 | 0 | 2719 | 0 | 1583 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.30 | 0.51 | 0.00 | 0.00 | 0.17 | 0.37 | 0.00 | 0.00 | 0.00 | 0.12 | 0.00 | 0.16 | | | | |
| Crit Moves: | **** | | | | | **** | | | | | | **** | | | | |
| Green/Cycle: | 0.33 | 0.74 | 0.00 | 0.00 | 0.41 | 0.41 | 0.00 | 0.00 | 0.00 | 0.17 | 0.00 | 0.17 | | | | |
| Volume/Cap: | 0.91 | 0.69 | 0.00 | 0.00 | 0.41 | 0.91 | 0.00 | 0.00 | 0.00 | 0.69 | 0.00 | 0.91 | | | | |
| Delay/Veh: | 43.1 | 7.7 | 0.0 | 0.0 | 21.4 | 45.1 | 0.0 | 0.0 | 0.0 | 43.4 | 0.0 | 73.2 | | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| AdjDel/Veh: | 43.1 | 7.7 | 0.0 | 0.0 | 21.4 | 45.1 | 0.0 | 0.0 | 0.0 | 43.4 | 0.0 | 73.2 | | | | |
| LOS by Move: | D | A | A | A | C | D | A | A | A | D | A | E | | | | |
| HCM2kAvgQ: | 17 | 15 | 0 | 0 | 7 | 19 | 0 | 0 | 0 | 6 | 0 | 11 | | | | |

Note: Queue reported is the number of cars per lane.





PM Existing Plus CD Thu May 7, 2009 15:55:04 Page 86-1

Folsom South of US-50 Annexation
Existing Plus CD PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #101 El Dorado Hills Blvd/ EB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.908
Loss Time (sec): 9 Average Delay (sec/veh): 30.1
Optimal Cycle: 107 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Ovl | | | | Ignore | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 3 | 0 1 | 1 | 0 | 2 | 0 0 | 0 | 0 | 0 | 0 2 | 0 | 0 | 0 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1517 | 663 | 185 | 710 | 0 | 0 | 0 | 798 | 0 | 0 | 1202 | | | | |
| Growth Adj: | 1.00 | 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 | 1517 | 663 | 185 | 710 | 0 | 0 | 0 | 798 | 0 | 0 | 1202 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | | | | |
| PHF Adj: | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.00 | | | | |
| PHF Volume: | 0 | 1548 | 677 | 189 | 724 | 0 | 0 | 0 | 814 | 0 | 0 | 0 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 0 | 1548 | 677 | 189 | 724 | 0 | 0 | 0 | 814 | 0 | 0 | 0 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | | | | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | | | | |
| FinalVolume: | 0 | 1548 | 677 | 189 | 724 | 0 | 0 | 0 | 814 | 0 | 0 | 0 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 0.97 | 0.89 | 0.83 | 0.93 | 0.93 | 1.00 | 1.00 | 1.00 | 0.73 | 1.00 | 1.00 | 1.00 | | | | |
| Lanes: | 2.00 | 3.00 | 1.00 | 1.00 | 2.00 | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 0.00 | 1.00 | | | | |
| Final Sat.: | 3686 | 5083 | 1583 | 1769 | 3538 | 0 | 0 | 0 | 2786 | 0 | 0 | 1900 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.30 | 0.43 | 0.11 | 0.20 | 0.00 | 0.00 | 0.00 | 0.29 | 0.00 | 0.00 | 0.00 | | | | |
| Crit Moves: | | | **** | **** | | | | | **** | | | | | | | |
| Green/Cycle: | 0.00 | 0.47 | 0.47 | 0.12 | 0.59 | 0.00 | 0.00 | 0.00 | 0.32 | 0.00 | 0.00 | 0.00 | | | | |
| Volume/Cap: | 0.00 | 0.65 | 0.91 | 0.91 | 0.35 | 0.00 | 0.00 | 0.00 | 0.91 | 0.00 | 0.00 | 0.00 | | | | |
| Delay/Veh: | 0.0 | 20.8 | 39.4 | 81.6 | 10.8 | 0.0 | 0.0 | 0.0 | 45.4 | 0.0 | 0.0 | 0.0 | | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| AdjDel/Veh: | 0.0 | 20.8 | 39.4 | 81.6 | 10.8 | 0.0 | 0.0 | 0.0 | 45.4 | 0.0 | 0.0 | 0.0 | | | | |
| LOS by Move: | A | C | D | F | B | A | A | A | D | A | A | A | | | | |
| HCM2kAvgQ: | 0 | 12 | 18 | 7 | 6 | 0 | 0 | 0 | 18 | 0 | 0 | 0 | | | | |

Note: Queue reported is the number of cars per lane.

PM Existing Plus CD Thu May 7, 2009 15:55:04 Page 87-1

Folsom South of US-50 Annexation
Existing Plus CD PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #102 Sunrise Rd/ Jackson Hwy-SR16

Cycle (sec): 100 Critical Vol./Cap. (X): 0.930
Loss Time (sec): 12 Average Delay (sec/veh): 42.1
Optimal Cycle: 126 Level Of Service: D

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 0 | 1 0 | 1 | 0 | 1 | 0 1 | 1 | 0 | 1 | 0 1 | 1 | 0 | 1 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 1 | 219 | 45 | | 227 | 728 | 75 | | 70 | 665 | 11 | | 79 | 229 | 115 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 1 | 219 | 45 | | 227 | 728 | 75 | | 70 | 665 | 11 | | 79 | 229 | 115 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.95 | 0.95 | 0.95 | | 0.95 | 0.95 | 0.95 | | 0.95 | 0.95 | 0.95 | | 0.95 | 0.95 | 0.95 | |
| PHF Volume: | 1 | 231 | 47 | | 239 | 766 | 79 | | 74 | 700 | 12 | | 83 | 241 | 121 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 1 | 231 | 47 | | 239 | 766 | 79 | | 74 | 700 | 12 | | 83 | 241 | 121 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 1 | 231 | 47 | | 239 | 766 | 79 | | 74 | 700 | 12 | | 83 | 241 | 121 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.98 | 0.98 | | 0.95 | 1.00 | 0.85 | | 0.95 | 1.00 | 0.85 | | 0.95 | 1.00 | 0.85 | |
| Lanes: | 1.00 | 0.83 | 0.17 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Final Sat.: | 1805 | 1537 | 316 | | 1805 | 1900 | 1615 | | 1805 | 1900 | 1615 | | 1805 | 1900 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.15 | 0.15 | | 0.13 | 0.40 | 0.05 | | 0.04 | 0.37 | 0.01 | | 0.05 | 0.13 | 0.07 | |
| Crit Moves: | **** | | | | | **** | | | | **** | | | **** | | | |
| Green/Cycle: | 0.00 | 0.23 | 0.23 | | 0.20 | 0.43 | 0.54 | | 0.11 | 0.40 | 0.40 | | 0.05 | 0.34 | 0.54 | |
| Volume/Cap: | 0.93 | 0.65 | 0.65 | | 0.65 | 0.93 | 0.09 | | 0.38 | 0.93 | 0.02 | | 0.93 | 0.38 | 0.14 | |
| Delay/Veh: | 803.1 | 38.3 | 38.3 | | 40.6 | 43.7 | 11.1 | | 42.6 | 46.8 | 18.3 | | 119.5 | 25.5 | 11.5 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 803.1 | 38.3 | 38.3 | | 40.6 | 43.7 | 11.1 | | 42.6 | 46.8 | 18.3 | | 119.5 | 25.5 | 11.5 | |
| LOS by Move: | F | D | D | | D | D | B | | D | D | B | | F | C | B | |
| HCM2kAvgQ: | 0 | 7 | 7 | | 7 | 24 | 1 | | 2 | 25 | 0 | | 3 | 5 | 2 | |

Note: Queue reported is the number of cars per lane.





PM Existing Plus CD Thu May 7, 2009 15:55:04 Page 88-1

Folsom South of US-50 Annexation
Existing Plus CD PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #103 Grant Line Rd/ Jackson Rd- SR16

Cycle (sec): 100 Critical Vol./Cap. (X): 1.148
Loss Time (sec): 12 Average Delay (sec/veh): 105.8
Optimal Cycle: 180 Level Of Service: F

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Split Phase | | | | Split Phase | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 1! 0 | 0 | 0 | 0 | 1! 0 | 0 | 1 | 0 | 0 | 1 0 | 1 | 0 | 0 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 1 | 278 | 45 | | 70 | 437 | 89 | | 60 | 868 | 4 | | 45 | 333 | 15 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 1 | 278 | 45 | | 70 | 437 | 89 | | 60 | 868 | 4 | | 45 | 333 | 15 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.97 | 0.97 | 0.97 | | 0.97 | 0.97 | 0.97 | | 0.97 | 0.97 | 0.97 | | 0.97 | 0.97 | 0.97 | |
| PHF Volume: | 1 | 287 | 46 | | 72 | 451 | 92 | | 62 | 895 | 4 | | 46 | 343 | 15 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 1 | 287 | 46 | | 72 | 451 | 92 | | 62 | 895 | 4 | | 46 | 343 | 15 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 1 | 287 | 46 | | 72 | 451 | 92 | | 62 | 895 | 4 | | 46 | 343 | 15 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.98 | 0.98 | 0.98 | | 0.97 | 0.97 | 0.97 | | 0.95 | 1.00 | 1.00 | | 0.95 | 0.99 | 0.99 | |
| Lanes: | 0.01 | 0.85 | 0.14 | | 0.12 | 0.73 | 0.15 | | 1.00 | 0.99 | 0.01 | | 1.00 | 0.96 | 0.04 | |
| Final Sat.: | 6 | 1599 | 259 | | 217 | 1357 | 276 | | 1805 | 1889 | 9 | | 1805 | 1807 | 81 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.18 | 0.18 | 0.18 | | 0.33 | 0.33 | 0.33 | | 0.03 | 0.47 | 0.47 | | 0.03 | 0.19 | 0.19 | |
| Crit Moves: | | | | | **** | **** | | | | **** | | | **** | | | |
| Green/Cycle: | 0.16 | 0.16 | 0.16 | | 0.29 | 0.29 | 0.29 | | 0.07 | 0.41 | 0.41 | | 0.02 | 0.37 | 0.37 | |
| Volume/Cap: | 1.15 | 1.15 | 1.15 | | 1.15 | 1.15 | 1.15 | | 0.52 | 1.15 | 1.15 | | 1.15 | 0.52 | 0.52 | |
| Delay/Veh: | 141.2 | 141 | 141.2 | | 122.3 | 122 | 122.3 | | 49.0 | 111 | 110.7 | | 237.6 | 25.3 | 25.3 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 141.2 | 141 | 141.2 | | 122.3 | 122 | 122.3 | | 49.0 | 111 | 110.7 | | 237.6 | 25.3 | 25.3 | |
| LOS by Move: | F | F | F | | F | F | F | | D | F | F | | F | C | C | |
| HCM2kAvgQ: | 19 | 19 | 19 | | 28 | 28 | 28 | | 2 | 43 | 43 | | 3 | 8 | 8 | |

Note: Queue reported is the number of cars per lane.

PM Existing Plus CD Thu May 7, 2009 15:55:04 Page 89-1

Folsom South of US-50 Annexation
Existing Plus CD PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #104 Oak Ave Pkwy/ WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.381
Loss Time (sec): 6 Average Delay (sec/veh): 5.7
Optimal Cycle: 22 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Ignore | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 | 2 | 0 1 | 0 | 0 | 2 | 0 1 | 0 | 0 | 0 | 0 0 | 2 | 0 | 0 | 0 2 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 988 | 512 | 0 | 698 | 473 | 0 | 0 | 0 | 103 | 0 | 100 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 0 | 988 | 512 | 0 | 698 | 473 | 0 | 0 | 0 | 103 | 0 | 100 | | | | |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.94 | 0.94 | 0.00 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | | | | |
| PHF Volume: | 0 | 1051 | 0 | 0 | 743 | 503 | 0 | 0 | 0 | 110 | 0 | 106 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 0 | 1051 | 0 | 0 | 743 | 503 | 0 | 0 | 0 | 110 | 0 | 106 | | | | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| FinalVolume: | 0 | 1051 | 0 | 0 | 743 | 503 | 0 | 0 | 0 | 110 | 0 | 106 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 0.85 | 1.00 | 1.00 | 1.00 | 0.62 | 1.00 | 0.75 | | | | |
| Lanes: | 0.00 | 2.00 | 1.00 | 0.00 | 2.00 | 1.00 | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 2.00 | | | | |
| Final Sat.: | 0 | 3610 | 1900 | 0 | 3610 | 1615 | 0 | 0 | 0 | 2348 | 0 | 2842 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.29 | 0.00 | 0.00 | 0.21 | 0.31 | 0.00 | 0.00 | 0.00 | 0.05 | 0.00 | 0.04 | | | | |
| Crit Moves: | | | | | | **** | | | | **** | | | | | | |
| Green/Cycle: | 0.00 | 0.82 | 0.00 | 0.00 | 0.82 | 0.82 | 0.00 | 0.00 | 0.00 | 0.12 | 0.00 | 0.12 | | | | |
| Volume/Cap: | 0.00 | 0.36 | 0.00 | 0.00 | 0.25 | 0.38 | 0.00 | 0.00 | 0.00 | 0.38 | 0.00 | 0.31 | | | | |
| Delay/Veh: | 0.0 | 2.4 | 0.0 | 0.0 | 2.1 | 2.6 | 0.0 | 0.0 | 0.0 | 41.2 | 0.0 | 40.5 | | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| AdjDel/Veh: | 0.0 | 2.4 | 0.0 | 0.0 | 2.1 | 2.6 | 0.0 | 0.0 | 0.0 | 41.2 | 0.0 | 40.5 | | | | |
| LOS by Move: | A | A | A | A | A | A | A | A | A | D | A | D | | | | |
| HCM2kAvgQ: | 0 | 4 | 0 | 0 | 3 | 4 | 0 | 0 | 0 | 2 | 0 | 2 | | | | |

Note: Queue reported is the number of cars per lane.





PM Existing Plus CD Thu May 7, 2009 15:55:04 Page 90-1

Folsom South of US-50 Annexation
Existing Plus CD PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #105 Oak Ave Pkwy/ EB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.605
Loss Time (sec): 6 Average Delay (sec/veh): 19.7
Optimal Cycle: 33 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 | 2 | 0 1 | 0 | 0 | 2 | 0 1 | 2 | 0 | 0 | 0 2 | 0 | 0 | 0 | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 805 | 161 | 0 | 483 | 93 | 695 | 0 | 370 | 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 | 805 | 161 | 0 | 483 | 93 | 695 | 0 | 370 | 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: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | | | | |
| PHF Volume: | 0 | 856 | 171 | 0 | 514 | 99 | 739 | 0 | 394 | 0 | 0 | 0 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 0 | 856 | 171 | 0 | 514 | 99 | 739 | 0 | 394 | 0 | 0 | 0 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| FinalVolume: | 0 | 856 | 171 | 0 | 514 | 99 | 739 | 0 | 394 | 0 | 0 | 0 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 1.00 | 0.95 | 0.85 | 1.00 | 0.95 | 0.85 | 0.59 | 1.00 | 0.75 | 1.00 | 1.00 | 1.00 | | | | |
| Lanes: | 0.00 | 2.00 | 1.00 | 0.00 | 2.00 | 1.00 | 2.00 | 0.00 | 2.00 | 0.00 | 0.00 | 0.00 | | | | |
| Final Sat.: | 0 | 3610 | 1615 | 0 | 3610 | 1615 | 2230 | 0 | 2842 | 0 | 0 | 0 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.24 | 0.11 | 0.00 | 0.14 | 0.06 | 0.33 | 0.00 | 0.14 | 0.00 | 0.00 | 0.00 | | | | |
| Crit Moves: | | **** | | | | | **** | | | | | | | | | |
| Green/Cycle: | 0.00 | 0.39 | 0.39 | 0.00 | 0.39 | 0.39 | 0.55 | 0.00 | 0.55 | 0.00 | 0.00 | 0.00 | | | | |
| Volume/Cap: | 0.00 | 0.61 | 0.27 | 0.00 | 0.36 | 0.16 | 0.61 | 0.00 | 0.25 | 0.00 | 0.00 | 0.00 | | | | |
| Delay/Veh: | 0.0 | 25.0 | 20.9 | 0.0 | 21.7 | 19.8 | 16.2 | 0.0 | 11.9 | 0.0 | 0.0 | 0.0 | | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| AdjDel/Veh: | 0.0 | 25.0 | 20.9 | 0.0 | 21.7 | 19.8 | 16.2 | 0.0 | 11.9 | 0.0 | 0.0 | 0.0 | | | | |
| LOS by Move: | A | C | C | A | C | B | B | A | B | A | A | A | | | | |
| HCM2kAvgQ: | 0 | 11 | 3 | 0 | 6 | 2 | 9 | 0 | 4 | 0 | 0 | 0 | | | | |

Note: Queue reported is the number of cars per lane.

PM Existing Plus CD Thu May 7, 2009 15:55:04 Page 91-1

Folsom South of US-50 Annexation
Existing Plus CD PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #106 Empire Ranch Rd/ WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.317
Loss Time (sec): 6 Average Delay (sec/veh): 13.2
Optimal Cycle: 20 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 | 3 | 0 1 | 0 | 0 | 3 | 0 1 | 0 | 0 | 0 | 0 0 | 2 | 0 | 0 | 0 2 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 648 | 280 | 0 | 334 | 169 | 0 | 0 | 0 | 239 | 0 | 212 | | | | |
| Growth Adj: | 1.00 | 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 | 648 | 280 | 0 | 334 | 169 | 0 | 0 | 0 | 239 | 0 | 212 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | | | | |
| PHF Volume: | 0 | 689 | 298 | 0 | 355 | 180 | 0 | 0 | 0 | 254 | 0 | 226 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 0 | 689 | 298 | 0 | 355 | 180 | 0 | 0 | 0 | 254 | 0 | 226 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| FinalVolume: | 0 | 689 | 298 | 0 | 355 | 180 | 0 | 0 | 0 | 254 | 0 | 226 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 1.00 | 0.91 | 0.85 | 1.00 | 0.91 | 0.85 | 1.00 | 1.00 | 1.00 | 0.59 | 1.00 | 0.75 | | | | |
| Lanes: | 0.00 | 3.00 | 1.00 | 0.00 | 3.00 | 1.00 | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 2.00 | | | | |
| Final Sat.: | 0 | 5187 | 1615 | 0 | 5187 | 1615 | 0 | 0 | 0 | 2248 | 0 | 2842 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.13 | 0.18 | 0.00 | 0.07 | 0.11 | 0.00 | 0.00 | 0.00 | 0.11 | 0.00 | 0.08 | | | | |
| Crit Moves: | | | **** | | | | | | | **** | | | | | | |
| Green/Cycle: | 0.00 | 0.58 | 0.58 | 0.00 | 0.58 | 0.58 | 0.00 | 0.00 | 0.00 | 0.36 | 0.00 | 0.36 | | | | |
| Volume/Cap: | 0.00 | 0.23 | 0.32 | 0.00 | 0.12 | 0.19 | 0.00 | 0.00 | 0.00 | 0.32 | 0.00 | 0.22 | | | | |
| Delay/Veh: | 0.0 | 10.1 | 10.9 | 0.0 | 9.4 | 9.9 | 0.0 | 0.0 | 0.0 | 23.5 | 0.0 | 22.5 | | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| AdjDel/Veh: | 0.0 | 10.1 | 10.9 | 0.0 | 9.4 | 9.9 | 0.0 | 0.0 | 0.0 | 23.5 | 0.0 | 22.5 | | | | |
| LOS by Move: | A | B | B | A | A | A | A | A | A | C | A | C | | | | |
| HCM2kAvgQ: | 0 | 4 | 5 | 0 | 2 | 3 | 0 | 0 | 0 | 3 | 0 | 3 | | | | |

Note: Queue reported is the number of cars per lane.





PM Existing Plus CD Thu May 7, 2009 15:55:05 Page 92-1

Folsom South of US-50 Annexation
Existing Plus CD PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #107 Empire Ranch Rd/ EB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.341
Loss Time (sec): 6 Average Delay (sec/veh): 19.1
Optimal Cycle: 21 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Ignore | | | | Ignore | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 | 3 | 0 1 | 0 | 0 | 3 | 0 1 | 2 | 0 | 0 | 0 2 | 0 | 0 | 0 | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 456 | 292 | 0 | 387 | 186 | 473 | 0 | 214 | 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 | 456 | 292 | 0 | 387 | 186 | 473 | 0 | 214 | 0 | 0 | 0 | | | | |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.94 | 0.94 | 0.00 | 0.94 | 0.94 | 0.00 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | | | | |
| PHF Volume: | 0 | 485 | 0 | 0 | 412 | 0 | 503 | 0 | 228 | 0 | 0 | 0 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 0 | 485 | 0 | 0 | 412 | 0 | 503 | 0 | 228 | 0 | 0 | 0 | | | | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| FinalVolume: | 0 | 485 | 0 | 0 | 412 | 0 | 503 | 0 | 228 | 0 | 0 | 0 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 1.00 | 0.91 | 1.00 | 1.00 | 0.91 | 1.00 | 0.58 | 1.00 | 0.75 | 1.00 | 1.00 | 1.00 | | | | |
| Lanes: | 0.00 | 3.00 | 1.00 | 0.00 | 3.00 | 1.00 | 2.00 | 0.00 | 2.00 | 0.00 | 0.00 | 0.00 | | | | |
| Final Sat.: | 0 | 5187 | 1900 | 0 | 5187 | 1900 | 2219 | 0 | 2842 | 0 | 0 | 0 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.09 | 0.00 | 0.00 | 0.08 | 0.00 | 0.23 | 0.00 | 0.08 | 0.00 | 0.00 | 0.00 | | | | |
| Crit Moves: | | **** | | | | | **** | | | | | | | | | |
| Green/Cycle: | 0.00 | 0.27 | 0.00 | 0.00 | 0.27 | 0.00 | 0.67 | 0.00 | 0.67 | 0.00 | 0.00 | 0.00 | | | | |
| Volume/Cap: | 0.00 | 0.34 | 0.00 | 0.00 | 0.29 | 0.00 | 0.34 | 0.00 | 0.12 | 0.00 | 0.00 | 0.00 | | | | |
| Delay/Veh: | 0.0 | 29.2 | 0.0 | 0.0 | 28.7 | 0.0 | 7.4 | 0.0 | 6.1 | 0.0 | 0.0 | 0.0 | | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| AdjDel/Veh: | 0.0 | 29.2 | 0.0 | 0.0 | 28.7 | 0.0 | 7.4 | 0.0 | 6.1 | 0.0 | 0.0 | 0.0 | | | | |
| LOS by Move: | A | C | A | A | C | A | A | A | A | A | A | A | | | | |
| HCM2kAvgQ: | 0 | 4 | 0 | 0 | 4 | 0 | 4 | 0 | 1 | 0 | 0 | 0 | | | | |

Note: Queue reported is the number of cars per lane.

LEVEL OF SERVICE WORKSHEETS

# EXISTING CONDITIONS
# REDUCED HILLSIDE DEVELOPMENT (RHD) ALTERNATIVE
# AM PEAK HOUR

Folsom South of US-50 Annexation
Existing Plus RHD AM

Impact Analysis Report
Level Of Service

| Intersection | Base LOS | Base Del/ Veh | Base V/ C | Future LOS | Future Del/ Veh | Future V/ C | Change in | |
|---|---|---|---|---|---|---|---|---|
| # 1 Folsom Blvd/ Blue Ravine Rd | D | 39.4 | 0.825 | D | 39.4 | 0.825 | + 0.000 | D/V |
| # 2 Sibly Street/ Blue Ravine Road | E | 61.2 | 1.034 | E | 61.2 | 1.034 | + 0.000 | D/V |
| # 3 Oak Avenue Parkway/ Blue Ravin | C | 25.3 | 0.542 | C | 25.3 | 0.542 | + 0.000 | D/V |
| # 4 Empire Ranch Road/ Natoma Stre | C | 19.9 | 0.800 | C | 19.9 | 0.800 | + 0.000 | V/C |
| # 5 Oak Avenue Parkway/ Riley Stre | C | 22.4 | 0.603 | C | 22.4 | 0.603 | + 0.000 | D/V |
| # 6 Oak Avenue Parkway/ East Bidwe | C | 27.1 | 0.471 | C | 27.1 | 0.471 | + 0.000 | D/V |
| # 7 East Bidwell St/Nesmith Ct | B | 12.1 | 0.537 | B | 12.1 | 0.537 | + 0.000 | D/V |
| # 8 East Bidwell St/Scholar Way | B | 11.8 | 0.490 | B | 11.8 | 0.490 | + 0.000 | D/V |
| # 9 East Bidwell St/Power Center D | A | 7.6 | 0.389 | A | 7.6 | 0.389 | + 0.000 | D/V |
| # 10 Broadstone Pkwy/ East Bidwell | C | 23.2 | 0.512 | C | 23.2 | 0.512 | + 0.000 | D/V |
| # 11 Empire Ranch Road/ Broadstone | B | 13.1 | 0.490 | B | 13.1 | 0.490 | + 0.000 | V/C |
| # 12 Oak Avenue Prky / Haverhill Dr | B | 18.2 | 0.479 | B | 18.2 | 0.479 | + 0.000 | D/V |
| # 13 Oak Avenue Prky / Haldion Wy | B | 17.4 | 0.460 | B | 17.4 | 0.460 | + 0.000 | D/V |
| # 14 Folsom Blvd/ Iron Point Road | C | 29.1 | 0.921 | C | 29.1 | 0.921 | + 0.000 | D/V |
| # 15 Prairie City Rd/ Iron Point Rd | C | 31.4 | 0.853 | C | 31.4 | 0.853 | + 0.000 | D/V |
| # 16 Grover Rd/ Iron Point Rd | B | 18.7 | 0.512 | B | 18.7 | 0.512 | + 0.000 | D/V |
| # 17 McAdoo Dr/ Iron Point Rd | C | 23.7 | 0.586 | C | 23.7 | 0.586 | + 0.000 | D/V |
| # 18 Oak Ave Pkwy/ Iron Point Rd | C | 31.7 | 0.500 | C | 31.7 | 0.500 | + 0.000 | D/V |
| # 19 Rowberry Dr/ Iron Point Rd | C | 26.5 | 0.543 | C | 26.5 | 0.543 | + 0.000 | D/V |
| # 20 Broadstone Pkwy/ Iron Point Rd | C | 20.2 | 0.298 | C | 20.2 | 0.298 | + 0.000 | D/V |
| # 21 East Bidwell St/ Iron Point Rd | C | 20.1 | 0.577 | C | 20.1 | 0.577 | + 0.000 | D/V |
| # 22 Cavitt Dr/ Iron Point Rd | C | 22.9 | 0.110 | C | 22.9 | 0.110 | + 0.000 | D/V |
| # 23 Serpa Way / Iron Point Rd | C | 26.1 | 0.079 | C | 26.1 | 0.079 | + 0.000 | D/V |
| # 24 Empire Ranch Road/ Iron Point | B | 17.0 | 0.364 | B | 17.0 | 0.364 | + 0.000 | D/V |

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Folsom South of US-50 Annexation
Existing Plus RHD AM

| Intersection | Base LOS | Base Del/ Veh | Base V/ C | Future LOS | Future Del/ Veh | Future V/ C | Change in | |
|---|---|---|---|---|---|---|---|---|
| # 25 Prairie City Rd/ High School | C | 24.6 | 0.724 | C | 24.6 | 0.724 | + 0.000 | D/V |
| # 26 East Bidwell / Placerville Roa | A | 9.5 | 0.582 | A | 9.5 | 0.582 | + 0.000 | D/V |
| # 27 Prairie City Rd/ White Rock Rd | B | 18.9 | 0.316 | B | 18.9 | 0.316 | + 0.000 | D/V |
| # 28 Scott Rd (South)/ White Rock R | B | 13.5 | 0.179 | B | 13.5 | 0.179 | + 0.000 | D/V |
| # 29 Scott Rd (North)/ White Rock R | C | 20.3 | 0.296 | C | 20.3 | 0.296 | + 0.000 | D/V |
| # 30 Placerville Rd/ White Rock Rd | B | 11.3 | 0.210 | B | 11.3 | 0.210 | + 0.000 | D/V |
| # 31 Empire Ranch Rd/ North Rd | B | 16.9 | 0.218 | B | 16.9 | 0.218 | + 0.000 | D/V |
| # 32 Prairie City Rd/ Easton Valley | B | 19.9 | 0.517 | B | 19.9 | 0.517 | + 0.000 | D/V |
| # 33 Oak Ave Pkwy/ Easton Valley Pk | C | 28.5 | 0.578 | C | 28.5 | 0.578 | + 0.000 | D/V |
| # 34 RowberryDr/ Easton Valley Pkwy | B | 16.6 | 0.475 | B | 16.6 | 0.475 | + 0.000 | D/V |
| # 35 1st St/ Easton Valley Pkwy | C | 26.6 | 0.616 | C | 26.6 | 0.616 | + 0.000 | D/V |
| # 36 2nd St/ Easton Valley Pkwy | C | 23.1 | 0.424 | C | 23.1 | 0.424 | + 0.000 | D/V |
| # 37 3rd St/ Easton Valley Pkwy | B | 18.2 | 0.330 | B | 18.2 | 0.330 | + 0.000 | D/V |
| # 38 Scott Rd (North)/ Easton Valle | C | 31.8 | 0.638 | C | 31.8 | 0.638 | + 0.000 | D/V |
| # 39 4th St/ Easton Valley Pkwy | C | 27.2 | 0.315 | C | 27.2 | 0.315 | + 0.000 | D/V |
| # 40 Placerville Rd/ Easton Valley | B | 15.8 | 0.280 | B | 15.8 | 0.280 | + 0.000 | D/V |
| # 41 Hillside Dr/ Easton Valley Pkw | C | 25.0 | 0.188 | C | 25.0 | 0.188 | + 0.000 | D/V |
| # 42 Empire Ranch Rd/ Easton Valley | C | 20.9 | 0.316 | C | 20.9 | 0.316 | + 0.000 | D/V |
| # 43 Prairie City Rd/Middle Rd | B | 12.1 | 0.072 | B | 12.1 | 0.072 | + 0.000 | D/V |
| # 44 Oak Ave Pkwy/Middle Rd | D | 29.2 | 0.248 | D | 29.2 | 0.248 | + 0.000 | D/V |
| # 45 Scott Rd (North)/ Street "B" | C | 31.1 | 0.690 | C | 31.1 | 0.690 | + 0.000 | D/V |
| # 46 East Rd/Street "B" | B | 14.5 | 0.663 | B | 14.5 | 0.663 | + 0.000 | V/C |
| # 47 Prairie City Rd/Street "A" | C | 17.5 | 0.316 | C | 17.5 | 0.316 | + 0.000 | D/V |
| # 48 Oak Ave Pkwy/Street "A" | B | 14.8 | 0.520 | B | 14.8 | 0.520 | + 0.000 | V/C |
| # 49 West Rd/Street "A" | C | 16.0 | 0.739 | C | 16.0 | 0.739 | + 0.000 | V/C |

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Folsom South of US-50 Annexation
Existing Plus RHD AM

| Intersection | Base LOS | Base Del/ Veh | Base V/ C | Future LOS | Future Del/ Veh | Future V/ C | Change in |
|---|---|---|---|---|---|---|---|
| # 50 Scott Rd (North)/ Street "A" | C | 33.0 | 0.589 | C | 33.0 | 0.589 | + 0.000 D/V |
| # 51 East Rd/Street "A" | B | 11.4 | 0.496 | B | 11.4 | 0.496 | + 0.000 V/C |
| # 52 Placerville Rd/ Street "A" | B | 10.0 | 0.332 | B | 10.0 | 0.332 | + 0.000 V/C |
| # 53 Empire Ranch Rd/Street "A" | A | 10.0 | 0.082 | A | 10.0 | 0.082 | + 0.000 D/V |
| # 54 Scott Rd (North)/South Rd | C | 30.1 | 0.335 | C | 30.1 | 0.335 | + 0.000 D/V |
| # 55 Oak Ave Pkwy/ White Rock Rd | B | 14.5 | 0.277 | B | 14.5 | 0.277 | + 0.000 D/V |
| # 56 Empire Ranch Rd/ White Rock Rd | A | 4.3 | 0.208 | A | 4.3 | 0.208 | + 0.000 D/V |
| # 57 Hazel Blvd/ Gold Country | C | xxxxx | 0.736 | C | xxxxx | 0.736 | + 0.000 V/C |
| # 58 Hazel Ave/ Folsom Blvd | B | xxxxx | 0.641 | B | xxxxx | 0.641 | + 0.000 V/C |
| # 59 Grant Line Rd/ White Rock Rd | F | 61.1 | 0.553 | F | 61.1 | 0.553 | + 0.000 D/V |
| # 60 Grantline Rd/ Sunrise Rd | D | xxxxx | 0.843 | D | xxxxx | 0.843 | + 0.000 V/C |
| # 65 Sunrise Blvd/ White Rock Rd | B | xxxxx | 0.651 | B | xxxxx | 0.651 | + 0.000 V/C |
| # 66 Fitzgerald Road / White Rock R | C | 18.5 | 0.810 | C | 18.5 | 0.810 | + 0.000 V/C |
| # 67 Sunrise Blvd/ Douglas Rd | C | xxxxx | 0.792 | C | xxxxx | 0.792 | + 0.000 V/C |
| # 68 Grant Line Rd/ Douglas Rd | D | 26.9 | 0.352 | D | 26.9 | 0.352 | + 0.000 D/V |
| # 69 Grant Line Road / Kiefer Boule | C | 19.8 | 0.834 | C | 19.8 | 0.834 | + 0.000 V/C |
| # 83 White Rock Rd/ Carson Crossing | D | 29.2 | 0.123 | D | 29.2 | 0.123 | + 0.000 D/V |
| # 84 White Rock Rd/ Stonebriar Rd | B | 18.4 | 0.518 | B | 18.4 | 0.518 | + 0.000 D/V |
| # 85 White Rock Rd/ Windfield Way | E | 37.6 | 0.462 | E | 37.6 | 0.462 | + 0.000 D/V |
| # 86 White Rock Rd/ Latrobe Rd | C | 29.6 | 0.559 | C | 29.6 | 0.559 | + 0.000 D/V |
| # 87 White Rock Rd/ Valley View Pkw | B | 16.7 | 0.475 | B | 16.7 | 0.475 | + 0.000 D/V |
| # 88 El Dorado Hills Blvd/Serrano P | C | 31.5 | 0.828 | C | 31.5 | 0.828 | + 0.000 D/V |
| # 89 El Dorado Hills Blvd/Saratoga | C | 22.8 | 0.666 | C | 22.8 | 0.666 | + 0.000 D/V |
| # 90 El Dorado Hills Blvd/Park Driv | B | 11.4 | 0.486 | B | 11.4 | 0.486 | + 0.000 D/V |
| # 91 Latrobe Rd/ Town Center Blvd | B | 15.9 | 0.422 | B | 15.9 | 0.422 | + 0.000 D/V |

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Folsom South of US-50 Annexation
Existing Plus RHD AM

| Intersection | Base LOS | Base Del/ Veh | Base V/ C | Future LOS | Future Del/ Veh | Future V/ C | Change in |
|---|---|---|---|---|---|---|---|
| # 92 Hazel Blvd/ Tributary- WB US 5 | C | 29.8 | 0.837 | C | 29.8 | 0.837 | + 0.000 D/V |
| # 93 Hazel Ave/ EB US-50 Ramps | C | 20.4 | 0.616 | C | 20.4 | 0.616 | + 0.000 D/V |
| # 94 Folsom Blvd/ WB US 50 Ramps | A | 7.8 | 0.462 | A | 7.8 | 0.462 | + 0.000 D/V |
| # 95 Folsom Blvd/ EB US 50 Ramps | D | 44.5 | 0.987 | D | 44.5 | 0.987 | + 0.000 D/V |
| # 96 Prairie City/ WB US 50 Ramps | C | 29.9 | 0.924 | C | 29.9 | 0.924 | + 0.000 D/V |
| # 97 Prairie City/ EB US 50 Ramps | B | 15.7 | 0.538 | B | 15.7 | 0.538 | + 0.000 D/V |
| # 98 East Bidwell St/ WB US 50 Ramp | C | 21.0 | 0.645 | C | 21.0 | 0.645 | + 0.000 D/V |
| # 99 East Bidwell St/ EB US 50 Ramp | B | 13.8 | 0.537 | B | 13.8 | 0.537 | + 0.000 D/V |
| #100 El Dorado Hills Blvd/ WB US 50 | D | 49.4 | 1.052 | D | 49.4 | 1.052 | + 0.000 D/V |
| #101 El Dorado Hills Blvd/ EB US 50 | C | 34.3 | 0.869 | C | 34.3 | 0.869 | + 0.000 D/V |
| #102 Sunrise Rd/ Jackson Hwy-SR16 | E | 64.8 | 1.041 | E | 64.8 | 1.041 | + 0.000 D/V |
| #103 Grant Line Rd/ Jackson Rd- SR1 | F | 134.0 | 1.236 | F | 134.0 | 1.236 | + 0.000 D/V |
| #104 Oak Ave Pkwy/ WB US 50 Ramps | A | 9.4 | 0.423 | A | 9.4 | 0.423 | + 0.000 D/V |
| #105 Oak Ave Pkwy/ EB US 50 Ramps | B | 18.4 | 0.466 | B | 18.4 | 0.466 | + 0.000 D/V |
| #106 Empire Ranch Rd/ WB US 50 Ramp | B | 15.6 | 0.598 | B | 15.6 | 0.598 | + 0.000 D/V |
| #107 Empire Ranch Rd/ EB US 50 Ramp | B | 15.7 | 0.271 | B | 15.7 | 0.271 | + 0.000 D/V |

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Folsom South of US-50 Annexation
Existing Plus RHD AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #1 Folsom Blvd/ Blue Ravine Rd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.825
Loss Time (sec): 15 Average Delay (sec/veh): 39.4
Optimal Cycle: 97 Level Of Service: D

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Ovl | | | Ovl | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 | 0 | 2 | 0 | 1 | 1 | 0 | 2 | 0 | 1 | 0 | 1 | 0 | 1 | 2 | 0 | 1 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 197 | 854 | 196 | 494 | 1450 | 53 | 34 | 40 | 31 | 517 | 298 | 401 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 197 | 854 | 196 | 494 | 1450 | 53 | 34 | 40 | 31 | 517 | 298 | 401 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| PHF Volume: | 207 | 899 | 206 | 520 | 1526 | 56 | 36 | 42 | 33 | 544 | 314 | 422 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 207 | 899 | 206 | 520 | 1526 | 56 | 36 | 42 | 33 | 544 | 314 | 422 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 207 | 899 | 206 | 520 | 1526 | 56 | 36 | 42 | 33 | 544 | 314 | 422 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.95 | 0.85 | 0.95 | 0.95 | 0.85 | 0.95 | 1.00 | 0.85 | 0.92 | 1.00 | 0.85 |
| Lanes: | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 |
| Final Sat.: | 1805 | 3610 | 1615 | 1805 | 3610 | 1615 | 1805 | 1900 | 1615 | 3502 | 1900 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.11 | 0.25 | 0.13 | 0.29 | 0.42 | 0.03 | 0.02 | 0.02 | 0.02 | 0.16 | 0.17 | 0.26 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green/Cycle: | 0.14 | 0.30 | 0.50 | 0.35 | 0.51 | 0.54 | 0.02 | 0.03 | 0.17 | 0.20 | 0.20 | 0.55 |
| Volume/Cap: | 0.83 | 0.83 | 0.26 | 0.83 | 0.83 | 0.06 | 0.83 | 0.79 | 0.12 | 0.79 | 0.83 | 0.48 |
| Delay/Veh: | 69.9 | 44.2 | 17.5 | 44.4 | 28.0 | 13.4 | 131.4 | 113 | 42.7 | 52.2 | 59.7 | 16.9 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 69.9 | 44.2 | 17.5 | 44.4 | 28.0 | 13.4 | 131.4 | 113 | 42.7 | 52.2 | 59.7 | 16.9 |
| LOS by Move: | E | D | B | D | C | B | F | F | D | D | E | B |
| HCM2kAvgQ: | 8 | 16 | 4 | 20 | 27 | 1 | 3 | 3 | 1 | 9 | 10 | 9 |

Note: Queue reported is the number of cars per lane.





AM Existing Plus RHD Wed Jan 13, 2010 14:58:47 Page 4-1

Folsom South of US-50 Annexation
Existing Plus RHD AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #2 Sibly Street/ Blue Ravine Road

Cycle (sec): 100 Critical Vol./Cap. (X): 1.034
Loss Time (sec): 12 Average Delay (sec/veh): 61.2
Optimal Cycle: 180 Level Of Service: E

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Ovl | | | Ovl | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 | 0 | 2 | 0 | 1 | 1 | 0 | 2 | 0 | 1 | 1 | 0 | 2 | 0 | 1 | 2 | 0 | 1 | 1 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 629 | 491 | 246 | 25 | 573 | 75 | 48 | 232 | 485 | 602 | 726 | 34 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 629 | 491 | 246 | 25 | 573 | 75 | 48 | 232 | 485 | 602 | 726 | 34 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 |
| PHF Volume: | 767 | 599 | 300 | 30 | 699 | 91 | 59 | 283 | 591 | 734 | 885 | 41 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 767 | 599 | 300 | 30 | 699 | 91 | 59 | 283 | 591 | 734 | 885 | 41 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 767 | 599 | 300 | 30 | 699 | 91 | 59 | 283 | 591 | 734 | 885 | 41 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.95 | 0.85 | 0.95 | 0.95 | 0.85 | 0.95 | 0.95 | 0.85 | 0.92 | 0.94 | 0.94 |
| Lanes: | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 2.00 | 1.91 | 0.09 |
| Final Sat.: | 1805 | 3610 | 1615 | 1805 | 3610 | 1615 | 1805 | 3610 | 1615 | 3502 | 3424 | 160 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.42 | 0.17 | 0.19 | 0.02 | 0.19 | 0.06 | 0.03 | 0.08 | 0.37 | 0.21 | 0.26 | 0.26 |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | |
| Green/Cycle: | 0.41 | 0.54 | 0.75 | 0.06 | 0.19 | 0.22 | 0.03 | 0.08 | 0.49 | 0.20 | 0.25 | 0.25 |
| Volume/Cap: | 1.03 | 0.31 | 0.25 | 0.31 | 1.03 | 0.26 | 1.03 | 1.02 | 0.75 | 1.02 | 1.03 | 1.03 |
| Delay/Veh: | 71.4 | 12.6 | 4.0 | 47.1 | 84.2 | 32.7 | 177.8 | 106 | 24.8 | 79.3 | 76.5 | 76.5 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 71.4 | 12.6 | 4.0 | 47.1 | 84.2 | 32.7 | 177.8 | 106 | 24.8 | 79.3 | 76.5 | 76.5 |
| LOS by Move: | E | B | A | D | F | C | F | F | C | E | E | E |
| HCM2kAvgQ: | 30 | 5 | 3 | 1 | 18 | 2 | 2 | 6 | 14 | 15 | 19 | 19 |

Note: Queue reported is the number of cars per lane.

AM Existing Plus RHD Wed Jan 13, 2010 14:58:47 Page 5-1

Folsom South of US-50 Annexation
Existing Plus RHD AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #3 Oak Avenue Parkway/ Blue Ravine Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.542
Loss Time (sec): 12 Average Delay (sec/veh): 25.3
Optimal Cycle: 44 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ignore | | | | Include | | | | Ignore | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 3 | 0 1 | 1 | 0 | 3 | 0 1 | 2 | 0 | 2 | 0 1 | 2 | 0 | 1 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 201 | 150 | 250 | | 1 | 215 | 60 | | 9 | 275 | 183 | | 492 | 942 | 11 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 201 | 150 | 250 | | 1 | 215 | 60 | | 9 | 275 | 183 | | 492 | 942 | 11 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.88 | 0.88 | 0.00 | | 0.88 | 0.88 | 0.88 | | 0.88 | 0.88 | 0.00 | | 0.88 | 0.88 | 0.88 | |
| PHF Volume: | 228 | 170 | 0 | | 1 | 244 | 68 | | 10 | 313 | 0 | | 559 | 1070 | 13 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 228 | 170 | 0 | | 1 | 244 | 68 | | 10 | 313 | 0 | | 559 | 1070 | 13 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 228 | 170 | 0 | | 1 | 244 | 68 | | 10 | 313 | 0 | | 559 | 1070 | 13 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.91 | 1.00 | | 0.95 | 0.91 | 0.85 | | 0.92 | 0.95 | 1.00 | | 0.92 | 0.95 | 0.95 | |
| Lanes: | 1.00 | 3.00 | 1.00 | | 1.00 | 3.00 | 1.00 | | 2.00 | 2.00 | 1.00 | | 2.00 | 1.98 | 0.02 | |
| Final Sat.: | 1805 | 5187 | 1900 | | 1805 | 5187 | 1615 | | 3502 | 3610 | 1900 | | 3502 | 3561 | 42 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.13 | 0.03 | 0.00 | | 0.00 | 0.05 | 0.04 | | 0.00 | 0.09 | 0.00 | | 0.16 | 0.30 | 0.30 | |
| Crit Moves: | **** | | | | | **** | | | **** | | | | | **** | | |
| Green/Cycle: | 0.23 | 0.31 | 0.00 | | 0.01 | 0.09 | 0.09 | | 0.01 | 0.20 | 0.00 | | 0.36 | 0.55 | 0.55 | |
| Volume/Cap: | 0.54 | 0.10 | 0.00 | | 0.10 | 0.54 | 0.49 | | 0.54 | 0.44 | 0.00 | | 0.44 | 0.54 | 0.54 | |
| Delay/Veh: | 35.1 | 24.3 | 0.0 | | 53.6 | 45.1 | 46.2 | | 78.2 | 35.8 | 0.0 | | 24.4 | 14.5 | 14.5 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 35.1 | 24.3 | 0.0 | | 53.6 | 45.1 | 46.2 | | 78.2 | 35.8 | 0.0 | | 24.4 | 14.5 | 14.5 | |
| LOS by Move: | D | C | A | | D | D | D | | E | D | A | | C | B | B | |
| HCM2kAvgQ: | 6 | 1 | 0 | | 0 | 3 | 3 | | 0 | 4 | 0 | | 7 | 11 | 11 | |

Note: Queue reported is the number of cars per lane.





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Folsom South of US-50 Annexation
Existing Plus RHD AM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #4 Empire Ranch Road/ Natoma Street

Cycle (sec): 100 Critical Vol./Cap. (X): 0.800
Loss Time (sec): 0 Average Delay (sec/veh): 19.9
Optimal Cycle: 0 Level Of Service: C

| 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: | 2 | 0 | 1 | 0 0 | 0 | 0 | 1 | 0 1 | 2 | 0 | 0 | 0 1 | 0 | 0 | 0 | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 173 | 72 | 0 | | 0 | 380 | 22 | | 9 | 0 | 307 | | 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: | 173 | 72 | 0 | | 0 | 380 | 22 | | 9 | 0 | 307 | | 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: | 0.82 | 0.82 | 0.82 | | 0.82 | 0.82 | 0.82 | | 0.82 | 0.82 | 0.82 | | 0.82 | 0.82 | 0.82 | |
| PHF Volume: | 211 | 88 | 0 | | 0 | 463 | 27 | | 11 | 0 | 374 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 211 | 88 | 0 | | 0 | 463 | 27 | | 11 | 0 | 374 | | 0 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 211 | 88 | 0 | | 0 | 463 | 27 | | 11 | 0 | 374 | | 0 | 0 | 0 | |
| 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: | 2.00 | 1.00 | 0.00 | | 0.00 | 1.00 | 1.00 | | 2.00 | 0.00 | 1.00 | | 0.00 | 0.00 | 0.00 | |
| Final Sat.: | 933 | 498 | 0 | | 0 | 579 | 635 | | 979 | 0 | 591 | | 0 | 0 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.23 | 0.18 | xxxx | | xxxx | 0.80 | 0.04 | | 0.01 | xxxx | 0.63 | | xxxx | xxxx | xxxx | |
| Crit Moves: | **** | | | | | **** | | | | | **** | | | | | |
| Delay/Veh: | 12.2 | 11.0 | 0.0 | | 0.0 | 28.0 | 8.4 | | 9.8 | 0.0 | 17.4 | | 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 | |
| AdjDel/Veh: | 12.2 | 11.0 | 0.0 | | 0.0 | 28.0 | 8.4 | | 9.8 | 0.0 | 17.4 | | 0.0 | 0.0 | 0.0 | |
| LOS by Move: | B | B | * | | * | D | A | | A | * | C | | * | * | * | |
| ApproachDel: | 11.8 | | | | | 26.9 | | | | 17.1 | | | xxxxxx | | | |
| Delay Adj: | 1.00 | | | | | 1.00 | | | | 1.00 | | | xxxxx | | | |
| ApprAdjDel: | 11.8 | | | | | 26.9 | | | | 17.1 | | | xxxxxx | | | |
| LOS by Appr: | B | | | | | D | | | | C | | | * | | | |
| AllWayAvgQ: | 0.3 | 0.2 | 0.0 | | 0.0 | 3.1 | 0.0 | | 0.0 | 0.0 | 1.4 | | 0.0 | 0.0 | 0.0 | |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Existing Plus RHD AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #5 Oak Avenue Parkway/ Riley Street

Cycle (sec): 100 Critical Vol./Cap. (X): 0.603
Loss Time (sec): 12 Average Delay (sec/veh): 22.4
Optimal Cycle: 49 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 2 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | | | |
| Base Vol: | 134 | 512 | 27 | | 9 | 745 | 187 | | 145 | 10 | 186 | | 40 | 20 | 3 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 134 | 512 | 27 | | 9 | 745 | 187 | | 145 | 10 | 186 | | 40 | 20 | 3 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.90 | 0.90 | 0.90 | | 0.90 | 0.90 | 0.90 | | 0.90 | 0.90 | 0.90 | | 0.90 | 0.90 | 0.90 | |
| PHF Volume: | 149 | 569 | 30 | | 10 | 828 | 208 | | 161 | 11 | 207 | | 44 | 22 | 3 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 149 | 569 | 30 | | 10 | 828 | 208 | | 161 | 11 | 207 | | 44 | 22 | 3 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 149 | 569 | 30 | | 10 | 828 | 208 | | 161 | 11 | 207 | | 44 | 22 | 3 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.90 | 0.90 | | 0.95 | 0.92 | 0.92 | | 0.95 | 1.00 | 0.85 | | 0.95 | 0.98 | 0.98 | |
| Lanes: | 1.00 | 2.85 | 0.15 | | 1.00 | 1.60 | 0.40 | | 1.00 | 1.00 | 1.00 | | 1.00 | 0.87 | 0.13 | |
| Final Sat.: | 1805 | 4893 | 258 | | 1805 | 2799 | 703 | | 1805 | 1900 | 1615 | | 1805 | 1621 | 243 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.08 | 0.12 | 0.12 | | 0.01 | 0.30 | 0.30 | | 0.09 | 0.01 | 0.13 | | 0.02 | 0.01 | 0.01 | |
| Crit Moves: | **** | | | | | **** | | | | | **** | | **** | | | |
| Green/Cycle: | 0.14 | 0.60 | 0.60 | | 0.03 | 0.49 | 0.49 | | 0.22 | 0.21 | 0.21 | | 0.04 | 0.03 | 0.03 | |
| Volume/Cap: | 0.60 | 0.19 | 0.19 | | 0.19 | 0.60 | 0.60 | | 0.41 | 0.03 | 0.60 | | 0.60 | 0.41 | 0.41 | |
| Delay/Veh: | 44.8 | 9.2 | 9.2 | | 49.3 | 19.1 | 19.1 | | 34.1 | 31.2 | 38.6 | | 60.5 | 51.6 | 51.6 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 44.8 | 9.2 | 9.2 | | 49.3 | 19.1 | 19.1 | | 34.1 | 31.2 | 38.6 | | 60.5 | 51.6 | 51.6 | |
| LOS by Move: | D | A | A | | D | B | B | | C | C | D | | E | D | D | |
| HCM2kAvgQ: | 4 | 3 | 3 | | 0 | 12 | 12 | | 5 | 0 | 7 | | 2 | 1 | 1 | |

Note: Queue reported is the number of cars per lane.





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Folsom South of US-50 Annexation
Existing Plus RHD AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #6 Oak Avenue Parkway/ East Bidwell Street

Cycle (sec): 100 Critical Vol./Cap. (X): 0.471
Loss Time (sec): 12 Average Delay (sec/veh): 27.1
Optimal Cycle: 39 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ignore | | | | Ignore | | | | Ignore | | | | Ignore | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 3 | 0 | 1 | 2 | 0 | 3 | 0 | 1 | 2 | 0 | 3 | 0 | 1 | 2 | 0 | 3 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | | | |
| Base Vol: | 188 | 281 | 177 | | 379 | 519 | 100 | | 70 | 766 | 152 | | 57 | 945 | 256 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 188 | 281 | 177 | | 379 | 519 | 100 | | 70 | 766 | 152 | | 57 | 945 | 256 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| PHF Adj: | 0.88 | 0.88 | 0.00 | | 0.88 | 0.88 | 0.00 | | 0.88 | 0.88 | 0.00 | | 0.88 | 0.88 | 0.00 | |
| PHF Volume: | 214 | 319 | 0 | | 431 | 590 | 0 | | 80 | 870 | 0 | | 65 | 1074 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 214 | 319 | 0 | | 431 | 590 | 0 | | 80 | 870 | 0 | | 65 | 1074 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| FinalVolume: | 214 | 319 | 0 | | 431 | 590 | 0 | | 80 | 870 | 0 | | 65 | 1074 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.91 | 1.00 | | 0.92 | 0.91 | 1.00 | | 0.92 | 0.91 | 1.00 | | 0.92 | 0.91 | 1.00 | |
| Lanes: | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | |
| Final Sat.: | 3502 | 5187 | 1900 | | 3502 | 5187 | 1900 | | 3502 | 5187 | 1900 | | 3502 | 5187 | 1900 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.06 | 0.06 | 0.00 | | 0.12 | 0.11 | 0.00 | | 0.02 | 0.17 | 0.00 | | 0.02 | 0.21 | 0.00 | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.14 | 0.13 | 0.00 | | 0.26 | 0.26 | 0.00 | | 0.05 | 0.44 | 0.00 | | 0.05 | 0.44 | 0.00 | |
| Volume/Cap: | 0.45 | 0.47 | 0.00 | | 0.47 | 0.45 | 0.00 | | 0.47 | 0.38 | 0.00 | | 0.38 | 0.47 | 0.00 | |
| Delay/Veh: | 40.3 | 40.8 | 0.0 | | 31.5 | 31.5 | 0.0 | | 48.4 | 19.0 | 0.0 | | 47.6 | 19.9 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 40.3 | 40.8 | 0.0 | | 31.5 | 31.5 | 0.0 | | 48.4 | 19.0 | 0.0 | | 47.6 | 19.9 | 0.0 | |
| LOS by Move: | D | D | A | | C | C | A | | D | B | A | | D | B | A | |
| HCM2kAvgQ: | 3 | 3 | 0 | | 6 | 5 | 0 | | 2 | 7 | 0 | | 1 | 8 | 0 | |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Existing Plus RHD AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #7 East Bidwell St/Nesmith Ct

Cycle (sec): 100 Critical Vol./Cap. (X): 0.537
Loss Time (sec): 12 Average Delay (sec/veh): 12.1
Optimal Cycle: 43 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Split Phase | | | | Split Phase | | | |
| Rights: | Ovl | | | | Include | | | | Include | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 2 | 0 | 1 | 2 | 0 | 2 | 1 | 0 | 0 | 0 | 1! | 0 | 1 | 1 | 0 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | | | | |
| Base Vol: | 43 | 1144 | 109 | | 260 | 1115 | 42 | | 20 | 1 | 13 | | 35 | 1 | 50 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 43 | 1144 | 109 | | 260 | 1115 | 42 | | 20 | 1 | 13 | | 35 | 1 | 50 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 48 | 1285 | 122 | | 292 | 1253 | 47 | | 22 | 1 | 15 | | 39 | 1 | 56 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 48 | 1285 | 122 | | 292 | 1253 | 47 | | 22 | 1 | 15 | | 39 | 1 | 56 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 48 | 1285 | 122 | | 292 | 1253 | 47 | | 22 | 1 | 15 | | 39 | 1 | 56 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.95 | 0.85 | | 0.92 | 0.91 | 0.91 | | 0.92 | 0.92 | 0.92 | | 0.95 | 0.95 | 0.85 | |
| Lanes: | 1.00 | 2.00 | 1.00 | | 2.00 | 2.89 | 0.11 | | 0.59 | 0.03 | 0.38 | | 1.94 | 0.06 | 1.00 | |
| Final Sat.: | 1805 | 3610 | 1615 | | 3502 | 4974 | 187 | | 1029 | 51 | 669 | | 3524 | 101 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.36 | 0.08 | | 0.08 | 0.25 | 0.25 | | 0.02 | 0.02 | 0.02 | | 0.01 | 0.01 | 0.03 | |
| Crit Moves: | | **** | | | **** | | | | | **** | | | **** | | | |
| Green/Cycle: | 0.08 | 0.66 | 0.68 | | 0.16 | 0.74 | 0.74 | | 0.04 | 0.04 | 0.04 | | 0.02 | 0.02 | 0.18 | |
| Volume/Cap: | 0.34 | 0.54 | 0.11 | | 0.54 | 0.34 | 0.34 | | 0.54 | 0.54 | 0.54 | | 0.54 | 0.54 | 0.20 | |
| Delay/Veh: | 45.0 | 9.1 | 5.4 | | 40.0 | 4.6 | 4.6 | | 54.9 | 54.9 | 54.9 | | 55.9 | 55.9 | 35.5 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 45.0 | 9.1 | 5.4 | | 40.0 | 4.6 | 4.6 | | 54.9 | 54.9 | 54.9 | | 55.9 | 55.9 | 35.5 | |
| LOS by Move: | D | A | A | | D | A | A | | D | D | D | | E | E | D | |
| HCM2kAvgQ: | 2 | 11 | 1 | | 5 | 5 | 5 | | 1 | 1 | 1 | | 1 | 1 | 1 | |

Note: Queue reported is the number of cars per lane.





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Folsom South of US-50 Annexation
Existing Plus RHD AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #8 East Bidwell St/Scholar Way

Cycle (sec): 100 Critical Vol./Cap. (X): 0.490
Loss Time (sec): 12 Average Delay (sec/veh): 11.8
Optimal Cycle: 40 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ignore | | | | Ignore | | | | Ignore | | | | Ignore | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 2 | 0 | 1 | 2 | 0 | 3 | 0 | 1 | 1 | 0 | 2 | 0 | 1 | 1 | 0 | 2 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | | | | |
| Base Vol: | 37 | 1095 | 266 | | 62 | 1023 | 82 | | 78 | 16 | 4 | | 105 | 29 | 117 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 37 | 1095 | 266 | | 62 | 1023 | 82 | | 78 | 16 | 4 | | 105 | 29 | 117 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.00 | |
| PHF Volume: | 42 | 1230 | 0 | | 70 | 1149 | 0 | | 88 | 18 | 0 | | 118 | 33 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 42 | 1230 | 0 | | 70 | 1149 | 0 | | 88 | 18 | 0 | | 118 | 33 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| FinalVolume: | 42 | 1230 | 0 | | 70 | 1149 | 0 | | 88 | 18 | 0 | | 118 | 33 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.95 | 1.00 | | 0.92 | 0.91 | 1.00 | | 0.95 | 0.95 | 1.00 | | 0.95 | 0.95 | 1.00 | |
| Lanes: | 2.00 | 2.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 1.00 | 2.00 | 1.00 | | 1.00 | 2.00 | 1.00 | |
| Final Sat.: | 3502 | 3610 | 1900 | | 3502 | 5187 | 1900 | | 1805 | 3610 | 1900 | | 1805 | 3610 | 1900 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.34 | 0.00 | | 0.02 | 0.22 | 0.00 | | 0.05 | 0.00 | 0.00 | | 0.07 | 0.01 | 0.00 | |
| Crit Moves: | | **** | | | **** | | | | | **** | | | **** | | | |
| Green/Cycle: | 0.04 | 0.70 | 0.00 | | 0.04 | 0.70 | 0.00 | | 0.12 | 0.01 | 0.00 | | 0.13 | 0.02 | 0.00 | |
| Volume/Cap: | 0.32 | 0.49 | 0.00 | | 0.49 | 0.32 | 0.00 | | 0.40 | 0.49 | 0.00 | | 0.49 | 0.40 | 0.00 | |
| Delay/Veh: | 48.3 | 7.2 | 0.0 | | 49.6 | 5.9 | 0.0 | | 41.8 | 59.2 | 0.0 | | 41.7 | 51.4 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 48.3 | 7.2 | 0.0 | | 49.6 | 5.9 | 0.0 | | 41.8 | 59.2 | 0.0 | | 41.7 | 51.4 | 0.0 | |
| LOS by Move: | D | A | A | | D | A | A | | D | E | A | | D | D | A | |
| HCM2kAvgQ: | 1 | 9 | 0 | | 2 | 5 | 0 | | 2 | 0 | 0 | | 3 | 1 | 0 | |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Existing Plus RHD AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #9 East Bidwell St/Power Center Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.389
Loss Time (sec): 12 Average Delay (sec/veh): 7.6
Optimal Cycle: 35 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Split Phase | | | Split Phase | | |
| Rights: | Ovl | | | Ovl | | | Ovl | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 0 | 3 0 | 1 | 1 0 | 3 0 | 1 | 1 1 | 0 0 | 1 | 0 1 | 0 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 24 | 1355 | 70 | 6 | 1087 | 37 | 36 | 11 | 35 | 46 | 4 | 30 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 24 | 1355 | 70 | 6 | 1087 | 37 | 36 | 11 | 35 | 46 | 4 | 30 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 27 | 1522 | 79 | 7 | 1221 | 42 | 40 | 12 | 39 | 52 | 4 | 34 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 27 | 1522 | 79 | 7 | 1221 | 42 | 40 | 12 | 39 | 52 | 4 | 34 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 27 | 1522 | 79 | 7 | 1221 | 42 | 40 | 12 | 39 | 52 | 4 | 34 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.91 | 0.85 | 0.95 | 0.91 | 0.85 | 0.96 | 0.96 | 0.85 | 0.96 | 0.96 | 0.85 |
| Lanes: | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 | 1.53 | 0.47 | 1.00 | 0.92 | 0.08 | 1.00 |
| Final Sat.: | 1805 | 5187 | 1615 | 1805 | 5187 | 1615 | 2803 | 856 | 1615 | 1671 | 145 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.29 | 0.05 | 0.00 | 0.24 | 0.03 | 0.01 | 0.01 | 0.02 | 0.03 | 0.03 | 0.02 |
| Crit Moves: | | **** | | **** | | | | **** | | **** | | |
| Green/Cycle: | 0.05 | 0.75 | 0.83 | 0.01 | 0.72 | 0.76 | 0.04 | 0.04 | 0.08 | 0.08 | 0.08 | 0.09 |
| Volume/Cap: | 0.33 | 0.39 | 0.06 | 0.39 | 0.33 | 0.03 | 0.39 | 0.39 | 0.29 | 0.39 | 0.39 | 0.23 |
| Delay/Veh: | 48.6 | 4.4 | 1.5 | 63.1 | 5.3 | 3.1 | 48.9 | 48.9 | 44.4 | 45.5 | 45.5 | 43.2 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 48.6 | 4.4 | 1.5 | 63.1 | 5.3 | 3.1 | 48.9 | 48.9 | 44.4 | 45.5 | 45.5 | 43.2 |
| LOS by Move: | D | A | A | E | A | A | D | D | D | D | D | D |
| HCM2kAvgQ: | 1 | 6 | 0 | 1 | 5 | 0 | 1 | 1 | 1 | 2 | 2 | 1 |

Note: Queue reported is the number of cars per lane.





AM Existing Plus RHD Wed Jan 13, 2010 14:58:48 Page 12-1

Folsom South of US-50 Annexation
Existing Plus RHD AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #10 Broadstone Pkwy/ East Bidwell St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.512
Loss Time (sec): 12 Average Delay (sec/veh): 23.2
Optimal Cycle: 42 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Ignore | | | Ignore | | | Ignore | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 2 0 | 3 0 | 1 | 2 0 | 3 0 | 1 | 2 0 | 3 0 | 1 | 2 0 | 3 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 12 | 250 | 9 | 241 | 521 | 150 | 156 | 904 | 25 | 57 | 1172 | 136 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 12 | 250 | 9 | 241 | 521 | 150 | 156 | 904 | 25 | 57 | 1172 | 136 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 0.86 | 0.86 | 0.00 | 0.86 | 0.86 | 0.00 | 0.86 | 0.86 | 0.00 | 0.86 | 0.86 | 0.00 |
| PHF Volume: | 14 | 291 | 0 | 280 | 606 | 0 | 181 | 1051 | 0 | 66 | 1363 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 14 | 291 | 0 | 280 | 606 | 0 | 181 | 1051 | 0 | 66 | 1363 | 0 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| FinalVolume: | 14 | 291 | 0 | 280 | 606 | 0 | 181 | 1051 | 0 | 66 | 1363 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.91 | 1.00 | 0.92 | 0.91 | 1.00 | 0.92 | 0.91 | 1.00 | 0.92 | 0.91 | 1.00 |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3502 | 5187 | 1900 | 3502 | 5187 | 1900 | 3502 | 5187 | 1900 | 3502 | 5187 | 1900 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.06 | 0.00 | 0.08 | 0.12 | 0.00 | 0.05 | 0.20 | 0.00 | 0.02 | 0.26 | 0.00 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green/Cycle: | 0.01 | 0.11 | 0.00 | 0.16 | 0.26 | 0.00 | 0.10 | 0.56 | 0.00 | 0.05 | 0.51 | 0.00 |
| Volume/Cap: | 0.45 | 0.51 | 0.00 | 0.51 | 0.45 | 0.00 | 0.51 | 0.36 | 0.00 | 0.36 | 0.51 | 0.00 |
| Delay/Veh: | 59.6 | 42.8 | 0.0 | 39.5 | 31.5 | 0.0 | 43.9 | 12.1 | 0.0 | 47.0 | 16.2 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 59.6 | 42.8 | 0.0 | 39.5 | 31.5 | 0.0 | 43.9 | 12.1 | 0.0 | 47.0 | 16.2 | 0.0 |
| LOS by Move: | E | D | A | D | C | A | D | B | A | D | B | A |
| HCM2kAvgQ: | 0 | 3 | 0 | 5 | 6 | 0 | 3 | 6 | 0 | 1 | 10 | 0 |

Note: Queue reported is the number of cars per lane.

AM Existing Plus RHD Wed Jan 13, 2010 14:58:48 Page 13-1

Folsom South of US-50 Annexation
Existing Plus RHD AM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #11 Empire Ranch Road/ Broadstone Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.490
Loss Time (sec): 0 Average Delay (sec/veh): 13.1
Optimal Cycle: 0 Level Of Service: B

| 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 | 2 | 1 | 0 | 1 | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 1! | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 70 | 233 | 3 | | 7 | 646 | 83 | | 28 | 11 | 120 | | 15 | 22 | 18 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 70 | 233 | 3 | | 7 | 646 | 83 | | 28 | 11 | 120 | | 15 | 22 | 18 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.87 | 0.87 | 0.87 | | 0.87 | 0.87 | 0.87 | | 0.87 | 0.87 | 0.87 | | 0.87 | 0.87 | 0.87 | |
| PHF Volume: | 80 | 268 | 3 | | 8 | 743 | 95 | | 32 | 13 | 138 | | 17 | 25 | 21 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 80 | 268 | 3 | | 8 | 743 | 95 | | 32 | 13 | 138 | | 17 | 25 | 21 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 80 | 268 | 3 | | 8 | 743 | 95 | | 32 | 13 | 138 | | 17 | 25 | 21 | |
| 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 | 2.96 | 0.04 | | 1.00 | 2.66 | 0.34 | | 2.00 | 1.00 | 1.00 | | 0.27 | 0.40 | 0.33 | |
| Final Sat.: | 456 | 1445 | 19 | | 518 | 1515 | 200 | | 875 | 466 | 516 | | 130 | 191 | 156 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.18 | 0.19 | 0.18 | | 0.02 | 0.49 | 0.48 | | 0.04 | 0.03 | 0.27 | | 0.13 | 0.13 | 0.13 | |
| Crit Moves: | | **** | | | | **** | | | | | **** | | **** | | | |
| Delay/Veh: | 11.8 | 11.3 | 11.2 | | 9.6 | 14.6 | 13.9 | | 10.7 | 10.1 | 11.4 | | 11.1 | 11.1 | 11.1 | |
| Delay Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 11.8 | 11.3 | 11.2 | | 9.6 | 14.6 | 13.9 | | 10.7 | 10.1 | 11.4 | | 11.1 | 11.1 | 11.1 | |
| LOS by Move: | B | B | B | | A | B | B | | B | B | B | | B | B | B | |
| ApproachDel: | | 11.4 | | | | 14.4 | | | | 11.2 | | | | 11.1 | | |
| Delay Adj: | | 1.00 | | | | 1.00 | | | | 1.00 | | | | 1.00 | | |
| ApprAdjDel: | | 11.4 | | | | 14.4 | | | | 11.2 | | | | 11.1 | | |
| LOS by Appr: | | B | | | | B | | | | B | | | | B | | |
| AllWayAvgQ: | 0.2 | 0.2 | 0.2 | | 0.0 | 0.9 | 0.8 | | 0.0 | 0.0 | 0.3 | | 0.1 | 0.1 | 0.1 | |

Note: Queue reported is the number of cars per lane.





AM Existing Plus RHD Wed Jan 13, 2010 14:58:48 Page 14-1

Folsom South of US-50 Annexation
Existing Plus RHD AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #12 Oak Avenue Prky / Haverhill Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.479
Loss Time (sec): 9 Average Delay (sec/veh): 18.2
Optimal Cycle: 33 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 1! | 0 | 0 | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 1 | 536 | 16 | | 85 | 849 | 1 | | 1 | 20 | 4 | | 75 | 14 | 125 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 1 | 536 | 16 | | 85 | 849 | 1 | | 1 | 20 | 4 | | 75 | 14 | 125 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.86 | 0.86 | 0.86 | | 0.86 | 0.86 | 0.86 | | 0.86 | 0.86 | 0.86 | | 0.86 | 0.86 | 0.86 | |
| PHF Volume: | 1 | 623 | 19 | | 99 | 987 | 1 | | 1 | 23 | 5 | | 87 | 16 | 145 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 1 | 623 | 19 | | 99 | 987 | 1 | | 1 | 23 | 5 | | 87 | 16 | 145 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 1 | 623 | 19 | | 99 | 987 | 1 | | 1 | 23 | 5 | | 87 | 16 | 145 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.95 | 0.95 | | 0.95 | 0.95 | 0.95 | | 0.97 | 0.97 | 0.97 | | 0.81 | 0.81 | 0.81 | |
| Lanes: | 1.00 | 1.94 | 0.06 | | 1.00 | 1.99 | 0.01 | | 0.04 | 0.80 | 0.16 | | 0.35 | 0.07 | 0.58 | |
| Final Sat.: | 1805 | 3491 | 104 | | 1805 | 3606 | 4 | | 74 | 1476 | 295 | | 542 | 101 | 903 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.18 | 0.18 | | 0.05 | 0.27 | 0.27 | | 0.02 | 0.02 | 0.02 | | 0.16 | 0.16 | 0.16 | |
| Crit Moves: | **** | | | | | **** | | | | | | | | **** | | |
| Green/Cycle: | 0.00 | 0.44 | 0.44 | | 0.13 | 0.57 | 0.57 | | 0.34 | 0.34 | 0.34 | | 0.34 | 0.34 | 0.34 | |
| Volume/Cap: | 0.48 | 0.41 | 0.41 | | 0.41 | 0.48 | 0.48 | | 0.05 | 0.05 | 0.05 | | 0.48 | 0.48 | 0.48 | |
| Delay/Veh: | 153.6 | 19.3 | 19.3 | | 40.7 | 12.8 | 12.8 | | 22.4 | 22.4 | 22.4 | | 26.9 | 26.9 | 26.9 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 153.6 | 19.3 | 19.3 | | 40.7 | 12.8 | 12.8 | | 22.4 | 22.4 | 22.4 | | 26.9 | 26.9 | 26.9 | |
| LOS by Move: | F | B | B | | D | B | B | | C | C | C | | C | C | C | |
| HCM2kAvgQ: | 0 | 7 | 7 | | 3 | 9 | 9 | | 1 | 1 | 1 | | 6 | 6 | 6 | |

Note: Queue reported is the number of cars per lane.

Folsom South of US-50 Annexation
Existing Plus RHD AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #13 Oak Avenue Prky / Haldion Wy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.460
Loss Time (sec): 9 Average Delay (sec/veh): 17.4
Optimal Cycle: 32 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 1 | 1 0 | 1 | 0 | 1 | 1 0 | 0 | 0 | 1! | 0 0 | 0 | 0 | 1! | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 43 | 515 | 79 | | 38 | 849 | 10 | | 16 | 23 | 66 | | 136 | 5 | 32 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 43 | 515 | 79 | | 38 | 849 | 10 | | 16 | 23 | 66 | | 136 | 5 | 32 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.95 | 0.95 | 0.95 | | 0.95 | 0.95 | 0.95 | | 0.95 | 0.95 | 0.95 | | 0.95 | 0.95 | 0.95 | |
| PHF Volume: | 45 | 542 | 83 | | 40 | 894 | 11 | | 17 | 24 | 69 | | 143 | 5 | 34 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 45 | 542 | 83 | | 40 | 894 | 11 | | 17 | 24 | 69 | | 143 | 5 | 34 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 45 | 542 | 83 | | 40 | 894 | 11 | | 17 | 24 | 69 | | 143 | 5 | 34 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.93 | 0.93 | | 0.95 | 0.95 | 0.95 | | 0.87 | 0.87 | 0.87 | | 0.67 | 0.67 | 0.67 | |
| Lanes: | 1.00 | 1.73 | 0.27 | | 1.00 | 1.98 | 0.02 | | 0.15 | 0.22 | 0.63 | | 0.79 | 0.03 | 0.18 | |
| Final Sat.: | 1805 | 3067 | 471 | | 1805 | 3561 | 42 | | 252 | 362 | 1039 | | 1003 | 37 | 236 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.18 | 0.18 | | 0.02 | 0.25 | 0.25 | | 0.07 | 0.07 | 0.07 | | 0.14 | 0.14 | 0.14 | |
| Crit Moves: | **** | | | | | **** | | | | | | | | **** | | |
| Green/Cycle: | 0.05 | 0.53 | 0.53 | | 0.07 | 0.55 | 0.55 | | 0.31 | 0.31 | 0.31 | | 0.31 | 0.31 | 0.31 | |
| Volume/Cap: | 0.46 | 0.33 | 0.33 | | 0.33 | 0.46 | 0.46 | | 0.22 | 0.22 | 0.22 | | 0.46 | 0.46 | 0.46 | |
| Delay/Veh: | 49.2 | 13.3 | 13.3 | | 46.1 | 14.0 | 14.0 | | 25.7 | 25.7 | 25.7 | | 28.6 | 28.6 | 28.6 | |
| 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: | 49.2 | 13.3 | 13.3 | | 46.1 | 14.0 | 14.0 | | 25.7 | 25.7 | 25.7 | | 28.6 | 28.6 | 28.6 | |
| LOS by Move: | D | B | B | | D | B | B | | C | C | C | | C | C | C | |
| HCM2kAvgQ: | 1 | 5 | 5 | | 1 | 9 | 9 | | 3 | 3 | 3 | | 5 | 5 | 5 | |

Note: Queue reported is the number of cars per lane.





Folsom South of US-50 Annexation
Existing Plus RHD AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #14 Folsom Blvd/ Iron Point Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.921
Loss Time (sec): 9 Average Delay (sec/veh): 29.1
Optimal Cycle: 115 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 2 | 0 1 | 1 | 0 | 2 | 0 0 | 0 | 0 | 0 | 0 0 | 2 | 0 | 0 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1084 | 212 | | 180 | 1809 | 0 | | 0 | 0 | 0 | | 886 | 0 | 101 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 0 | 1084 | 212 | | 180 | 1809 | 0 | | 0 | 0 | 0 | | 886 | 0 | 101 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.90 | 0.90 | 0.90 | | 0.90 | 0.90 | 0.90 | | 0.90 | 0.90 | 0.90 | | 0.90 | 0.90 | 0.90 | |
| PHF Volume: | 0 | 1204 | 236 | | 200 | 2010 | 0 | | 0 | 0 | 0 | | 984 | 0 | 112 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 1204 | 236 | | 200 | 2010 | 0 | | 0 | 0 | 0 | | 984 | 0 | 112 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 0 | 1204 | 236 | | 200 | 2010 | 0 | | 0 | 0 | 0 | | 984 | 0 | 112 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.95 | 0.85 | | 0.95 | 0.95 | 1.00 | | 1.00 | 1.00 | 1.00 | | 0.92 | 1.00 | 0.85 | |
| Lanes: | 0.00 | 2.00 | 1.00 | | 1.00 | 2.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 2.00 | 0.00 | 1.00 | |
| Final Sat.: | 0 | 3610 | 1615 | | 1805 | 3610 | 0 | | 0 | 0 | 0 | | 3502 | 0 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.33 | 0.15 | | 0.11 | 0.56 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.28 | 0.00 | 0.07 | |
| Crit Moves: | **** | | | | | **** | | | | | | | | **** | | |
| Green/Cycle: | 0.00 | 0.45 | 0.76 | | 0.15 | 0.60 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.31 | 0.00 | 0.31 | |
| Volume/Cap: | 0.00 | 0.74 | 0.19 | | 0.74 | 0.92 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.92 | 0.00 | 0.23 | |
| Delay/Veh: | 0.0 | 24.1 | 3.5 | | 50.5 | 24.6 | 0.0 | | 0.0 | 0.0 | 0.0 | | 46.2 | 0.0 | 26.2 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 24.1 | 3.5 | | 50.5 | 24.6 | 0.0 | | 0.0 | 0.0 | 0.0 | | 46.2 | 0.0 | 26.2 | |
| LOS by Move: | A | C | A | | D | C | A | | A | A | A | | D | A | C | |
| HCM2kAvgQ: | 0 | 16 | 2 | | 6 | 29 | 0 | | 0 | 0 | 0 | | 15 | 0 | 2 | |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Existing Plus RHD AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #15 Prairie City Rd/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.853
Loss Time (sec): 12 Average Delay (sec/veh): 31.4
Optimal Cycle: 92 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ignore | | | | Ignore | | | | Ignore | | | | Ignore | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 2 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 626 | 985 | 136 | | 59 | 1424 | 61 | | 6 | 64 | 183 | | 58 | 756 | 400 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 626 | 985 | 136 | | 59 | 1424 | 61 | | 6 | 64 | 183 | | 58 | 756 | 400 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| PHF Adj: | 0.80 | 0.80 | 0.00 | | 0.80 | 0.80 | 0.00 | | 0.80 | 0.80 | 0.00 | | 0.80 | 0.80 | 0.00 | |
| PHF Volume: | 783 | 1231 | 0 | | 74 | 1780 | 0 | | 8 | 80 | 0 | | 73 | 945 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 783 | 1231 | 0 | | 74 | 1780 | 0 | | 8 | 80 | 0 | | 73 | 945 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| FinalVolume: | 783 | 1231 | 0 | | 74 | 1780 | 0 | | 8 | 80 | 0 | | 73 | 945 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.95 | 1.00 | | 0.92 | 0.91 | 1.00 | | 0.92 | 0.91 | 1.00 | | 0.92 | 0.91 | 1.00 | |
| Lanes: | 2.00 | 2.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | |
| Final Sat.: | 3502 | 3610 | 1900 | | 3502 | 5187 | 1900 | | 3502 | 5187 | 1900 | | 3502 | 5187 | 1900 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.22 | 0.34 | 0.00 | | 0.02 | 0.34 | 0.00 | | 0.00 | 0.02 | 0.00 | | 0.02 | 0.18 | 0.00 | |
| Crit Moves: | **** | | | | | **** | | | **** | | | | | **** | | |
| Green/Cycle: | 0.26 | 0.63 | 0.00 | | 0.04 | 0.40 | 0.00 | | 0.00 | 0.09 | 0.00 | | 0.12 | 0.21 | 0.00 | |
| Volume/Cap: | 0.85 | 0.55 | 0.00 | | 0.55 | 0.85 | 0.00 | | 0.85 | 0.17 | 0.00 | | 0.17 | 0.85 | 0.00 | |
| Delay/Veh: | 42.9 | 10.9 | 0.0 | | 51.8 | 30.9 | 0.0 | | 264.4 | 42.0 | 0.0 | | 39.4 | 44.4 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 42.9 | 10.9 | 0.0 | | 51.8 | 30.9 | 0.0 | | 264.4 | 42.0 | 0.0 | | 39.4 | 44.4 | 0.0 | |
| LOS by Move: | D | B | A | | D | C | A | | F | D | A | | D | D | A | |
| HCM2kAvgQ: | 12 | 11 | 0 | | 1 | 17 | 0 | | 0 | 1 | 0 | | 1 | 11 | 0 | |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Existing Plus RHD AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #16 Grover Rd/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.512
Loss Time (sec): 12 Average Delay (sec/veh): 18.7
Optimal Cycle: 41 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Split Phase | | | | Split Phase | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 1! | 0 0 | 1 | 0 | 0 | 1 0 | 1 | 0 | 3 | 0 1 | 1 | 0 | 2 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 93 | 18 | 1 | | 81 | 52 | 90 | | 10 | 259 | 122 | | 18 | 1040 | 59 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 93 | 18 | 1 | | 81 | 52 | 90 | | 10 | 259 | 122 | | 18 | 1040 | 59 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.75 | 0.75 | 0.75 | | 0.75 | 0.75 | 0.75 | | 0.75 | 0.75 | 0.75 | | 0.75 | 0.75 | 0.75 | |
| PHF Volume: | 124 | 24 | 1 | | 108 | 69 | 120 | | 13 | 345 | 163 | | 24 | 1387 | 79 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 124 | 24 | 1 | | 108 | 69 | 120 | | 13 | 345 | 163 | | 24 | 1387 | 79 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 124 | 24 | 1 | | 108 | 69 | 120 | | 13 | 345 | 163 | | 24 | 1387 | 79 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.96 | 0.96 | 0.96 | | 0.95 | 0.91 | 0.91 | | 0.95 | 0.91 | 0.85 | | 0.95 | 0.90 | 0.90 | |
| Lanes: | 1.71 | 0.27 | 0.02 | | 1.00 | 0.37 | 0.63 | | 1.00 | 3.00 | 1.00 | | 1.00 | 2.84 | 0.16 | |
| Final Sat.: | 3116 | 501 | 28 | | 1805 | 630 | 1090 | | 1805 | 5187 | 1615 | | 1805 | 4869 | 276 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.05 | 0.05 | | 0.06 | 0.11 | 0.11 | | 0.01 | 0.07 | 0.10 | | 0.01 | 0.28 | 0.28 | |
| Crit Moves: | | | **** | | | | **** | | **** | | | | | **** | | |
| Green/Cycle: | 0.09 | 0.09 | 0.09 | | 0.22 | 0.22 | 0.22 | | 0.01 | 0.50 | 0.50 | | 0.07 | 0.56 | 0.56 | |
| Volume/Cap: | 0.42 | 0.51 | 0.51 | | 0.28 | 0.51 | 0.51 | | 0.51 | 0.13 | 0.20 | | 0.20 | 0.51 | 0.51 | |
| Delay/Veh: | 43.6 | 44.7 | 44.7 | | 33.1 | 35.8 | 35.8 | | 65.0 | 13.2 | 13.8 | | 45.0 | 13.9 | 13.9 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 43.6 | 44.7 | 44.7 | | 33.1 | 35.8 | 35.8 | | 65.0 | 13.2 | 13.8 | | 45.0 | 13.9 | 13.9 | |
| LOS by Move: | D | D | D | | C | D | D | | E | B | B | | D | B | B | |
| HCM2kAvgQ: | 3 | 3 | 3 | | 3 | 6 | 6 | | 0 | 2 | 3 | | 1 | 10 | 10 | |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Existing Plus RHD AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #17 McAdoo Dr/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.586
Loss Time (sec): 12 Average Delay (sec/veh): 23.7
Optimal Cycle: 47 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 | 0 | 0 0 | 1 | 0 | 0 | 0 1 | 1 | 0 | 3 | 0 0 | 0 | 0 | 2 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 132 | 0 | 313 | 68 | 298 | 0 | 0 | 855 | 72 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 0 | 0 | 0 | 132 | 0 | 313 | 68 | 298 | 0 | 0 | 855 | 72 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | | | | |
| PHF Volume: | 0 | 0 | 0 | 165 | 0 | 391 | 85 | 373 | 0 | 0 | 1069 | 90 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 0 | 0 | 0 | 165 | 0 | 391 | 85 | 373 | 0 | 0 | 1069 | 90 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| 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: | 0 | 0 | 0 | 165 | 0 | 391 | 85 | 373 | 0 | 0 | 1069 | 90 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 1.00 | 1.00 | 1.00 | 0.77 | 1.00 | 0.85 | 0.95 | 0.91 | 1.00 | 1.00 | 0.90 | 0.90 | | | | |
| Lanes: | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 3.00 | 0.00 | 0.00 | 2.77 | 0.23 | | | | |
| Final Sat.: | 0 | 0 | 0 | 1461 | 0 | 1615 | 1805 | 5187 | 0 | 0 | 4727 | 398 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.11 | 0.00 | 0.24 | 0.05 | 0.07 | 0.00 | 0.00 | 0.23 | 0.23 | | | | |
| Crit Moves: | | | | | | **** | **** | | | | **** | | | | | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | 0.41 | 0.00 | 0.41 | 0.08 | 0.47 | 0.00 | 0.00 | 0.39 | 0.39 | | | | |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.27 | 0.00 | 0.59 | 0.59 | 0.15 | 0.00 | 0.00 | 0.59 | 0.59 | | | | |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 19.6 | 0.0 | 24.0 | 50.4 | 15.4 | 0.0 | 0.0 | 24.8 | 24.8 | | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 19.6 | 0.0 | 24.0 | 50.4 | 15.4 | 0.0 | 0.0 | 24.8 | 24.8 | | | | |
| LOS by Move: | A | A | A | B | A | C | D | B | A | A | C | C | | | | |
| HCM2kAvgQ: | 0 | 0 | 0 | 3 | 0 | 10 | 3 | 2 | 0 | 0 | 10 | 10 | | | | |

Note: Queue reported is the number of cars per lane.





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Folsom South of US-50 Annexation
Existing Plus RHD AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #18 Oak Ave Pkwy/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.500
Loss Time (sec): 12 Average Delay (sec/veh): 31.7
Optimal Cycle: 41 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ignore | | | | Ignore | | | | Ovl | | | | Ignore | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 2 | 0 1 | 2 | 0 | 2 | 0 1 | 2 | 0 | 2 | 0 1 | 2 | 0 | 2 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 156 | 402 | 327 | 290 | 552 | 376 | 93 | 240 | 105 | 365 | 458 | 132 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 156 | 402 | 327 | 290 | 552 | 376 | 93 | 240 | 105 | 365 | 458 | 132 | | | | |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | | | | |
| PHF Adj: | 0.83 | 0.83 | 0.00 | 0.83 | 0.83 | 0.00 | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.00 | | | | |
| PHF Volume: | 188 | 484 | 0 | 349 | 665 | 0 | 112 | 289 | 127 | 440 | 552 | 0 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 188 | 484 | 0 | 349 | 665 | 0 | 112 | 289 | 127 | 440 | 552 | 0 | | | | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | | | | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | | | | |
| FinalVolume: | 188 | 484 | 0 | 349 | 665 | 0 | 112 | 289 | 127 | 440 | 552 | 0 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 0.92 | 0.95 | 1.00 | 0.92 | 0.95 | 1.00 | 0.92 | 0.95 | 0.85 | 0.92 | 0.95 | 1.00 | | | | |
| Lanes: | 2.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 | | | | |
| Final Sat.: | 3502 | 3610 | 1900 | 3502 | 3610 | 1900 | 3502 | 3610 | 1615 | 3502 | 3610 | 1900 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.05 | 0.13 | 0.00 | 0.10 | 0.18 | 0.00 | 0.03 | 0.08 | 0.08 | 0.13 | 0.15 | 0.00 | | | | |
| Crit Moves: | | **** | | **** | | | | **** | | **** | | | | | | |
| Green/Cycle: | 0.11 | 0.27 | 0.00 | 0.20 | 0.36 | 0.00 | 0.07 | 0.16 | 0.27 | 0.25 | 0.34 | 0.00 | | | | |
| Volume/Cap: | 0.51 | 0.50 | 0.00 | 0.50 | 0.51 | 0.00 | 0.45 | 0.50 | 0.29 | 0.50 | 0.45 | 0.00 | | | | |
| Delay/Veh: | 43.4 | 31.3 | 0.0 | 36.1 | 25.2 | 0.0 | 45.8 | 39.0 | 29.6 | 32.5 | 25.9 | 0.0 | | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| AdjDel/Veh: | 43.4 | 31.3 | 0.0 | 36.1 | 25.2 | 0.0 | 45.8 | 39.0 | 29.6 | 32.5 | 25.9 | 0.0 | | | | |
| LOS by Move: | D | C | A | D | C | A | D | D | C | C | C | A | | | | |
| HCM2kAvgQ: | 3 | 6 | 0 | 5 | 8 | 0 | 2 | 4 | 3 | 6 | 7 | 0 | | | | |

Note: Queue reported is the number of cars per lane.

AM Existing Plus RHD Wed Jan 13, 2010 14:58:48 Page 21-1

Folsom South of US-50 Annexation
Existing Plus RHD AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #19 Rowberry Dr/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.543
Loss Time (sec): 12 Average Delay (sec/veh): 26.5
Optimal Cycle: 44 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Split Phase | | | | Split Phase | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Include | | | | Ovl | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 1 | 0 | 0 1 | 1 | 0 | 0 | 1 0 | 1 | 0 | 2 | 0 1 | 2 | 0 | 1 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 367 | 50 | 76 | | 6 | 93 | 40 | | 15 | 532 | 306 | | 199 | 555 | 1 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 367 | 50 | 76 | | 6 | 93 | 40 | | 15 | 532 | 306 | | 199 | 555 | 1 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.82 | 0.82 | 0.82 | | 0.82 | 0.82 | 0.82 | | 0.82 | 0.82 | 0.82 | | 0.82 | 0.82 | 0.82 | |
| PHF Volume: | 448 | 61 | 93 | | 7 | 113 | 49 | | 18 | 649 | 373 | | 243 | 677 | 1 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 448 | 61 | 93 | | 7 | 113 | 49 | | 18 | 649 | 373 | | 243 | 677 | 1 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 448 | 61 | 93 | | 7 | 113 | 49 | | 18 | 649 | 373 | | 243 | 677 | 1 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.96 | 0.96 | 0.85 | | 0.95 | 0.96 | 0.96 | | 0.95 | 0.95 | 0.85 | | 0.92 | 0.95 | 0.95 | |
| Lanes: | 1.76 | 0.24 | 1.00 | | 1.00 | 0.70 | 0.30 | | 1.00 | 2.00 | 1.00 | | 2.00 | 1.99 | 0.01 | |
| Final Sat.: | 3204 | 436 | 1615 | | 1805 | 1269 | 546 | | 1805 | 3610 | 1615 | | 3502 | 3604 | 6 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.14 | 0.14 | 0.06 | | 0.00 | 0.09 | 0.09 | | 0.01 | 0.18 | 0.23 | | 0.07 | 0.19 | 0.19 | |
| Crit Moves: | **** | | | | | **** | | | | **** | | | **** | | | |
| Green/Cycle: | 0.26 | 0.26 | 0.38 | | 0.16 | 0.16 | 0.16 | | 0.02 | 0.33 | 0.59 | | 0.13 | 0.43 | 0.43 | |
| Volume/Cap: | 0.54 | 0.54 | 0.15 | | 0.02 | 0.54 | 0.54 | | 0.43 | 0.54 | 0.39 | | 0.54 | 0.43 | 0.43 | |
| Delay/Veh: | 32.7 | 32.7 | 20.2 | | 35.1 | 40.4 | 40.4 | | 55.1 | 27.8 | 11.3 | | 42.3 | 19.9 | 19.9 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 32.7 | 32.7 | 20.2 | | 35.1 | 40.4 | 40.4 | | 55.1 | 27.8 | 11.3 | | 42.3 | 19.9 | 19.9 | |
| LOS by Move: | C | C | C | | D | D | D | | E | C | B | | D | B | B | |
| HCM2kAvgQ: | 7 | 7 | 2 | | 0 | 5 | 5 | | 1 | 8 | 6 | | 4 | 7 | 7 | |

Note: Queue reported is the number of cars per lane.





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Folsom South of US-50 Annexation
Existing Plus RHD AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #20 Broadstone Pkwy/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.298
Loss Time (sec): 12 Average Delay (sec/veh): 20.2
Optimal Cycle: 31 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Split Phase | | | | Split Phase | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Ignore | | | | Include | | | | Ignore | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 1 | 0 | 0 1 | 2 | 0 | 1 | 0 1 | 1 | 0 | 2 | 0 1 | 2 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 7 | 1 | 1 | | 51 | 42 | 556 | | 272 | 274 | 55 | | 83 | 180 | 10 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 7 | 1 | 1 | | 51 | 42 | 556 | | 272 | 274 | 55 | | 83 | 180 | 10 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| PHF Adj: | 0.80 | 0.80 | 0.80 | | 0.80 | 0.80 | 0.00 | | 0.80 | 0.80 | 0.80 | | 0.80 | 0.80 | 0.00 | |
| PHF Volume: | 9 | 1 | 1 | | 64 | 53 | 0 | | 340 | 343 | 69 | | 104 | 225 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 9 | 1 | 1 | | 64 | 53 | 0 | | 340 | 343 | 69 | | 104 | 225 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| FinalVolume: | 9 | 1 | 1 | | 64 | 53 | 0 | | 340 | 343 | 69 | | 104 | 225 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.96 | 0.96 | 0.85 | | 0.92 | 1.00 | 1.00 | | 0.95 | 0.95 | 0.85 | | 0.92 | 0.91 | 1.00 | |
| Lanes: | 1.75 | 0.25 | 1.00 | | 2.00 | 1.00 | 1.00 | | 1.00 | 2.00 | 1.00 | | 2.00 | 3.00 | 1.00 | |
| Final Sat.: | 3185 | 455 | 1615 | | 3502 | 1900 | 1900 | | 1805 | 3610 | 1615 | | 3502 | 5187 | 1900 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | | 0.02 | 0.03 | 0.00 | | 0.19 | 0.09 | 0.04 | | 0.03 | 0.04 | 0.00 | |
| Crit Moves: | **** | | | | | **** | | | **** | | | | | **** | | |
| Green/Cycle: | 0.01 | 0.01 | 0.01 | | 0.09 | 0.09 | 0.00 | | 0.63 | 0.59 | 0.59 | | 0.19 | 0.15 | 0.00 | |
| Volume/Cap: | 0.30 | 0.30 | 0.08 | | 0.20 | 0.30 | 0.00 | | 0.30 | 0.16 | 0.07 | | 0.16 | 0.30 | 0.00 | |
| Delay/Veh: | 54.1 | 54.1 | 51.5 | | 42.2 | 43.3 | 0.0 | | 8.5 | 9.2 | 8.7 | | 34.3 | 38.4 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 54.1 | 54.1 | 51.5 | | 42.2 | 43.3 | 0.0 | | 8.5 | 9.2 | 8.7 | | 34.3 | 38.4 | 0.0 | |
| LOS by Move: | D | D | D | | D | D | A | | A | A | A | | C | D | A | |
| HCM2kAvgQ: | 0 | 0 | 0 | | 1 | 2 | 0 | | 5 | 2 | 1 | | 1 | 2 | 0 | |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Existing Plus RHD AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #21 East Bidwell St/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.577
Loss Time (sec): 12 Average Delay (sec/veh): 20.1
Optimal Cycle: 46 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - | R | L | - T | - | R | L | - T | - | R | L | - T | - | R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ignore | | | | Ignore | | | | Include | | | | Ignore | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 3 | 0 | 1 | 2 | 0 | 3 | 0 | 1 | 2 | 0 | 2 | 1 | 0 | |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 173 | 1474 | 100 | | 33 | 1273 | 24 | | 34 | 11 | 216 | | 23 | 5 | 38 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 173 | 1474 | 100 | | 33 | 1273 | 24 | | 34 | 11 | 216 | | 23 | 5 | 38 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| PHF Adj: | 0.88 | 0.88 | 0.00 | | 0.88 | 0.88 | 0.00 | | 0.88 | 0.88 | 0.88 | | 0.88 | 0.88 | 0.00 | |
| PHF Volume: | 197 | 1675 | 0 | | 38 | 1447 | 0 | | 39 | 13 | 245 | | 26 | 6 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 197 | 1675 | 0 | | 38 | 1447 | 0 | | 39 | 13 | 245 | | 26 | 6 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| FinalVolume: | 197 | 1675 | 0 | | 38 | 1447 | 0 | | 39 | 13 | 245 | | 26 | 6 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.91 | 1.00 | | 0.92 | 0.91 | 1.00 | | 0.92 | 0.78 | 0.78 | | 0.92 | 0.91 | 1.00 | |
| Lanes: | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 2.00 | 1.00 | | 2.00 | 3.00 | 1.00 | |
| Final Sat.: | 3502 | 5187 | 1900 | | 3502 | 5187 | 1900 | | 3502 | 2964 | 1482 | | 3502 | 5187 | 1900 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.06 | 0.32 | 0.00 | | 0.01 | 0.28 | 0.00 | | 0.01 | 0.00 | 0.17 | | 0.01 | 0.00 | 0.00 | |
| Crit Moves: | **** | | | | | **** | | | | | **** | | **** | | | |
| Green/Cycle: | 0.10 | 0.56 | 0.00 | | 0.02 | 0.48 | 0.00 | | 0.27 | 0.29 | 0.29 | | 0.01 | 0.03 | 0.00 | |
| Volume/Cap: | 0.58 | 0.58 | 0.00 | | 0.58 | 0.58 | 0.00 | | 0.04 | 0.01 | 0.58 | | 0.58 | 0.04 | 0.00 | |
| Delay/Veh: | 45.6 | 14.5 | 0.0 | | 60.6 | 18.9 | 0.0 | | 26.8 | 25.5 | 32.4 | | 66.2 | 47.5 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 45.6 | 14.5 | 0.0 | | 60.6 | 18.9 | 0.0 | | 26.8 | 25.5 | 32.4 | | 66.2 | 47.5 | 0.0 | |
| LOS by Move: | D | B | A | | E | B | A | | C | C | C | | E | D | A | |
| HCM2kAvgQ: | 3 | 12 | 0 | | 1 | 11 | 0 | | 0 | 0 | 7 | | 0 | 0 | 0 | |

Note: Queue reported is the number of cars per lane.





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Folsom South of US-50 Annexation
Existing Plus RHD AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #22 Cavitt Dr/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.110
Loss Time (sec): 12 Average Delay (sec/veh): 22.9
Optimal Cycle: 25 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - | R | L | - T | - | R | L | - T | - | R | L | - T | - | R |
| Control: | Permitted | | | | Permitted | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 1 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 3 | 0 | 1 | |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 32 | 2 | 6 | | 4 | 3 | 81 | | 16 | 92 | 53 | | 15 | 106 | 5 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 32 | 2 | 6 | | 4 | 3 | 81 | | 16 | 92 | 53 | | 15 | 106 | 5 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 34 | 2 | 6 | | 4 | 3 | 86 | | 17 | 98 | 56 | | 16 | 113 | 5 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 34 | 2 | 6 | | 4 | 3 | 86 | | 17 | 98 | 56 | | 16 | 113 | 5 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 34 | 2 | 6 | | 4 | 3 | 86 | | 17 | 98 | 56 | | 16 | 113 | 5 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.71 | 0.71 | 0.85 | | 0.92 | 0.92 | 0.85 | | 0.95 | 0.91 | 0.85 | | 0.95 | 0.91 | 0.85 | |
| Lanes: | 1.88 | 0.12 | 1.00 | | 1.14 | 0.86 | 1.00 | | 1.00 | 3.00 | 1.00 | | 1.00 | 3.00 | 1.00 | |
| Final Sat.: | 2532 | 158 | 1615 | | 1998 | 1498 | 1615 | | 1805 | 5187 | 1615 | | 1805 | 5187 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.01 | 0.00 | | 0.00 | 0.00 | 0.05 | | 0.01 | 0.02 | 0.03 | | 0.01 | 0.02 | 0.00 | |
| Crit Moves: | | | | | | | **** | | | | **** | | **** | | | |
| Green/Cycle: | 0.48 | 0.48 | 0.48 | | 0.48 | 0.48 | 0.48 | | 0.12 | 0.32 | 0.32 | | 0.08 | 0.28 | 0.28 | |
| Volume/Cap: | 0.03 | 0.03 | 0.01 | | 0.00 | 0.00 | 0.11 | | 0.08 | 0.06 | 0.11 | | 0.11 | 0.08 | 0.01 | |
| Delay/Veh: | 13.5 | 13.5 | 13.4 | | 13.4 | 13.4 | 14.2 | | 39.2 | 23.8 | 24.3 | | 43.0 | 26.8 | 26.3 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 13.5 | 13.5 | 13.4 | | 13.4 | 13.4 | 14.2 | | 39.2 | 23.8 | 24.3 | | 43.0 | 26.8 | 26.3 | |
| LOS by Move: | B | B | B | | B | B | B | | D | C | C | | D | C | C | |
| HCM2kAvgQ: | 0 | 0 | 0 | | 0 | 0 | 1 | | 0 | 1 | 1 | | 0 | 1 | 0 | |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Existing Plus RHD AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #23 Serpa Way / Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.079
Loss Time (sec): 12 Average Delay (sec/veh): 26.1
Optimal Cycle: 25 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Include | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 1 | 0 | 1 | 2 | 0 | 0 | 1 | 0 | 3 | 0 | 1 | 1 | 0 | 3 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | | | |
| Base Vol: | 42 | | 3 | | 7 | 47 | | 10 | 13 | 24 | | 45 | 20 | 18 | | 81 | 27 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Initial Bse: | 42 | | 3 | | 7 | 47 | | 10 | 13 | 24 | | 45 | 20 | 18 | | 81 | 27 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | |
| PHF Volume: | 45 | | 3 | | 7 | 50 | | 11 | 14 | 26 | | 48 | 21 | 19 | | 86 | 29 | |
| Reduct Vol: | 0 | | 0 | | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | |
| Reduced Vol: | 45 | | 3 | | 7 | 50 | | 11 | 14 | 26 | | 48 | 21 | 19 | | 86 | 29 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | |
| FinalVolume: | 45 | | 3 | | 7 | 50 | | 11 | 14 | 26 | | 48 | 21 | 19 | | 86 | 29 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | |
| Adjustment: | 0.95 | 1.00 | 0.85 | | 0.92 | 0.92 | | 0.92 | 0.95 | 0.91 | | 0.85 | 0.95 | 0.91 | | 0.85 | | |
| Lanes: | 1.00 | 1.00 | 1.00 | | 2.00 | 0.43 | | 0.57 | 1.00 | 3.00 | | 1.00 | 1.00 | 3.00 | | 1.00 | | |
| Final Sat.: | 1805 | 1900 | 1615 | | 3502 | 756 | | 983 | 1805 | 5187 | | 1615 | 1805 | 5187 | | 1615 | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.00 | 0.00 | | 0.01 | 0.01 | | 0.01 | 0.01 | 0.01 | | 0.01 | 0.01 | 0.02 | | 0.02 | | |
| Crit Moves: | **** | | | | | **** | | | **** | | | | | **** | | | | |
| Green/Cycle: | 0.31 | 0.05 | 0.26 | | 0.44 | 0.18 | | 0.18 | 0.18 | 0.18 | | 0.49 | 0.21 | 0.21 | | 0.65 | | |
| Volume/Cap: | 0.08 | 0.03 | 0.02 | | 0.03 | 0.08 | | 0.08 | 0.05 | 0.03 | | 0.05 | 0.08 | 0.08 | | 0.03 | | |
| Delay/Veh: | 24.3 | 45.2 | 27.5 | | 16.0 | 34.4 | | 34.4 | 34.3 | 33.9 | | 13.0 | 31.8 | 31.8 | | 6.3 | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | | |
| AdjDel/Veh: | 24.3 | 45.2 | 27.5 | | 16.0 | 34.4 | | 34.4 | 34.3 | 33.9 | | 13.0 | 31.8 | 31.8 | | 6.3 | | |
| LOS by Move: | C | D | C | | B | C | | C | C | C | | B | C | C | | A | | |
| HCM2kAvgQ: | 1 | 0 | 0 | | 0 | 1 | | 1 | 1 | 0 | | 0 | 0 | 1 | | 0 | | |

Note: Queue reported is the number of cars per lane.





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Folsom South of US-50 Annexation
Existing Plus RHD AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #24 Empire Ranch Road/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.364
Loss Time (sec): 12 Average Delay (sec/veh): 17.0
Optimal Cycle: 34 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 3 | 0 | 1 | 1 | 0 | 3 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | |
| Volume Module: | | | | | | | | | | | | | | | | | | |
| Base Vol: | 70 | 282 | | 0 | | 2 | 887 | | 41 | 48 | | 73 | 57 | 0 | | 99 | 7 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Initial Bse: | 70 | 282 | | 0 | | 2 | 887 | | 41 | 48 | | 73 | 57 | 0 | | 99 | 7 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | |
| PHF Adj: | 0.83 | 0.83 | 0.83 | | 0.83 | 0.83 | | 0.83 | 0.83 | 0.83 | | 0.83 | 0.83 | 0.83 | | 0.83 | 0.83 | |
| PHF Volume: | 84 | 340 | | 0 | | 2 | 1069 | | 49 | 58 | | 88 | 69 | 0 | | 119 | 8 | |
| Reduct Vol: | 0 | 0 | | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | |
| Reduced Vol: | 84 | 340 | | 0 | | 2 | 1069 | | 49 | 58 | | 88 | 69 | 0 | | 119 | 8 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | |
| FinalVolume: | 84 | 340 | | 0 | | 2 | 1069 | | 49 | 58 | | 88 | 69 | 0 | | 119 | 8 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.91 | 1.00 | | 0.95 | 0.91 | | 0.85 | 0.95 | 0.89 | | 0.89 | 1.00 | 0.94 | | 0.94 | | |
| Lanes: | 1.00 | 3.00 | 1.00 | | 1.00 | 3.00 | | 1.00 | 1.00 | 1.12 | | 0.88 | 1.00 | 1.87 | | 0.13 | | |
| Final Sat.: | 1805 | 5187 | 1900 | | 1805 | 5187 | | 1615 | 1805 | 1893 | | 1478 | 1900 | 3338 | | 236 | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.05 | 0.07 | 0.00 | | 0.00 | 0.21 | | 0.03 | 0.03 | 0.05 | | 0.05 | 0.00 | 0.04 | | 0.04 | | |
| Crit Moves: | **** | | | | | **** | | | **** | | | | | **** | | | | |
| Green/Cycle: | 0.13 | 0.68 | 0.00 | | 0.01 | 0.57 | | 0.65 | 0.09 | 0.19 | | 0.19 | 0.00 | 0.10 | | 0.10 | | |
| Volume/Cap: | 0.36 | 0.10 | 0.00 | | 0.10 | 0.36 | | 0.05 | 0.36 | 0.25 | | 0.25 | 0.00 | 0.36 | | 0.36 | | |
| Delay/Veh: | 40.8 | 5.5 | 0.0 | | 50.4 | 12.0 | | 6.2 | 44.4 | 34.9 | | 34.9 | 0.0 | 42.8 | | 42.8 | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | | |
| AdjDel/Veh: | 40.8 | 5.5 | 0.0 | | 50.4 | 12.0 | | 6.2 | 44.4 | 34.9 | | 34.9 | 0.0 | 42.8 | | 42.8 | | |
| LOS by Move: | D | A | A | | D | B | | A | D | C | | C | A | D | | D | | |
| HCM2kAvgQ: | 2 | 1 | 0 | | 0 | 7 | | 1 | 2 | 2 | | 2 | 0 | 2 | | 2 | | |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Existing Plus RHD AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #25 Prairie City Rd/ High School

Cycle (sec): 100 Critical Vol./Cap. (X): 0.724
Loss Time (sec): 12 Average Delay (sec/veh): 24.6
Optimal Cycle: 63 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - | R | L | - T | - | R | L | - T | - | R | L | - T | - | R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 2 | 1 | 0 | 2 | 0 | 2 | 1 | 0 | 2 | 0 | 0 | 1 | 1 | |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 609 | 1632 | 75 | | 443 | 1132 | 90 | | 1 | 3 | 43 | | 68 | 0 | 114 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 609 | 1632 | 75 | | 443 | 1132 | 90 | | 1 | 3 | 43 | | 68 | 0 | 114 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.80 | 0.80 | 0.80 | | 0.80 | 0.80 | 0.80 | | 0.80 | 0.80 | 0.80 | | 0.80 | 0.80 | 0.80 | |
| PHF Volume: | 761 | 2040 | 94 | | 554 | 1415 | 113 | | 1 | 4 | 54 | | 85 | 0 | 143 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 761 | 2040 | 94 | | 554 | 1415 | 113 | | 1 | 4 | 54 | | 85 | 0 | 143 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 761 | 2040 | 94 | | 554 | 1415 | 113 | | 1 | 4 | 54 | | 85 | 0 | 143 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.90 | 0.90 | | 0.92 | 0.90 | 0.90 | | 0.92 | 0.86 | 0.86 | | 0.95 | 1.00 | 0.85 | |
| Lanes: | 2.00 | 2.87 | 0.13 | | 2.00 | 2.78 | 0.22 | | 2.00 | 0.13 | 1.87 | | 1.00 | 0.00 | 2.00 | |
| Final Sat.: | 3502 | 4924 | 226 | | 3502 | 4752 | 378 | | 3502 | 213 | 3055 | | 1805 | 0 | 3230 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.22 | 0.41 | 0.41 | | 0.16 | 0.30 | 0.30 | | 0.00 | 0.02 | 0.02 | | 0.05 | 0.00 | 0.04 | |
| Crit Moves: | | **** | | | **** | | | | | **** | | | **** | | | |
| Green/Cycle: | 0.33 | 0.57 | 0.57 | | 0.22 | 0.46 | 0.46 | | 0.00 | 0.02 | 0.02 | | 0.07 | 0.00 | 0.09 | |
| Volume/Cap: | 0.65 | 0.72 | 0.72 | | 0.72 | 0.65 | 0.65 | | 0.50 | 0.72 | 0.72 | | 0.72 | 0.00 | 0.50 | |
| Delay/Veh: | 29.7 | 16.5 | 16.5 | | 39.7 | 21.7 | 21.7 | | 156.2 | 76.3 | 76.3 | | 65.7 | 0.0 | 44.8 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 29.7 | 16.5 | 16.5 | | 39.7 | 21.7 | 21.7 | | 156.2 | 76.3 | 76.3 | | 65.7 | 0.0 | 44.8 | |
| LOS by Move: | C | B | B | | D | C | C | | F | E | E | | E | A | D | |
| HCM2kAvgQ: | 10 | 16 | 16 | | 8 | 13 | 13 | | 0 | 2 | 2 | | 4 | 0 | 3 | |

Note: Queue reported is the number of cars per lane.





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Folsom South of US-50 Annexation
Existing Plus RHD AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #26 East Bidwell / Placerville Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.582
Loss Time (sec): 6 Average Delay (sec/veh): 9.5
Optimal Cycle: 32 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - | R | L | - T | - | R | L | - T | - | R | L | - T | - | R |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 2 | 1 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1852 | 0 | | 0 | 1513 | 0 | | 0 | 0 | 0 | | 0 | 0 | 214 | |
| Growth Adj: | 1.00 | 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 | 1852 | 0 | | 0 | 1513 | 0 | | 0 | 0 | 0 | | 0 | 0 | 214 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 0 | 2081 | 0 | | 0 | 1700 | 0 | | 0 | 0 | 0 | | 0 | 0 | 240 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 2081 | 0 | | 0 | 1700 | 0 | | 0 | 0 | 0 | | 0 | 0 | 240 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 2081 | 0 | | 0 | 1700 | 0 | | 0 | 0 | 0 | | 0 | 0 | 240 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.91 | 0.91 | | 1.00 | 0.91 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.87 | |
| Lanes: | 0.00 | 3.00 | 0.00 | | 1.00 | 3.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 1.00 | |
| Final Sat.: | 0 | 5187 | 0 | | 1900 | 5187 | 0 | | 0 | 0 | 0 | | 0 | 0 | 1644 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.40 | 0.00 | | 0.00 | 0.33 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.15 | |
| Crit Moves: | | **** | | | **** | | | | | | | | | | **** | |
| Green/Cycle: | 0.00 | 0.69 | 0.00 | | 0.00 | 0.69 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.25 | |
| Volume/Cap: | 0.00 | 0.58 | 0.00 | | 0.00 | 0.48 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.58 | |
| Delay/Veh: | 0.0 | 8.3 | 0.0 | | 0.0 | 7.3 | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 35.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 8.3 | 0.0 | | 0.0 | 7.3 | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 35.0 | |
| LOS by Move: | A | A | A | | A | A | A | | A | A | A | | A | A | C | |
| HCM2kAvgQ: | 0 | 12 | 0 | | 0 | 9 | 0 | | 0 | 0 | 0 | | 0 | 0 | 7 | |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Existing Plus RHD AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #27 Prairie City Rd/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.316
Loss Time (sec): 9 Average Delay (sec/veh): 18.9
Optimal Cycle: 26 Level of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Permitted | | | Permitted | | | Protected | | | Protected | | |
| Rights: | Include | | | Ovl | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 2 | 0 | 2 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 103 | 0 | 369 | 385 | 248 | 0 | 0 | 468 | 53 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 103 | 0 | 369 | 385 | 248 | 0 | 0 | 468 | 53 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 0 | 0 | 0 | 110 | 0 | 393 | 410 | 264 | 0 | 0 | 498 | 56 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 110 | 0 | 393 | 410 | 264 | 0 | 0 | 498 | 56 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 0 | 0 | 0 | 110 | 0 | 393 | 410 | 264 | 0 | 0 | 498 | 56 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 0.77 | 1.00 | 0.75 | 0.92 | 0.95 | 1.00 | 1.00 | 0.91 | 0.85 |
| Lanes: | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 2.00 | 2.00 | 2.00 | 0.00 | 0.00 | 3.00 | 1.00 |
| Final Sat.: | 0 | 0 | 0 | 1465 | 0 | 2842 | 3502 | 3610 | 0 | 0 | 5187 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.07 | 0.00 | 0.14 | 0.12 | 0.07 | 0.00 | 0.00 | 0.10 | 0.03 |
| Crit Moves: | | | | **** | | | **** | | | | **** | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | 0.24 | 0.00 | 0.61 | 0.37 | 0.67 | 0.00 | 0.00 | 0.30 | 0.30 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.32 | 0.00 | 0.23 | 0.32 | 0.11 | 0.00 | 0.00 | 0.32 | 0.12 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 32.0 | 0.0 | 9.1 | 22.6 | 5.8 | 0.0 | 0.0 | 26.9 | 25.2 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 32.0 | 0.0 | 9.1 | 22.6 | 5.8 | 0.0 | 0.0 | 26.9 | 25.2 |
| LOS by Move: | A | A | A | C | A | A | C | A | A | A | C | C |
| HCM2kAvgQ: | 0 | 0 | 0 | 3 | 0 | 3 | 5 | 1 | 0 | 0 | 4 | 1 |

Note: Queue reported is the number of cars per lane.





AM Existing Plus RHD Wed Jan 13, 2010 14:58:49 Page 30-1

Folsom South of US-50 Annexation
Existing Plus RHD AM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #28 Scott Rd (South)/ White Rock Rd

Average Delay (sec/veh): 2.9 Worst Case Level Of Service: B[ 13.5]

| 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 | 3 | 0 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | | | |
| Base Vol: | 72 | 0 | 132 | | 0 | 0 | 0 | | 0 | 243 | 40 | | 53 | 558 | 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: | 72 | 0 | 132 | | 0 | 0 | 0 | | 0 | 243 | 40 | | 53 | 558 | 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: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | | |
| PHF Volume: | 77 | 0 | 140 | | 0 | 0 | 0 | | 0 | 259 | 43 | | 56 | 594 | 0 | | | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | | |
| FinalVolume: | 77 | 0 | 140 | | 0 | 0 | 0 | | 0 | 259 | 43 | | 56 | 594 | 0 | | | |
| Critical Gap Module: | | | | | | | | | | | | | | | | | | |
| Critical Gp: | 6.8 | 6.5 | 6.9 | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 4.1 | xxxx | xxxxx | | | | | | |
| FollowUpTim: | 3.5 | 4.0 | 3.3 | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 2.2 | xxxx | xxxxx | | | | | | |
| Capacity Module: | | | | | | | | | | | | | | | | | | |
| Cnflict Vol: | 590 | 986 | 151 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 301 | xxxx | xxxxx | | | | | | |
| Potent Cap.: | 443 | 250 | 875 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 1271 | xxxx | xxxxx | | | | | | |
| Move Cap.: | 428 | 239 | 875 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 1271 | xxxx | xxxxx | | | | | | |
| Volume/Cap: | 0.18 | 0.00 | 0.16 | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | 0.04 | xxxx | xxxx | | | | | | |
| Level Of Service Module: | | | | | | | | | | | | | | | | | | |
| 2Way95thQ: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 0.1 | xxxx | xxxxx | | | | | | |
| Control Del: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 8.0 | xxxx | xxxxx | | | | | | |
| LOS by Move: | * | * | * | * | * | * | * | * | * | A | * | * | | | | | | |
| Movement: | LT - LTR - RT | | | | LT - LTR - RT | | | | LT - LTR - RT | | | | LT - LTR - RT | | | |
| Shared Cap.: | xxxx | 640 | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | | | | |
| SharedQueue: | xxxxx | 1.5 | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | | | | |
| Shrd ConDel: | xxxxx | 13.5 | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | | | | |
| Shared LOS: | * | B | * | * | * | * | * | * | * | * | * | * | | | | | | |
| ApproachDel: | 13.5 | | | xxxxxx | | | xxxxxx | | | xxxxxx | | | | | | | | |
| ApproachLOS: | B | | | * | | | * | | | * | | | | | | | | |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Existing Plus RHD AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #29 Scott Rd (North)/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.296
Loss Time (sec): 9 Average Delay (sec/veh): 20.3
Optimal Cycle: 25 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Permitted | | | Permitted | | | Protected | | | Protected | | |
| Rights: | Include | | | Ovl | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 2 | 2 | 0 | 2 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 2 | 0 | 171 | 0 | 391 | 139 | 302 | 0 | 0 | 387 | 127 |
| Growth Adj: | 1.00 | 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 | 2 | 0 | 171 | 0 | 391 | 139 | 302 | 0 | 0 | 387 | 127 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 |
| PHF Volume: | 0 | 2 | 0 | 199 | 0 | 455 | 162 | 351 | 0 | 0 | 450 | 148 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 2 | 0 | 199 | 0 | 455 | 162 | 351 | 0 | 0 | 450 | 148 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 0 | 2 | 0 | 199 | 0 | 455 | 162 | 351 | 0 | 0 | 450 | 148 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 0.77 | 1.00 | 0.75 | 0.92 | 0.95 | 1.00 | 1.00 | 0.91 | 0.85 |
| Lanes: | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 | 2.00 | 2.00 | 2.00 | 0.00 | 0.00 | 3.00 | 1.00 |
| Final Sat.: | 0 | 1900 | 0 | 1457 | 0 | 2842 | 3502 | 3610 | 0 | 0 | 5187 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.14 | 0.00 | 0.16 | 0.05 | 0.10 | 0.00 | 0.00 | 0.09 | 0.09 |
| Crit Moves: | | | | **** | | | **** | | | | **** | |
| Green/Cycle: | 0.00 | 0.46 | 0.00 | 0.46 | 0.00 | 0.62 | 0.16 | 0.45 | 0.00 | 0.00 | 0.29 | 0.29 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.30 | 0.00 | 0.26 | 0.30 | 0.22 | 0.00 | 0.00 | 0.30 | 0.31 |
| Delay/Veh: | 0.0 | 14.5 | 0.0 | 17.1 | 0.0 | 8.8 | 37.7 | 16.9 | 0.0 | 0.0 | 27.5 | 27.9 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 14.5 | 0.0 | 17.1 | 0.0 | 8.8 | 37.7 | 16.9 | 0.0 | 0.0 | 27.5 | 27.9 |
| LOS by Move: | A | B | A | B | A | A | D | B | A | A | C | C |
| HCM2kAvgQ: | 0 | 0 | 0 | 4 | 0 | 4 | 2 | 3 | 0 | 0 | 4 | 3 |

Note: Queue reported is the number of cars per lane.





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Folsom South of US-50 Annexation
Existing Plus RHD AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #30 Placerville Rd/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.210
Loss Time (sec): 9 Average Delay (sec/veh): 11.3
Optimal Cycle: 23 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Split Phase | | | Split Phase | | | Protected | | | Protected | | |
| Rights: | Include | | | Ovl | | | Ovl | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 0 | 0 | 1! | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 2 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 195 | 0 | 14 | 4 | 474 | 0 | 0 | 462 | 18 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 195 | 0 | 14 | 4 | 474 | 0 | 0 | 462 | 18 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 |
| PHF Volume: | 0 | 0 | 0 | 201 | 0 | 14 | 4 | 489 | 0 | 0 | 476 | 19 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 201 | 0 | 14 | 4 | 489 | 0 | 0 | 476 | 19 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 0 | 0 | 201 | 0 | 14 | 4 | 489 | 0 | 0 | 476 | 19 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 0.85 | 0.95 | 0.95 | 1.00 | 1.00 | 0.91 | 0.85 |
| Lanes: | 0.00 | 1.00 | 0.00 | 2.00 | 0.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 3.00 | 1.00 |
| Final Sat.: | 0 | 1900 | 0 | 3618 | 0 | 1615 | 1805 | 3610 | 1900 | 1900 | 5187 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.06 | 0.00 | 0.01 | 0.00 | 0.14 | 0.00 | 0.00 | 0.09 | 0.01 |
| Crit Moves: | | | | **** | | | | **** | | **** | | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | 0.26 | 0.00 | 0.28 | 0.02 | 0.65 | 0.00 | 0.00 | 0.63 | 0.89 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.21 | 0.00 | 0.03 | 0.15 | 0.21 | 0.00 | 0.00 | 0.15 | 0.01 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 28.7 | 0.0 | 26.1 | 50.9 | 7.3 | 0.0 | 0.0 | 7.6 | 0.6 |
| 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: | 0.0 | 0.0 | 0.0 | 28.7 | 0.0 | 26.1 | 50.9 | 7.3 | 0.0 | 0.0 | 7.6 | 0.6 |
| LOS by Move: | A | A | A | C | A | C | D | A | A | A | A | A |
| HCM2kAvgQ: | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 3 | 0 | 0 | 2 | 0 |

Note: Queue reported is the number of cars per lane.

Folsom South of US-50 Annexation
Existing Plus RHD AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #31 Empire Ranch Rd/ North Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.218
Loss Time (sec): 12 Average Delay (sec/veh): 16.9
Optimal Cycle: 28 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 1 | 0 1 | 2 | 0 | 1 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 308 | 40 | | 212 | 509 | 245 | | 104 | 6 | 0 | | 49 | 8 | 132 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 0 | 308 | 40 | | 212 | 509 | 245 | | 104 | 6 | 0 | | 49 | 8 | 132 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 0 | 346 | 45 | | 238 | 572 | 275 | | 117 | 7 | 0 | | 55 | 9 | 148 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 346 | 45 | | 238 | 572 | 275 | | 117 | 7 | 0 | | 55 | 9 | 148 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 0 | 346 | 45 | | 238 | 572 | 275 | | 117 | 7 | 0 | | 55 | 9 | 148 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.97 | 0.91 | 0.85 | | 0.92 | 0.91 | 0.85 | | 0.92 | 1.00 | 1.00 | | 0.92 | 1.00 | 0.85 | |
| Lanes: | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 1.00 | 1.00 | | 2.00 | 1.00 | 1.00 | |
| Final Sat.: | 3686 | 5187 | 1615 | | 3502 | 5187 | 1615 | | 3502 | 1900 | 1900 | | 3502 | 1900 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.07 | 0.03 | | 0.07 | 0.11 | 0.17 | | 0.03 | 0.00 | 0.00 | | 0.02 | 0.00 | 0.09 | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | | **** | |
| Green/Cycle: | 0.00 | 0.31 | 0.52 | | 0.31 | 0.62 | 0.77 | | 0.15 | 0.05 | 0.00 | | 0.21 | 0.11 | 0.42 | |
| Volume/Cap: | 0.00 | 0.22 | 0.05 | | 0.22 | 0.18 | 0.22 | | 0.22 | 0.07 | 0.00 | | 0.07 | 0.04 | 0.22 | |
| Delay/Veh: | 0.0 | 25.9 | 11.9 | | 25.5 | 8.2 | 3.3 | | 37.3 | 45.8 | 0.0 | | 31.4 | 40.0 | 18.6 | |
| 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: | 0.0 | 25.9 | 11.9 | | 25.5 | 8.2 | 3.3 | | 37.3 | 45.8 | 0.0 | | 31.4 | 40.0 | 18.6 | |
| LOS by Move: | A | C | B | | C | A | A | | D | D | A | | C | D | B | |
| HCM2kAvgQ: | 0 | 3 | 1 | | 3 | 3 | 2 | | 2 | 0 | 0 | | 1 | 0 | 3 | |

Note: Queue reported is the number of cars per lane.





Folsom South of US-50 Annexation
Existing Plus RHD AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #32 Prairie City Rd/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.517
Loss Time (sec): 9 Average Delay (sec/veh): 19.9
Optimal Cycle: 35 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 0 | 0 | 0 | 0 | 0 0 | 2 | 0 | 0 | 0 2 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 765 | 158 | | 570 | 484 | 0 | | 0 | 0 | 0 | | 153 | 0 | 772 | |
| Growth Adj: | 1.00 | 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 | 765 | 158 | | 570 | 484 | 0 | | 0 | 0 | 0 | | 153 | 0 | 772 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 0 | 860 | 178 | | 640 | 544 | 0 | | 0 | 0 | 0 | | 172 | 0 | 867 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 860 | 178 | | 640 | 544 | 0 | | 0 | 0 | 0 | | 172 | 0 | 867 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 0 | 860 | 178 | | 640 | 544 | 0 | | 0 | 0 | 0 | | 172 | 0 | 867 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.91 | 0.85 | | 0.92 | 0.91 | 1.00 | | 1.00 | 1.00 | 1.00 | | 0.59 | 1.00 | 0.75 | |
| Lanes: | 0.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 2.00 | 0.00 | 2.00 | |
| Final Sat.: | 0 | 5187 | 1615 | | 3502 | 5187 | 0 | | 0 | 0 | 0 | | 2248 | 0 | 2842 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.17 | 0.11 | | 0.18 | 0.10 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.08 | 0.00 | 0.31 | |
| Crit Moves: | | **** | | | **** | | | | | | | | | | **** | |
| Green/Cycle: | 0.00 | 0.32 | 0.32 | | 0.35 | 0.67 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.24 | 0.00 | 0.59 | |
| Volume/Cap: | 0.00 | 0.52 | 0.34 | | 0.52 | 0.16 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.32 | 0.00 | 0.52 | |
| Delay/Veh: | 0.0 | 28.0 | 26.4 | | 26.0 | 6.0 | 0.0 | | 0.0 | 0.0 | 0.0 | | 31.9 | 0.0 | 12.4 | |
| 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: | 0.0 | 28.0 | 26.4 | | 26.0 | 6.0 | 0.0 | | 0.0 | 0.0 | 0.0 | | 31.9 | 0.0 | 12.4 | |
| LOS by Move: | A | C | C | | C | A | A | | A | A | A | | C | A | B | |
| HCM2kAvgQ: | 0 | 8 | 4 | | 8 | 2 | 0 | | 0 | 0 | 0 | | 2 | 0 | 9 | |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Existing Plus RHD AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #33 Oak Ave Pkwy/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.578
Loss Time (sec): 12 Average Delay (sec/veh): 28.5
Optimal Cycle: 46 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 2 | 0 1 | 2 | 0 | 2 | 0 1 | 2 | 0 | 2 | 0 1 | 2 | 0 | 2 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 251 | 317 | 81 | | 319 | 297 | 358 | | 152 | 351 | 81 | | 35 | 574 | 205 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 251 | 317 | 81 | | 319 | 297 | 358 | | 152 | 351 | 81 | | 35 | 574 | 205 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 282 | 356 | 91 | | 358 | 334 | 402 | | 171 | 394 | 91 | | 39 | 645 | 230 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 282 | 356 | 91 | | 358 | 334 | 402 | | 171 | 394 | 91 | | 39 | 645 | 230 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 282 | 356 | 91 | | 358 | 334 | 402 | | 171 | 394 | 91 | | 39 | 645 | 230 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.95 | 0.85 | | 0.92 | 0.95 | 0.85 | | 0.92 | 0.95 | 0.85 | | 0.92 | 0.95 | 0.85 | |
| Lanes: | 2.00 | 2.00 | 1.00 | | 2.00 | 2.00 | 1.00 | | 2.00 | 2.00 | 1.00 | | 2.00 | 2.00 | 1.00 | |
| Final Sat.: | 3502 | 3610 | 1615 | | 3502 | 3610 | 1615 | | 3502 | 3610 | 1615 | | 3502 | 3610 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.08 | 0.10 | 0.06 | | 0.10 | 0.09 | 0.25 | | 0.05 | 0.11 | 0.06 | | 0.01 | 0.18 | 0.14 | |
| Crit Moves: | **** | | | | | | **** | | **** | | | | | **** | | |
| Green/Cycle: | 0.14 | 0.24 | 0.28 | | 0.25 | 0.35 | 0.43 | | 0.08 | 0.36 | 0.50 | | 0.04 | 0.31 | 0.56 | |
| Volume/Cap: | 0.58 | 0.41 | 0.20 | | 0.41 | 0.27 | 0.58 | | 0.58 | 0.31 | 0.11 | | 0.31 | 0.58 | 0.26 | |
| Delay/Veh: | 42.0 | 32.5 | 28.1 | | 31.9 | 23.6 | 22.7 | | 46.9 | 23.3 | 13.5 | | 48.3 | 29.8 | 11.6 | |
| 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: | 42.0 | 32.5 | 28.1 | | 31.9 | 23.6 | 22.7 | | 46.9 | 23.3 | 13.5 | | 48.3 | 29.8 | 11.6 | |
| LOS by Move: | D | C | C | | C | C | C | | D | C | B | | D | C | B | |
| HCM2kAvgQ: | 5 | 5 | 2 | | 5 | 4 | 9 | | 3 | 4 | 1 | | 1 | 9 | 4 | |

Note: Queue reported is the number of cars per lane.





AM Existing Plus RHD Wed Jan 13, 2010 14:58:49 Page 36-1

Folsom South of US-50 Annexation
Existing Plus RHD AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #34 RowberryDr/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.475
Loss Time (sec): 12 Average Delay (sec/veh): 16.6
Optimal Cycle: 39 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Split Phase | | | | Split Phase | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 1! | 0 0 | 1 | 1 | 0 | 0 1 | 2 | 0 | 2 | 0 1 | 1 | 0 | 2 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 11 | 9 | 14 | | 421 | 4 | 15 | | 60 | 687 | 4 | | 7 | 788 | 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: | 11 | 9 | 14 | | 421 | 4 | 15 | | 60 | 687 | 4 | | 7 | 788 | 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: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 12 | 10 | 16 | | 473 | 4 | 17 | | 67 | 772 | 4 | | 8 | 885 | 534 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 12 | 10 | 16 | | 473 | 4 | 17 | | 67 | 772 | 4 | | 8 | 885 | 534 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 12 | 10 | 16 | | 473 | 4 | 17 | | 67 | 772 | 4 | | 8 | 885 | 534 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.93 | 0.93 | 0.93 | | 0.95 | 0.95 | 0.85 | | 0.92 | 0.95 | 0.85 | | 0.95 | 0.95 | 0.85 | |
| Lanes: | 0.32 | 0.26 | 0.42 | | 1.98 | 0.02 | 1.00 | | 2.00 | 2.00 | 1.00 | | 1.00 | 2.00 | 1.00 | |
| Final Sat.: | 571 | 467 | 727 | | 3587 | 34 | 1615 | | 3502 | 3610 | 1615 | | 1805 | 3610 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.02 | 0.02 | | 0.13 | 0.13 | 0.01 | | 0.02 | 0.21 | 0.00 | | 0.00 | 0.25 | 0.33 | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.05 | 0.05 | 0.05 | | 0.28 | 0.28 | 0.32 | | 0.04 | 0.55 | 0.59 | | 0.01 | 0.52 | 0.79 | |
| Volume/Cap: | 0.48 | 0.48 | 0.48 | | 0.48 | 0.48 | 0.03 | | 0.48 | 0.39 | 0.00 | | 0.39 | 0.48 | 0.42 | |
| Delay/Veh: | 50.9 | 50.9 | 50.9 | | 30.4 | 30.4 | 23.5 | | 49.4 | 13.3 | 8.4 | | 61.3 | 15.7 | 3.4 | |
| 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: | 50.9 | 50.9 | 50.9 | | 30.4 | 30.4 | 23.5 | | 49.4 | 13.3 | 8.4 | | 61.3 | 15.7 | 3.4 | |
| LOS by Move: | D | D | D | | C | C | C | | D | B | A | | E | B | A | |
| HCM2kAvgQ: | 2 | 2 | 2 | | 6 | 6 | 0 | | 1 | 7 | 0 | | 0 | 9 | 5 | |

Note: Queue reported is the number of cars per lane.

Folsom South of US-50 Annexation
Existing Plus RHD AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #35 1st St/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.616
Loss Time (sec): 12 Average Delay (sec/veh): 26.6
Optimal Cycle: 50 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Ovl | | | | Include | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 0 | 1 0 | 1 | 0 | 1 | 0 1 | 1 | 0 | 2 | 1 0 | 1 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 355 | 48 | 0 | | 91 | 22 | 165 | | 236 | 526 | 206 | | 0 | 745 | 179 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 355 | 48 | 0 | | 91 | 22 | 165 | | 236 | 526 | 206 | | 0 | 745 | 179 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 399 | 54 | 0 | | 102 | 25 | 185 | | 265 | 591 | 231 | | 0 | 837 | 201 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 399 | 54 | 0 | | 102 | 25 | 185 | | 265 | 591 | 231 | | 0 | 837 | 201 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 399 | 54 | 0 | | 102 | 25 | 185 | | 265 | 591 | 231 | | 0 | 837 | 201 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 1.00 | 1.00 | | 0.95 | 1.00 | 0.85 | | 0.95 | 0.87 | 0.87 | | 1.00 | 0.91 | 0.85 | |
| Lanes: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 2.16 | 0.84 | | 1.00 | 3.00 | 1.00 | |
| Final Sat.: | 1805 | 1900 | 0 | | 1805 | 1900 | 1615 | | 1805 | 3571 | 1398 | | 1900 | 5187 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.22 | 0.03 | 0.00 | | 0.06 | 0.01 | 0.11 | | 0.15 | 0.17 | 0.17 | | 0.00 | 0.16 | 0.12 | |
| Crit Moves: | **** | | | | | **** | | | **** | | | | | **** | | |
| Green/Cycle: | 0.36 | 0.13 | 0.00 | | 0.25 | 0.02 | 0.26 | | 0.24 | 0.50 | 0.50 | | 0.00 | 0.26 | 0.51 | |
| Volume/Cap: | 0.62 | 0.22 | 0.00 | | 0.22 | 0.62 | 0.44 | | 0.62 | 0.33 | 0.33 | | 0.00 | 0.62 | 0.24 | |
| Delay/Veh: | 28.2 | 39.7 | 0.0 | | 29.8 | 74.0 | 31.7 | | 36.7 | 15.0 | 15.0 | | 0.0 | 33.3 | 13.6 | |
| 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: | 28.2 | 39.7 | 0.0 | | 29.8 | 74.0 | 31.7 | | 36.7 | 15.0 | 15.0 | | 0.0 | 33.3 | 13.6 | |
| LOS by Move: | C | D | A | | C | E | C | | D | B | B | | A | C | B | |
| HCM2kAvgQ: | 11 | 2 | 0 | | 3 | 2 | 5 | | 7 | 5 | 5 | | 0 | 8 | 3 | |

Note: Queue reported is the number of cars per lane.





Folsom South of US-50 Annexation
Existing Plus RHD AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #36 2nd St/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.424
Loss Time (sec): 12 Average Delay (sec/veh): 23.1
Optimal Cycle: 36 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 0 | 1 0 | 2 | 0 | 1 | 0 1 | 1 | 0 | 2 | 1 0 | 1 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 56 | 45 | | 129 | 25 | 123 | | 162 | 473 | 0 | | 29 | 769 | 245 | |
| Growth Adj: | 1.00 | 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 | 45 | | 129 | 25 | 123 | | 162 | 473 | 0 | | 29 | 769 | 245 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 0 | 63 | 51 | | 145 | 28 | 138 | | 182 | 531 | 0 | | 33 | 864 | 275 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 63 | 51 | | 145 | 28 | 138 | | 182 | 531 | 0 | | 33 | 864 | 275 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 0 | 63 | 51 | | 145 | 28 | 138 | | 182 | 531 | 0 | | 33 | 864 | 275 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.93 | 0.93 | | 0.92 | 1.00 | 0.85 | | 0.95 | 0.91 | 0.91 | | 0.95 | 0.91 | 0.85 | |
| Lanes: | 1.00 | 0.55 | 0.45 | | 2.00 | 1.00 | 1.00 | | 1.00 | 3.00 | 0.00 | | 1.00 | 3.00 | 1.00 | |
| Final Sat.: | 1900 | 983 | 790 | | 3502 | 1900 | 1615 | | 1805 | 5187 | 0 | | 1805 | 5187 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.06 | 0.06 | | 0.04 | 0.01 | 0.09 | | 0.10 | 0.10 | 0.00 | | 0.02 | 0.17 | 0.17 | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.00 | 0.15 | 0.15 | | 0.10 | 0.25 | 0.25 | | 0.24 | 0.54 | 0.00 | | 0.09 | 0.39 | 0.49 | |
| Volume/Cap: | 0.00 | 0.42 | 0.42 | | 0.42 | 0.06 | 0.34 | | 0.42 | 0.19 | 0.00 | | 0.19 | 0.42 | 0.35 | |
| Delay/Veh: | 0.0 | 39.6 | 39.6 | | 43.3 | 28.7 | 31.4 | | 33.0 | 12.0 | 0.0 | | 42.3 | 22.2 | 15.9 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 39.6 | 39.6 | | 43.3 | 28.7 | 31.4 | | 33.0 | 12.0 | 0.0 | | 42.3 | 22.2 | 15.9 | |
| LOS by Move: | A | D | D | | D | C | C | | C | B | A | | D | C | B | |
| HCM2kAvgQ: | 0 | 4 | 4 | | 3 | 1 | 4 | | 5 | 3 | 0 | | 1 | 7 | 5 | |

Note: Queue reported is the number of cars per lane.

Folsom South of US-50 Annexation
Existing Plus RHD AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #37 3rd St/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.330
Loss Time (sec): 0 Average Delay (sec/veh): 18.2
Optimal Cycle: 34 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Ovl | | | | Include | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 0 | 1 0 | 2 | 0 | 1 | 0 1 | 1 | 0 | 2 | 1 0 | 1 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 78 | 9 | 92 | | 123 | 6 | 109 | | 45 | 591 | 65 | | 92 | 891 | 136 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 78 | 9 | 92 | | 123 | 6 | 109 | | 45 | 591 | 65 | | 92 | 891 | 136 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 88 | 10 | 103 | | 138 | 7 | 122 | | 51 | 664 | 73 | | 103 | 1001 | 153 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 88 | 10 | 103 | | 138 | 7 | 122 | | 51 | 664 | 73 | | 103 | 1001 | 153 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 88 | 10 | 103 | | 138 | 7 | 122 | | 51 | 664 | 73 | | 103 | 1001 | 153 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.86 | 0.86 | | 0.92 | 1.00 | 0.85 | | 0.95 | 0.90 | 0.90 | | 0.95 | 0.91 | 0.85 | |
| Lanes: | 1.00 | 0.09 | 0.91 | | 2.00 | 1.00 | 1.00 | | 1.00 | 2.70 | 0.30 | | 1.00 | 3.00 | 1.00 | |
| Final Sat.: | 1805 | 146 | 1494 | | 3502 | 1900 | 1615 | | 1805 | 4603 | 506 | | 1805 | 5187 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.05 | 0.07 | 0.07 | | 0.04 | 0.00 | 0.08 | | 0.03 | 0.14 | 0.14 | | 0.06 | 0.19 | 0.09 | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.17 | 0.21 | 0.21 | | 0.12 | 0.16 | 0.25 | | 0.08 | 0.48 | 0.48 | | 0.19 | 0.59 | 0.71 | |
| Volume/Cap: | 0.29 | 0.33 | 0.33 | | 0.33 | 0.02 | 0.31 | | 0.33 | 0.30 | 0.30 | | 0.30 | 0.33 | 0.13 | |
| Delay/Veh: | 37.1 | 34.1 | 34.1 | | 40.8 | 35.1 | 31.0 | | 44.3 | 15.9 | 15.9 | | 35.2 | 10.7 | 4.9 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 37.1 | 34.1 | 34.1 | | 40.8 | 35.1 | 31.0 | | 44.3 | 15.9 | 15.9 | | 35.2 | 10.7 | 4.9 | |
| LOS by Move: | D | C | C | | D | D | C | | D | B | B | | D | B | A | |
| HCM2kAvgQ: | 3 | 3 | 3 | | 2 | 0 | 3 | | 1 | 5 | 5 | | 3 | 6 | 1 | |

Note: Queue reported is the number of cars per lane.





Folsom South of US-50 Annexation
Existing Plus RHD AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #38 Scott Rd (North)/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.638
Loss Time (sec): 12 Average Delay (sec/veh): 31.8
Optimal Cycle: 52 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 363 | 577 | 78 | | 580 | 882 | 407 | | 544 | 178 | 85 | | 104 | 349 | 191 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 363 | 577 | 78 | | 580 | 882 | 407 | | 544 | 178 | 85 | | 104 | 349 | 191 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 408 | 648 | 88 | | 652 | 991 | 457 | | 611 | 200 | 96 | | 117 | 392 | 215 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 408 | 648 | 88 | | 652 | 991 | 457 | | 611 | 200 | 96 | | 117 | 392 | 215 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 408 | 648 | 88 | | 652 | 991 | 457 | | 611 | 200 | 96 | | 117 | 392 | 215 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.91 | 0.85 | | 0.92 | 0.91 | 0.85 | | 0.92 | 0.91 | 0.85 | | 0.92 | 0.91 | 0.85 | |
| Lanes: | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | |
| Final Sat.: | 3502 | 5187 | 1615 | | 3502 | 5187 | 1615 | | 3502 | 5187 | 1615 | | 3502 | 5187 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.12 | 0.12 | 0.05 | | 0.19 | 0.19 | 0.28 | | 0.17 | 0.04 | 0.06 | | 0.03 | 0.08 | 0.13 | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.18 | 0.20 | 0.38 | | 0.29 | 0.30 | 0.58 | | 0.27 | 0.21 | 0.39 | | 0.18 | 0.12 | 0.41 | |
| Volume/Cap: | 0.63 | 0.64 | 0.14 | | 0.64 | 0.63 | 0.49 | | 0.64 | 0.18 | 0.15 | | 0.18 | 0.64 | 0.32 | |
| Delay/Veh: | 39.6 | 38.3 | 20.6 | | 32.2 | 30.9 | 12.9 | | 33.4 | 32.5 | 19.6 | | 34.8 | 44.3 | 20.3 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 39.6 | 38.3 | 20.6 | | 32.2 | 30.9 | 12.9 | | 33.4 | 32.5 | 19.6 | | 34.8 | 44.3 | 20.3 | |
| LOS by Move: | D | D | C | | C | C | B | | C | C | B | | C | D | C | |
| HCM2kAvgQ: | 6 | 7 | 2 | | 9 | 9 | 8 | | 8 | 2 | 2 | | 2 | 5 | 5 | |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Existing Plus RHD AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #39 4th St/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.315
Loss Time (sec): 12 Average Delay (sec/veh): 27.2
Optimal Cycle: 32 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Ovl | | | Include | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 120 | 115 | 61 | 31 | 49 | 55 | 294 | 294 | 90 | 53 | 240 | 141 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 120 | 115 | 61 | 31 | 49 | 55 | 294 | 294 | 90 | 53 | 240 | 141 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 135 | 129 | 69 | 35 | 55 | 62 | 330 | 330 | 101 | 60 | 270 | 158 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 135 | 129 | 69 | 35 | 55 | 62 | 330 | 330 | 101 | 60 | 270 | 158 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 135 | 129 | 69 | 35 | 55 | 62 | 330 | 330 | 101 | 60 | 270 | 158 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 1.00 | 0.85 | 0.95 | 1.00 | 0.85 | 0.92 | 0.88 | 0.88 | 0.95 | 0.91 | 0.85 |
| Lanes: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 2.30 | 0.70 | 1.00 | 3.00 | 1.00 |
| Final Sat.: | 1805 | 1900 | 1615 | 1805 | 1900 | 1615 | 3502 | 3832 | 1173 | 1805 | 5187 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.07 | 0.07 | 0.04 | 0.02 | 0.03 | 0.04 | 0.09 | 0.09 | 0.09 | 0.03 | 0.05 | 0.10 |
| Crit Moves: | **** | | | | **** | | **** | | | | | **** |
| Green/Cycle: | 0.24 | 0.26 | 0.26 | 0.07 | 0.09 | 0.39 | 0.30 | 0.40 | 0.40 | 0.15 | 0.25 | 0.32 |
| Volume/Cap: | 0.31 | 0.26 | 0.17 | 0.26 | 0.31 | 0.10 | 0.31 | 0.22 | 0.22 | 0.22 | 0.21 | 0.30 |
| Delay/Veh: | 31.8 | 29.9 | 29.0 | 44.9 | 43.5 | 19.3 | 27.2 | 19.9 | 19.9 | 37.5 | 29.7 | 25.7 |
| 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: | 31.8 | 29.9 | 29.0 | 44.9 | 43.5 | 19.3 | 27.2 | 19.9 | 19.9 | 37.5 | 29.7 | 25.7 |
| LOS by Move: | C | C | C | D | D | B | C | B | B | D | C | C |
| HCM2kAvgQ: | 4 | 3 | 2 | 1 | 2 | 1 | 4 | 3 | 3 | 2 | 2 | 4 |

Note: Queue reported is the number of cars per lane.





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Folsom South of US-50 Annexation
Existing Plus RHD AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #40 Placerville Rd/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.280
Loss Time (sec): 12 Average Delay (sec/veh): 15.8
Optimal Cycle: 30 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 1 | 99 | 43 | 0 | 0 | 0 | 0 | 386 | 0 | 34 | 433 | 66 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 1 | 99 | 43 | 0 | 0 | 0 | 0 | 386 | 0 | 34 | 433 | 66 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 1 | 111 | 48 | 0 | 0 | 0 | 0 | 434 | 0 | 38 | 487 | 74 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 1 | 111 | 48 | 0 | 0 | 0 | 0 | 434 | 0 | 38 | 487 | 74 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 1 | 111 | 48 | 0 | 0 | 0 | 0 | 434 | 0 | 38 | 487 | 74 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.85 | 0.96 | 0.96 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 0.95 | 0.93 | 0.93 |
| Lanes: | 1.00 | 0.70 | 0.30 | 1.00 | 1.00 | 0.00 | 1.00 | 2.00 | 0.00 | 1.00 | 1.74 | 0.26 |
| Final Sat.: | 1615 | 1265 | 549 | 1900 | 1900 | 0 | 1900 | 3610 | 0 | 1805 | 3070 | 468 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.09 | 0.09 | 0.00 | 0.00 | 0.00 | 0.00 | 0.12 | 0.00 | 0.02 | 0.16 | 0.16 |
| Crit Moves: | | **** | | | | | **** | | | | **** | |
| Green/Cycle: | 0.31 | 0.31 | 0.31 | 0.00 | 0.00 | 0.00 | 0.00 | 0.48 | 0.00 | 0.08 | 0.57 | 0.57 |
| Volume/Cap: | 0.00 | 0.28 | 0.28 | 0.00 | 0.00 | 0.00 | 0.00 | 0.25 | 0.00 | 0.25 | 0.28 | 0.28 |
| Delay/Veh: | 23.5 | 26.1 | 26.1 | 0.0 | 0.0 | 0.0 | 0.0 | 15.4 | 0.0 | 43.6 | 11.3 | 11.3 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 23.5 | 26.1 | 26.1 | 0.0 | 0.0 | 0.0 | 0.0 | 15.4 | 0.0 | 43.6 | 11.3 | 11.3 |
| LOS by Move: | C | C | C | A | A | A | A | B | A | D | B | B |
| HCM2kAvgQ: | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 4 | 0 | 1 | 5 | 5 |

Note: Queue reported is the number of cars per lane.

Folsom South of US-50 Annexation
Existing Plus RHD AM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #41 Hillside Dr/ Easton Valley Pkwy

Average Delay (sec/veh): 3.4 Worst Case Level Of Service: C[ 25.0]

| 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 | | | | Ignore | | | | Include | | | | Ignore | | | |
| Lanes: | 0 | 0 | 0 | 0 0 | 1 | 0 | 0 | 0 1 | 1 | 0 | 1 | 0 0 | 0 | 0 | 1 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | | 34 | 0 | 89 | | 200 | 201 | 0 | | 0 | 331 | 130 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 0 | 0 | 0 | | 34 | 0 | 89 | | 200 | 201 | 0 | | 0 | 331 | 130 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.00 | |
| PHF Volume: | 0 | 0 | 0 | | 38 | 0 | 0 | | 225 | 226 | 0 | | 0 | 372 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| FinalVolume: | 0 | 0 | 0 | | 38 | 0 | 0 | | 225 | 226 | 0 | | 0 | 372 | 0 | |
| Critical Gap Module: | | | | | | | | | | | | | | | | |
| Critical Gp: | xxxxx | xxxx | xxxxx | | 6.4 | xxxx | 6.2 | | 4.1 | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | |
| FollowUpTim: | xxxxx | xxxx | xxxxx | | 3.5 | xxxx | 3.3 | | 2.2 | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | |
| Capacity Module: | | | | | | | | | | | | | | | | |
| Cnflict Vol: | xxxx | xxxx | xxxxx | | 1047 | xxxx | 372 | | 372 | xxxx | xxxxx | | xxxx | xxxx | xxxxx | |
| Potent Cap.: | xxxx | xxxx | xxxxx | | 255 | xxxx | 678 | | 1198 | xxxx | xxxxx | | xxxx | xxxx | xxxxx | |
| Move Cap.: | xxxx | xxxx | xxxxx | | 218 | xxxx | 678 | | 1198 | xxxx | xxxxx | | xxxx | xxxx | xxxxx | |
| Volume/Cap: | xxxx | xxxx | xxxx | | 0.18 | xxxx | 0.00 | | 0.19 | xxxx | xxxx | | xxxx | xxxx | xxxx | |
| Level Of Service Module: | | | | | | | | | | | | | | | | |
| 2Way95thQ: | xxxx | xxxx | xxxxx | | 0.6 | xxxx | xxxxx | | 0.7 | xxxx | xxxxx | | xxxx | xxxx | xxxxx | |
| Control Del: | xxxxx | xxxx | xxxxx | | 25.0 | xxxx | xxxxx | | 8.7 | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | |
| LOS by Move: | * | * | * | | C | * | * | | A | * | * | | * | * | * | |
| Movement: | LT - | LTR - | RT | | LT - | LTR - | RT | | LT - | LTR - | RT | | LT - | LTR - | RT | |
| Shared Cap.: | xxxx | xxxx | xxxxx | | xxxx | xxxx | xxxxx | | xxxx | xxxx | xxxxx | | xxxx | xxxx | xxxxx | |
| SharedQueue: | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | |
| Shrd ConDel: | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | |
| Shared LOS: | * | * | * | | * | * | * | | * | * | * | | * | * | * | |
| ApproachDel: | xxxxxx | | | | 25.0 | | | | xxxxxx | | | | xxxxxx | | | |
| ApproachLOS: | * | | | | C | | | | * | | | | * | | | |

Note: Queue reported is the number of cars per lane.





Folsom South of US-50 Annexation
Existing Plus RHD AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #42 Empire Ranch Rd/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.316
Loss Time (sec): 12 Average Delay (sec/veh): 20.9
Optimal Cycle: 32 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Split Phase | | | | Split Phase | | | |
| Rights: | Include | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 2 | 1 0 | 1 | 0 | 3 | 0 1 | 1 | 1 | 0 | 0 1 | 0 | 1 | 0 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 40 | 125 | 20 | | 142 | 111 | 306 | | 101 | 48 | 11 | | 10 | 57 | 122 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 40 | 125 | 20 | | 142 | 111 | 306 | | 101 | 48 | 11 | | 10 | 57 | 122 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 45 | 140 | 22 | | 160 | 125 | 344 | | 113 | 54 | 12 | | 11 | 64 | 137 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 45 | 140 | 22 | | 160 | 125 | 344 | | 113 | 54 | 12 | | 11 | 64 | 137 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 45 | 140 | 22 | | 160 | 125 | 344 | | 113 | 54 | 12 | | 11 | 64 | 137 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.89 | 0.89 | | 0.95 | 0.91 | 0.85 | | 0.97 | 0.97 | 0.85 | | 0.99 | 0.99 | 0.85 | |
| Lanes: | 1.00 | 2.59 | 0.41 | | 1.00 | 3.00 | 1.00 | | 1.36 | 0.64 | 1.00 | | 0.15 | 0.85 | 1.00 | |
| Final Sat.: | 1805 | 4378 | 700 | | 1805 | 5187 | 1615 | | 2491 | 1184 | 1615 | | 282 | 1605 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.03 | 0.03 | | 0.09 | 0.02 | 0.21 | | 0.05 | 0.05 | 0.01 | | 0.04 | 0.04 | 0.08 | |
| Crit Moves: | **** | | | | | | **** | | **** | | | | **** | | | |
| Green/Cycle: | 0.08 | 0.16 | 0.16 | | 0.45 | 0.53 | 0.67 | | 0.14 | 0.14 | 0.22 | | 0.13 | 0.13 | 0.57 | |
| Volume/Cap: | 0.32 | 0.20 | 0.20 | | 0.20 | 0.05 | 0.32 | | 0.32 | 0.32 | 0.03 | | 0.32 | 0.32 | 0.15 | |
| Delay/Veh: | 44.8 | 36.4 | 36.4 | | 16.9 | 11.3 | 6.9 | | 38.7 | 38.7 | 30.4 | | 40.5 | 40.5 | 10.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 44.8 | 36.4 | 36.4 | | 16.9 | 11.3 | 6.9 | | 38.7 | 38.7 | 30.4 | | 40.5 | 40.5 | 10.0 | |
| LOS by Move: | D | D | D | | B | B | A | | D | D | C | | D | D | B | |
| HCM2kAvgQ: | 1 | 2 | 2 | | 3 | 1 | 4 | | 2 | 2 | 0 | | 2 | 2 | 2 | |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Existing Plus RHD AM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #43 Prairie City Rd/Middle Rd

Average Delay (sec/veh): 0.7 Worst Case Level Of Service: B[ 12.1]

| 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 | 2 | 1 0 | 1 | 0 | 3 | 0 0 | 0 | 0 | 0 | 0 0 | 1 | 0 | 0 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 794 | | 3 | 37 | 577 | | 0 | 0 | | 0 | 0 | 5 | | 0 | 45 |
| Growth Adj: | 1.00 | 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 | 794 | | 3 | 37 | 577 | | 0 | 0 | | 0 | 0 | 5 | | 0 | 45 |
| User Adj: | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 |
| PHF Volume: | 0 | 892 | | 3 | 42 | 648 | | 0 | 0 | | 0 | 0 | 6 | | 0 | 51 |
| Reduct Vol: | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 |
| FinalVolume: | 0 | 892 | | 3 | 42 | 648 | | 0 | 0 | | 0 | 0 | 6 | | 0 | 51 |
| Critical Gap Module: | | | | | | | | | | | | | | | | |
| Critical Gp: | xxxxx | xxxx | xxxxx | | 4.1 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | 6.8 | xxxx | | 6.9 |
| FollowUpTim: | xxxxx | xxxx | xxxxx | | 2.2 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | 3.5 | xxxx | | 3.3 |
| Capacity Module: | | | | | | | | | | | | | | | | |
| Cnflict Vol: | xxxx | xxxx | xxxxx | | 896 | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | 1193 | xxxx | | 299 |
| Potent Cap.: | xxxx | xxxx | xxxxx | | 766 | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | 183 | xxxx | | 703 |
| Move Cap.: | xxxx | xxxx | xxxxx | | 766 | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | 175 | xxxx | | 703 |
| Volume/Cap: | xxxx | xxxx | xxxx | | 0.05 | xxxx | xxxx | xxxx | xxxx | xxxx | | | 0.03 | xxxx | | 0.07 |
| Level Of Service Module: | | | | | | | | | | | | | | | | |
| 2Way95thQ: | xxxx | xxxx | xxxxx | | 0.2 | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | 0.1 | xxxx | | 0.2 |
| Control Del: | xxxxx | xxxx | xxxxx | | 10.0 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | 26.3 | xxxx | | 10.5 |
| LOS by Move: | * | * | * | | A | * | * | * | * | * | | | D | * | | B |
| Movement: | LT - | LTR - | RT | | LT - | LTR - | RT | LT - | LTR - | RT | | | LT - | LTR - | RT | |
| Shared Cap.: | xxxx | xxxx | xxxxx | | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | xxxx | xxxx | xxxxx | |
| SharedQueue: | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | xxxxx | xxxx | xxxxx | |
| Shrd ConDel: | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | xxxxx | xxxx | xxxxx | |
| Shared LOS: | * | * | * | | * | * | * | * | * | * | | | * | * | * | |
| ApproachDel: | xxxxxx | | | | xxxxxx | | | xxxxxx | | | | | 12.1 | | | |
| ApproachLOS: | * | | | | * | | | * | | | | | B | | | |

Note: Queue reported is the number of cars per lane.





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Folsom South of US-50 Annexation
Existing Plus RHD AM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #44 Oak Ave Pkwy/Middle Rd

Average Delay (sec/veh): 3.0 Worst Case Level Of Service: D[ 29.2]

| 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 | | | | Ignore | | | | Include | | | |
| Lanes: | 1 | 0 | 1 | 1 0 | 1 | 0 | 1 | 1 0 | 1 | 0 | 1 | 0 1 | 1 | 0 | 0 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 49 | 518 | | 7 | 32 | 326 | | 55 | 43 | | 3 | 40 | 12 | | 5 | 87 |
| Growth Adj: | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| Initial Bse: | 49 | 518 | | 7 | 32 | 326 | | 55 | 43 | | 3 | 40 | 12 | | 5 | 87 |
| User Adj: | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 0.00 | 1.00 | | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | | 0.89 | 0.00 | 0.89 | | 0.89 | 0.89 |
| PHF Volume: | 55 | 582 | | 8 | 36 | 366 | | 62 | 48 | | 3 | 0 | 13 | | 6 | 98 |
| Reduct Vol: | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 |
| FinalVolume: | 55 | 582 | | 8 | 36 | 366 | | 62 | 48 | | 3 | 0 | 13 | | 6 | 98 |
| Critical Gap Module: | | | | | | | | | | | | | | | | |
| Critical Gp: | 4.1 | xxxx | xxxxx | | 4.1 | xxxx | xxxxx | | 7.5 | 6.5 | | 6.9 | 7.5 | 6.5 | | 6.9 |
| FollowUpTim: | 2.2 | xxxx | xxxxx | | 2.2 | xxxx | xxxxx | | 3.5 | 4.0 | | 3.3 | 3.5 | 4.0 | | 3.3 |
| Capacity Module: | | | | | | | | | | | | | | | | |
| Cnflict Vol: | 428 | xxxx | xxxxx | | 590 | xxxx | xxxxx | | 873 | 1169 | | 214 | 953 | 1196 | | 295 |
| Potent Cap.: | 1142 | xxxx | xxxxx | | 996 | xxxx | xxxxx | | 248 | 195 | | 797 | 217 | 188 | | 707 |
| Move Cap.: | 1142 | xxxx | xxxxx | | 996 | xxxx | xxxxx | | 195 | 179 | | 797 | 200 | 172 | | 707 |
| Volume/Cap: | 0.05 | xxxx | xxxx | | 0.04 | xxxx | xxxx | | 0.25 | 0.02 | | 0.00 | 0.07 | 0.03 | | 0.14 |
| Level Of Service Module: | | | | | | | | | | | | | | | | |
| 2Way95thQ: | 0.2 | xxxx | xxxxx | | 0.1 | xxxx | xxxxx | | 0.9 | 0.1 | xxxxx | | 0.2 | xxxx | xxxxx | |
| Control Del: | 8.3 | xxxx | xxxxx | | 8.8 | xxxx | xxxxx | | 29.4 | 25.5 | xxxxx | | 24.3 | xxxx | xxxxx | |
| LOS by Move: | A | * | * | | A | * | * | | D | D | * | | C | * | * | |
| Movement: | LT - | LTR - | RT | | LT - | LTR - | RT | | LT - | LTR - | RT | | LT - | LTR - | RT | |
| Shared Cap.: | xxxx | xxxx | xxxxx | | xxxx | xxxx | xxxxx | | xxxx | xxxx | xxxxx | | xxxx | xxxx | 605 | |
| SharedQueue: | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | 0.6 | |
| Shrd ConDel: | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | 12.2 | |
| Shared LOS: | * | * | * | | * | * | * | | * | * | * | | * | * | B | |
| ApproachDel: | xxxxxx | | | | xxxxxx | | | | 29.2 | | | | 13.6 | | | |
| ApproachLOS: | * | | | | * | | | | D | | | | B | | | |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Existing Plus RHD AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #45 Scott Rd (North)/ Street "B"

Cycle (sec): 100 Critical Vol./Cap. (X): 0.690
Loss Time (sec): 12 Average Delay (sec/veh): 31.1
Optimal Cycle: 58 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 2 | 0 1 | 1 | 0 | 2 | 0 1 | 1 | 0 | 0 | 1 0 | 1 | 0 | 0 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 45 | 624 | 51 | | 177 | 879 | 13 | | 2 | 51 | 35 | | 40 | 55 | 392 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 45 | 624 | 51 | | 177 | 879 | 13 | | 2 | 51 | 35 | | 40 | 55 | 392 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 51 | 701 | 57 | | 199 | 988 | 15 | | 2 | 57 | 39 | | 45 | 62 | 440 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 51 | 701 | 57 | | 199 | 988 | 15 | | 2 | 57 | 39 | | 45 | 62 | 440 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 51 | 701 | 57 | | 199 | 988 | 15 | | 2 | 57 | 39 | | 45 | 62 | 440 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.95 | 0.85 | | 0.95 | 0.95 | 0.85 | | 0.95 | 0.94 | 0.94 | | 0.95 | 0.87 | 0.87 | |
| Lanes: | 1.00 | 2.00 | 1.00 | | 1.00 | 2.00 | 1.00 | | 1.00 | 0.59 | 0.41 | | 1.00 | 0.12 | 0.88 | |
| Final Sat.: | 1805 | 3610 | 1615 | | 1805 | 3610 | 1615 | | 1805 | 1058 | 726 | | 1805 | 203 | 1446 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.19 | 0.04 | | 0.11 | 0.27 | 0.01 | | 0.00 | 0.05 | 0.05 | | 0.02 | 0.30 | 0.30 | |
| Crit Moves: | **** | | | | | **** | | | **** | | | | | **** | | |
| Green/Cycle: | 0.04 | 0.28 | 0.28 | | 0.16 | 0.40 | 0.40 | | 0.00 | 0.30 | 0.30 | | 0.14 | 0.44 | 0.44 | |
| Volume/Cap: | 0.69 | 0.70 | 0.13 | | 0.70 | 0.69 | 0.02 | | 0.69 | 0.18 | 0.18 | | 0.18 | 0.69 | 0.69 | |
| Delay/Veh: | 71.8 | 34.4 | 27.1 | | 47.2 | 26.5 | 18.4 | | 288.2 | 25.8 | 25.8 | | 38.3 | 25.3 | 25.3 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 71.8 | 34.4 | 27.1 | | 47.2 | 26.5 | 18.4 | | 288.2 | 25.8 | 25.8 | | 38.3 | 25.3 | 25.3 | |
| LOS by Move: | E | C | C | | D | C | B | | F | C | C | | D | C | C | |
| HCM2kAvgQ: | 2 | 10 | 1 | | 6 | 13 | 0 | | 1 | 2 | 2 | | 1 | 13 | 13 | |

Note: Queue reported is the number of cars per lane.





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Folsom South of US-50 Annexation
Existing Plus RHD AM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #46 East Rd/Street "B"

Cycle (sec): 100 Critical Vol./Cap. (X): 0.663
Loss Time (sec): 12 Average Delay (sec/veh): 14.5
Optimal Cycle: 0 Level Of Service: B

| 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 | 0 | 1 0 | 1 | 0 | 0 | 1 0 | 1 | 0 | 0 | 1 0 | 1 | 0 | 0 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 122 | 110 | 12 | | 19 | 74 | 44 | | 34 | 150 | 45 | | 19 | 282 | 58 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 122 | 110 | 12 | | 19 | 74 | 44 | | 34 | 150 | 45 | | 19 | 282 | 58 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 137 | 124 | 13 | | 21 | 83 | 49 | | 38 | 169 | 51 | | 21 | 317 | 65 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 137 | 124 | 13 | | 21 | 83 | 49 | | 38 | 169 | 51 | | 21 | 317 | 65 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 137 | 124 | 13 | | 21 | 83 | 49 | | 38 | 169 | 51 | | 21 | 317 | 65 | |
| 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 | 0.90 | 0.10 | | 1.00 | 0.63 | 0.37 | | 1.00 | 0.77 | 0.23 | | 1.00 | 0.83 | 0.17 | |
| Final Sat.: | 476 | 464 | 51 | | 452 | 315 | 187 | | 496 | 423 | 127 | | 519 | 478 | 98 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.29 | 0.27 | 0.27 | | 0.05 | 0.26 | 0.26 | | 0.08 | 0.40 | 0.40 | | 0.04 | 0.66 | 0.66 | |
| Crit Moves: | **** | | | | | **** | | | | **** | | | | | **** | |
| Delay/Veh: | 12.5 | 11.5 | 11.5 | | 10.4 | 11.4 | 11.4 | | 10.2 | 12.8 | 12.8 | | 9.7 | 19.2 | 19.2 | |
| Delay Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 12.5 | 11.5 | 11.5 | | 10.4 | 11.4 | 11.4 | | 10.2 | 12.8 | 12.8 | | 9.7 | 19.2 | 19.2 | |
| LOS by Move: | B | B | B | | B | B | B | | B | B | B | | A | C | C | |
| ApproachDel: | 12.0 | | | | 11.3 | | | | 12.4 | | | | 18.7 | | | |
| Delay Adj: | 1.00 | | | | 1.00 | | | | 1.00 | | | | 1.00 | | | |
| ApprAdjDel: | 12.0 | | | | 11.3 | | | | 12.4 | | | | 18.7 | | | |
| LOS by Appr: | B | | | | B | | | | B | | | | C | | | |
| AllWayAvgQ: | 0.4 | 0.3 | 0.3 | | 0.0 | 0.3 | 0.3 | | 0.1 | 0.6 | 0.6 | | 0.0 | 1.7 | 1.7 | |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Existing Plus RHD AM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #47 Prairie City Rd/Street "A"

Average Delay (sec/veh): 3.2 Worst Case Level Of Service: C[ 17.5]

| 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 | 1 | 0 | 2 | 0 0 | 0 | 0 | 0 | 0 0 | 1 | 0 | 0 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 615 | 17 | | 59 | 523 | 0 | | 0 | 0 | 0 | | 53 | 0 | 182 | |
| Growth Adj: | 1.00 | 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 | 615 | 17 | | 59 | 523 | 0 | | 0 | 0 | 0 | | 53 | 0 | 182 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 0 | 691 | 19 | | 66 | 588 | 0 | | 0 | 0 | 0 | | 60 | 0 | 204 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| FinalVolume: | 0 | 691 | 19 | | 66 | 588 | 0 | | 0 | 0 | 0 | | 60 | 0 | 204 | |
| Critical Gap Module: | | | | | | | | | | | | | | | | |
| Critical Gp: | xxxxx | xxxx | xxxxx | | 4.1 | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | 6.8 | xxxx | 6.9 | |
| FollowUpTim: | xxxxx | xxxx | xxxxx | | 2.2 | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | 3.5 | xxxx | 3.3 | |
| Capacity Module: | | | | | | | | | | | | | | | | |
| Cnflict Vol: | xxxx | xxxx | xxxxx | | 710 | xxxx | xxxxx | | xxxx | xxxx | xxxxx | | 1127 | xxxx | 355 | |
| Potent Cap.: | xxxx | xxxx | xxxxx | | 898 | xxxx | xxxxx | | xxxx | xxxx | xxxxx | | 201 | xxxx | 647 | |
| Move Cap.: | xxxx | xxxx | xxxxx | | 898 | xxxx | xxxxx | | xxxx | xxxx | xxxxx | | 190 | xxxx | 647 | |
| Volume/Cap: | xxxx | xxxx | xxxx | | 0.07 | xxxx | xxxx | | xxxx | xxxx | xxxx | | 0.31 | xxxx | 0.32 | |
| Level Of Service Module: | | | | | | | | | | | | | | | | |
| 2Way95thQ: | xxxx | xxxx | xxxxx | | 0.2 | xxxx | xxxxx | | xxxx | xxxx | xxxxx | | 1.3 | xxxx | 1.4 | |
| Control Del: | xxxxx | xxxx | xxxxx | | 9.3 | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | 32.4 | xxxx | 13.1 | |
| LOS by Move: | * | * | * | | A | * | * | | * | * | * | | D | * | B | |
| Movement: | LT - | LTR - | RT | | LT - | LTR - | RT | | LT - | LTR - | RT | | LT - | LTR - | RT | |
| Shared Cap.: | xxxx | xxxx | xxxxx | | xxxx | xxxx | xxxxx | | xxxx | xxxx | xxxxx | | xxxx | xxxx | xxxxx | |
| SharedQueue: | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | |
| Shrd ConDel: | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | |
| Shared LOS: | * | * | * | | * | * | * | | * | * | * | | * | * | * | |
| ApproachDel: | xxxxxx | | | | xxxxxx | | | | xxxxxx | | | | 17.5 | | | |
| ApproachLOS: | * | | | | * | | | | * | | | | C | | | |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Existing Plus RHD AM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #48 Oak Ave Pkwy/Street "A"

Cycle (sec): 100 Critical Vol./Cap. (X): 0.520
Loss Time (sec): 12 Average Delay (sec/veh): 14.8
Optimal Cycle: 0 Level Of Service: B

| 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 | 0 | 1 0 | 1 | 0 | 0 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 37 | 262 | 50 | | 140 | 212 | 45 | | 99 | 110 | 57 | | 66 | 63 | 163 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 37 | 262 | 50 | | 140 | 212 | 45 | | 99 | 110 | 57 | | 66 | 63 | 163 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 42 | 294 | 56 | | 157 | 238 | 51 | | 111 | 124 | 64 | | 74 | 71 | 183 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 42 | 294 | 56 | | 157 | 238 | 51 | | 111 | 124 | 64 | | 74 | 71 | 183 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 42 | 294 | 56 | | 157 | 238 | 51 | | 111 | 124 | 64 | | 74 | 71 | 183 | |
| 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 | 1.68 | 0.32 | | 1.00 | 1.65 | 0.35 | | 1.00 | 0.66 | 0.34 | | 1.00 | 0.28 | 0.72 | |
| Final Sat.: | 405 | 737 | 143 | | 416 | 736 | 159 | | 423 | 306 | 159 | | 425 | 136 | 352 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.10 | 0.40 | 0.39 | | 0.38 | 0.32 | 0.32 | | 0.26 | 0.40 | 0.40 | | 0.17 | 0.52 | 0.52 | |
| Crit Moves: | | **** | | | **** | | | | | **** | | | | **** | | |
| Delay/Veh: | 12.1 | 15.3 | 15.0 | | 15.7 | 13.9 | 13.6 | | 13.5 | 14.6 | 14.6 | | 12.4 | 16.6 | 16.6 | |
| Delay Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 12.1 | 15.3 | 15.0 | | 15.7 | 13.9 | 13.6 | | 13.5 | 14.6 | 14.6 | | 12.4 | 16.6 | 16.6 | |
| LOS by Move: | B | C | C | | C | B | B | | B | B | B | | B | C | C | |
| ApproachDel: | 14.9 | | | | 14.5 | | | | 14.2 | | | | 15.6 | | | |
| Delay Adj: | 1.00 | | | | 1.00 | | | | 1.00 | | | | 1.00 | | | |
| ApprAdjDel: | 14.9 | | | | 14.5 | | | | 14.2 | | | | 15.6 | | | |
| LOS by Appr: | B | | | | B | | | | B | | | | C | | | |
| AllWayAvgQ: | 0.1 | 0.6 | 0.6 | | 0.5 | 0.4 | 0.4 | | 0.3 | 0.6 | 0.6 | | 0.2 | 0.9 | 0.9 | |

Note: Queue reported is the number of cars per lane.

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AM Existing Plus RHD Wed Jan 13, 2010 14:58:49 Page 51-1

Folsom South of US-50 Annexation
Existing Plus RHD AM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #49 West Rd/Street "A"

Cycle (sec): 100 Critical Vol./Cap. (X): 0.739
Loss Time (sec): 9 Average Delay (sec/veh): 16.0
Optimal Cycle: 0 Level Of Service: C

| 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 | | | | Ignore | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Lanes: | 0 | 0 | 1! | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 10 | 28 | 26 | | 63 | 10 | 134 | | 110 | 260 | 5 | | 14 | 309 | 134 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 10 | 28 | 26 | | 63 | 10 | 134 | | 110 | 260 | 5 | | 14 | 309 | 134 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 11 | 31 | 29 | | 71 | 11 | 0 | | 124 | 292 | 6 | | 16 | 347 | 151 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 11 | 31 | 29 | | 71 | 11 | 0 | | 124 | 292 | 6 | | 16 | 347 | 151 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 11 | 31 | 29 | | 71 | 11 | 0 | | 124 | 292 | 6 | | 16 | 347 | 151 | |
| 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: | 0.16 | 0.44 | 0.40 | | 0.86 | 0.14 | 1.00 | | 1.00 | 0.98 | 0.02 | | 1.00 | 0.70 | 0.30 | |
| Final Sat.: | 76 | 214 | 198 | | 392 | 62 | 529 | | 581 | 625 | 12 | | 586 | 469 | 204 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.15 | 0.15 | 0.15 | | 0.18 | 0.18 | 0.00 | | 0.21 | 0.47 | 0.47 | | 0.03 | 0.74 | 0.74 | |
| Crit Moves: | **** | | | | **** | | | | | **** | | | | **** | | |
| Delay/Veh: | 10.7 | 10.7 | 10.7 | | 11.4 | 11.4 | 0.0 | | 10.3 | 12.8 | 12.8 | | 8.9 | 21.0 | 21.0 | |
| 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 | |
| AdjDel/Veh: | 10.7 | 10.7 | 10.7 | | 11.4 | 11.4 | 0.0 | | 10.3 | 12.8 | 12.8 | | 8.9 | 21.0 | 21.0 | |
| LOS by Move: | B | B | B | | B | B | * | | B | B | B | | A | C | C | |
| ApproachDel: | 10.7 | | | | 11.4 | | | | | 12.1 | | | | 20.6 | | |
| Delay Adj: | 1.00 | | | | 1.00 | | | | | 1.00 | | | | 1.00 | | |
| ApprAdjDel: | 10.7 | | | | 11.4 | | | | | 12.1 | | | | 20.6 | | |
| LOS by Appr: | B | | | | B | | | | | B | | | | C | | |
| AllWayAvgQ: | 0.1 | 0.1 | 0.1 | | 0.2 | 0.2 | 0.0 | | 0.3 | 0.8 | 0.8 | | 0.0 | 2.4 | 2.4 | |

Note: Queue reported is the number of cars per lane.





AM Existing Plus RHD Wed Jan 13, 2010 14:58:50 Page 52-1

Folsom South of US-50 Annexation
Existing Plus RHD AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #50 Scott Rd (North)/ Street "A"

Cycle (sec): 100 Critical Vol./Cap. (X): 0.589
Loss Time (sec): 12 Average Delay (sec/veh): 33.0
Optimal Cycle: 47 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 2 | 0 | 1 | 1 | 0 | 2 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 1 0 1 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 24 | 262 | 47 | | 153 | 423 | 229 | | 215 | 124 | 23 | | 99 | 202 | 299 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 24 | 262 | 47 | | 153 | 423 | 229 | | 215 | 124 | 23 | | 99 | 202 | 299 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 27 | 294 | 53 | | 172 | 475 | 257 | | 242 | 139 | 26 | | 111 | 227 | 336 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 27 | 294 | 53 | | 172 | 475 | 257 | | 242 | 139 | 26 | | 111 | 227 | 336 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 27 | 294 | 53 | | 172 | 475 | 257 | | 242 | 139 | 26 | | 111 | 227 | 336 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.95 | 0.85 | | 0.95 | 0.95 | 0.85 | | 0.95 | 1.00 | 0.85 | | 0.95 | 1.00 | 0.85 | |
| Lanes: | 1.00 | 2.00 | 1.00 | | 1.00 | 2.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Final Sat.: | 1805 | 3610 | 1615 | | 1805 | 3610 | 1615 | | 1805 | 1900 | 1615 | | 1805 | 1900 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.08 | 0.03 | | 0.10 | 0.13 | 0.16 | | 0.13 | 0.07 | 0.02 | | 0.06 | 0.12 | 0.21 | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | | **** | |
| Green/Cycle: | 0.03 | 0.14 | 0.14 | | 0.16 | 0.27 | 0.27 | | 0.23 | 0.32 | 0.32 | | 0.26 | 0.35 | 0.35 | |
| Volume/Cap: | 0.58 | 0.59 | 0.24 | | 0.59 | 0.48 | 0.58 | | 0.59 | 0.23 | 0.05 | | 0.23 | 0.34 | 0.59 | |
| Delay/Veh: | 65.4 | 42.3 | 38.9 | | 42.0 | 30.7 | 33.3 | | 36.7 | 25.5 | 23.9 | | 29.0 | 24.1 | 28.1 | |
| 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: | 65.4 | 42.3 | 38.9 | | 42.0 | 30.7 | 33.3 | | 36.7 | 25.5 | 23.9 | | 29.0 | 24.1 | 28.1 | |
| LOS by Move: | E | D | D | | D | C | C | | D | C | C | | C | C | C | |
| HCM2kAvgQ: | 1 | 4 | 1 | | 5 | 6 | 7 | | 7 | 3 | 1 | | 3 | 5 | 9 | |

Note: Queue reported is the number of cars per lane.

AM Existing Plus RHD Wed Jan 13, 2010 14:58:50 Page 53-1

Folsom South of US-50 Annexation
Existing Plus RHD AM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #51 East Rd/Street "A"

Cycle (sec): 100 Critical Vol./Cap. (X): 0.496
Loss Time (sec): 12 Average Delay (sec/veh): 11.4
Optimal Cycle: 0 Level Of Service: B

| 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 | 0 | 1 0 | 1 | 0 | 0 | 1 0 | 1 | 0 | 0 | 1 0 | 1 | 0 | 0 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 72 | 16 | 16 | | 11 | 25 | 73 | | 56 | 142 | 74 | | 26 | 252 | 30 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 72 | 16 | 16 | | 11 | 25 | 73 | | 56 | 142 | 74 | | 26 | 252 | 30 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 81 | 18 | 18 | | 12 | 28 | 82 | | 63 | 160 | 83 | | 29 | 283 | 34 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 81 | 18 | 18 | | 12 | 28 | 82 | | 63 | 160 | 83 | | 29 | 283 | 34 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 81 | 18 | 18 | | 12 | 28 | 82 | | 63 | 160 | 83 | | 29 | 283 | 34 | |
| 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 | 0.50 | 0.50 | | 1.00 | 0.26 | 0.74 | | 1.00 | 0.66 | 0.34 | | 1.00 | 0.89 | 0.11 | |
| Final Sat.: | 491 | 277 | 277 | | 490 | 145 | 425 | | 570 | 427 | 222 | | 575 | 571 | 68 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.16 | 0.06 | 0.06 | | 0.03 | 0.19 | 0.19 | | 0.11 | 0.37 | 0.37 | | 0.05 | 0.50 | 0.50 | |
| Crit Moves: | **** | | | | | | **** | | | **** | | | | **** | | |
| Delay/Veh: | 10.7 | 9.0 | 9.0 | | 9.7 | 9.7 | 9.7 | | 9.5 | 11.1 | 11.1 | | 9.1 | 13.2 | 13.2 | |
| Delay Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 10.7 | 9.0 | 9.0 | | 9.7 | 9.7 | 9.7 | | 9.5 | 11.1 | 11.1 | | 9.1 | 13.2 | 13.2 | |
| LOS by Move: | B | A | A | | A | A | A | | A | B | B | | A | B | B | |
| ApproachDel: | 10.2 | | | | 9.7 | | | | 10.8 | | | | 12.9 | | | |
| Delay Adj: | 1.00 | | | | 1.00 | | | | 1.00 | | | | 1.00 | | | |
| ApprAdjDel: | 10.2 | | | | 9.7 | | | | 10.8 | | | | 12.9 | | | |
| LOS by Appr: | B | | | | A | | | | B | | | | B | | | |
| AllWayAvgQ: | 0.2 | 0.1 | 0.1 | | 0.0 | 0.2 | 0.2 | | 0.1 | 0.5 | 0.5 | | 0.1 | 0.9 | 0.9 | |

Note: Queue reported is the number of cars per lane.





AM Existing Plus RHD Wed Jan 13, 2010 14:58:50 Page 54-1

Folsom South of US-50 Annexation
Existing Plus RHD AM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #52 Placerville Rd/ Street "A"

Cycle (sec): 100 Critical Vol./Cap. (X): 0.332
Loss Time (sec): 12 Average Delay (sec/veh): 10.0
Optimal Cycle: 0 Level Of Service: B

| 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 | 0 | 1 0 | 1 | 0 | 0 | 1 0 | 1 | 0 | 0 | 1 0 | 1 | 0 | 0 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 59 | 173 | 10 | | 49 | 103 | 2 | | 1 | 36 | 86 | | 23 | 41 | 117 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 59 | 173 | 10 | | 49 | 103 | 2 | | 1 | 36 | 86 | | 23 | 41 | 117 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 66 | 194 | 11 | | 55 | 116 | 2 | | 1 | 40 | 97 | | 26 | 46 | 131 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 66 | 194 | 11 | | 55 | 116 | 2 | | 1 | 40 | 97 | | 26 | 46 | 131 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 66 | 194 | 11 | | 55 | 116 | 2 | | 1 | 40 | 97 | | 26 | 46 | 131 | |
| 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 | 0.95 | 0.05 | | 1.00 | 0.98 | 0.02 | | 1.00 | 0.30 | 0.70 | | 1.00 | 0.26 | 0.74 | |
| Final Sat.: | 564 | 586 | 34 | | 550 | 586 | 11 | | 527 | 183 | 437 | | 538 | 165 | 472 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.12 | 0.33 | 0.33 | | 0.10 | 0.20 | 0.20 | | 0.00 | 0.22 | 0.22 | | 0.05 | 0.28 | 0.28 | |
| Crit Moves: | | **** | | | | **** | | | | | **** | | | **** | | |
| Delay/Veh: | 9.6 | 10.9 | 10.9 | | 9.6 | 9.7 | 9.7 | | 9.2 | 9.6 | 9.6 | | 9.4 | 9.9 | 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: | 9.6 | 10.9 | 10.9 | | 9.6 | 9.7 | 9.7 | | 9.2 | 9.6 | 9.6 | | 9.4 | 9.9 | 9.9 | |
| LOS by Move: | A | B | B | | A | A | A | | A | A | A | | A | A | A | |
| ApproachDel: | 10.6 | | | | 9.7 | | | | 9.6 | | | | 9.9 | | | |
| Delay Adj: | 1.00 | | | | 1.00 | | | | 1.00 | | | | 1.00 | | | |
| ApprAdjDel: | 10.6 | | | | 9.7 | | | | 9.6 | | | | 9.9 | | | |
| LOS by Appr: | B | | | | A | | | | A | | | | A | | | |
| AllWayAvgQ: | 0.1 | 0.4 | 0.4 | | 0.1 | 0.2 | 0.2 | | 0.0 | 0.2 | 0.2 | | 0.0 | 0.3 | 0.3 | |

Note: Queue reported is the number of cars per lane.

Folsom South of US-50 Annexation
Existing Plus RHD AM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #53 Empire Ranch Rd/Street "A"

Average Delay (sec/veh): 4.0 Worst Case Level Of Service: A[ 10.0]

| 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 | 1 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 7 | 98 | 4 | | 9 | 37 | 36 | | 55 | 6 | 10 | | 9 | 12 | 22 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 7 | 98 | 4 | | 9 | 37 | 36 | | 55 | 6 | 10 | | 9 | 12 | 22 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 8 | 110 | 4 | | 10 | 42 | 40 | | 62 | 7 | 11 | | 10 | 13 | 25 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| FinalVolume: | 8 | 110 | 4 | | 10 | 42 | 40 | | 62 | 7 | 11 | | 10 | 13 | 25 | |
| Critical Gap Module: | | | | | | | | | | | | | | | | |
| Critical Gp: | 4.1 | xxxx | xxxxx | | 4.1 | xxxx | xxxxx | | 7.5 | 6.5 | 6.9 | | 7.5 | 6.5 | 6.9 | |
| FollowUpTim: | 2.2 | xxxx | xxxxx | | 2.2 | xxxx | xxxxx | | 3.5 | 4.0 | 3.3 | | 3.5 | 4.0 | 3.3 | |
| Capacity Module: | | | | | | | | | | | | | | | | |
| Cnflict Vol: | 82 | xxxx | xxxxx | | 115 | xxxx | xxxxx | | 160 | 212 | 41 | | 172 | 230 | 57 | |
| Potent Cap.: | 1528 | xxxx | xxxxx | | 1487 | xxxx | xxxxx | | 796 | 689 | 1028 | | 780 | 673 | 1003 | |
| Move Cap.: | 1528 | xxxx | xxxxx | | 1487 | xxxx | xxxxx | | 758 | 680 | 1028 | | 759 | 665 | 1003 | |
| Volume/Cap: | 0.01 | xxxx | xxxx | | 0.01 | xxxx | xxxx | | 0.08 | 0.01 | 0.01 | | 0.01 | 0.02 | 0.02 | |
| Level Of Service Module: | | | | | | | | | | | | | | | | |
| 2Way95thQ: | 0.0 | xxxx | xxxxx | | 0.0 | xxxx | xxxxx | | 0.3 | xxxx | xxxxx | | 0.0 | xxxx | xxxxx | |
| Control Del: | 7.4 | xxxx | xxxxx | | 7.4 | xxxx | xxxxx | | 10.2 | xxxx | xxxxx | | 9.8 | xxxx | xxxxx | |
| LOS by Move: | A | * | * | | A | * | * | | B | * | * | | A | * | * | |
| Movement: | LT - | LTR - | RT | | LT - | LTR - | RT | | LT - | LTR - | RT | | LT - | LTR - | RT | |
| Shared Cap.: | xxxx | xxxx | xxxxx | | xxxx | xxxx | xxxxx | | xxxx | xxxx | 862 | | xxxx | xxxx | 851 | |
| SharedQueue: | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | 0.1 | | xxxxx | xxxx | 0.1 | |
| Shrd ConDel: | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | 9.3 | | xxxxx | xxxx | 9.4 | |
| Shared LOS: | * | * | * | | * | * | * | | * | * | A | | * | * | A | |
| ApproachDel: | xxxxxx | | | | xxxxxx | | | | 10.0 | | | | 9.5 | | | |
| ApproachLOS: | * | | | | * | | | | A | | | | A | | | |

Note: Queue reported is the number of cars per lane.





Folsom South of US-50 Annexation
Existing Plus RHD AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #54 Scott Rd (North)/South Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.335
Loss Time (sec): 12 Average Delay (sec/veh): 30.1
Optimal Cycle: 32 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 2 | 0 | 1 | 1 | 0 | 2 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 71 | 143 | 51 | | 102 | 386 | 58 | | 105 | 11 | 102 | | 73 | 13 | 85 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 71 | 143 | 51 | | 102 | 386 | 58 | | 105 | 11 | 102 | | 73 | 13 | 85 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 80 | 161 | 57 | | 115 | 434 | 65 | | 118 | 12 | 115 | | 82 | 15 | 96 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 80 | 161 | 57 | | 115 | 434 | 65 | | 118 | 12 | 115 | | 82 | 15 | 96 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 80 | 161 | 57 | | 115 | 434 | 65 | | 118 | 12 | 115 | | 82 | 15 | 96 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.95 | 0.85 | | 0.95 | 0.95 | 0.85 | | 0.96 | 0.96 | 0.85 | | 0.96 | 0.96 | 0.85 | |
| Lanes: | 1.00 | 2.00 | 1.00 | | 1.00 | 2.00 | 1.00 | | 0.91 | 0.09 | 1.00 | | 0.85 | 0.15 | 1.00 | |
| Final Sat.: | 1805 | 3610 | 1615 | | 1805 | 3610 | 1615 | | 1646 | 172 | 1615 | | 1547 | 275 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.04 | 0.04 | | 0.06 | 0.12 | 0.04 | | 0.07 | 0.07 | 0.07 | | 0.05 | 0.05 | 0.06 | |
| Crit Moves: | **** | | | | | **** | | | **** | | | | | | **** | |
| Green/Cycle: | 0.13 | 0.20 | 0.20 | | 0.29 | 0.36 | 0.36 | | 0.21 | 0.22 | 0.22 | | 0.17 | 0.18 | 0.18 | |
| Volume/Cap: | 0.34 | 0.22 | 0.18 | | 0.22 | 0.34 | 0.11 | | 0.34 | 0.32 | 0.32 | | 0.32 | 0.30 | 0.34 | |
| Delay/Veh: | 40.3 | 33.5 | 33.3 | | 27.3 | 23.6 | 21.5 | | 33.8 | 32.9 | 32.9 | | 37.4 | 36.4 | 36.8 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 40.3 | 33.5 | 33.3 | | 27.3 | 23.6 | 21.5 | | 33.8 | 32.9 | 32.9 | | 37.4 | 36.4 | 36.8 | |
| LOS by Move: | D | C | C | | C | C | C | | C | C | C | | D | D | D | |
| HCM2kAvgQ: | 2 | 2 | 1 | | 3 | 5 | 1 | | 4 | 3 | 3 | | 3 | 3 | 3 | |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Existing Plus RHD AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #55 Oak Ave Pkwy/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.277
Loss Time (sec): 9 Average Delay (sec/veh): 14.5
Optimal Cycle: 25 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Ovl | | | | Include | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 2 | 0 | 2 | 0 | 0 | |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | | 118 | 0 | 90 | | 113 | 298 | 0 | | 0 | 566 | 227 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 0 | 0 | 0 | | 118 | 0 | 90 | | 113 | 298 | 0 | | 0 | 566 | 227 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 0 | 0 | 0 | | 133 | 0 | 101 | | 127 | 335 | 0 | | 0 | 636 | 255 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 0 | 0 | | 133 | 0 | 101 | | 127 | 335 | 0 | | 0 | 636 | 255 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 0 | 0 | 0 | | 133 | 0 | 101 | | 127 | 335 | 0 | | 0 | 636 | 255 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 1.00 | 1.00 | | 0.60 | 1.00 | 0.85 | | 0.92 | 0.95 | 1.00 | | 1.00 | 0.91 | 0.85 | |
| Lanes: | 0.00 | 0.00 | 0.00 | | 2.00 | 0.00 | 1.00 | | 2.00 | 2.00 | 0.00 | | 0.00 | 3.00 | 1.00 | |
| Final Sat.: | 0 | 0 | 0 | | 2293 | 0 | 1615 | | 3502 | 3610 | 0 | | 0 | 5187 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | | 0.06 | 0.00 | 0.06 | | 0.04 | 0.09 | 0.00 | | 0.00 | 0.12 | 0.16 | |
| Crit Moves: | | | | | **** | | | | **** | | | | | | **** | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | | 0.21 | 0.00 | 0.34 | | 0.13 | 0.70 | 0.00 | | 0.00 | 0.57 | 0.57 | |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | | 0.28 | 0.00 | 0.18 | | 0.28 | 0.13 | 0.00 | | 0.00 | 0.21 | 0.28 | |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | | 33.5 | 0.0 | 23.4 | | 39.5 | 4.9 | 0.0 | | 0.0 | 10.6 | 11.1 | |
| 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: | 0.0 | 0.0 | 0.0 | | 33.5 | 0.0 | 23.4 | | 39.5 | 4.9 | 0.0 | | 0.0 | 10.6 | 11.1 | |
| LOS by Move: | A | A | A | | C | A | C | | D | A | A | | A | B | B | |
| HCM2kAvgQ: | 0 | 0 | 0 | | 2 | 0 | 2 | | 2 | 2 | 0 | | 0 | 3 | 4 | |

Note: Queue reported is the number of cars per lane.





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Folsom South of US-50 Annexation
Existing Plus RHD AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #56 Empire Ranch Rd/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.208
Loss Time (sec): 9 Average Delay (sec/veh): 4.3
Optimal Cycle: 23 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Ovl | | | | Include | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | | 49 | 0 | 8 | | 4 | 478 | 0 | | 0 | 753 | 98 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 0 | 0 | 0 | | 49 | 0 | 8 | | 4 | 478 | 0 | | 0 | 753 | 98 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 0 | 0 | 0 | | 55 | 0 | 9 | | 4 | 537 | 0 | | 0 | 846 | 110 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 0 | 0 | | 55 | 0 | 9 | | 4 | 537 | 0 | | 0 | 846 | 110 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 0 | 0 | 0 | | 55 | 0 | 9 | | 4 | 537 | 0 | | 0 | 846 | 110 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 1.00 | 1.00 | | 0.62 | 1.00 | 0.85 | | 0.95 | 0.95 | 1.00 | | 1.00 | 0.91 | 0.85 | |
| Lanes: | 0.00 | 0.00 | 0.00 | | 2.00 | 0.00 | 1.00 | | 1.00 | 2.00 | 0.00 | | 0.00 | 3.00 | 1.00 | |
| Final Sat.: | 0 | 0 | 0 | | 2370 | 0 | 1615 | | 1805 | 3610 | 0 | | 0 | 5187 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | | 0.02 | 0.00 | 0.01 | | 0.00 | 0.15 | 0.00 | | 0.00 | 0.16 | 0.07 | |
| Crit Moves: | | | | | **** | | | | **** | | | | | | **** | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | | 0.11 | 0.00 | 0.12 | | 0.01 | 0.80 | 0.00 | | 0.00 | 0.79 | 0.79 | |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | | 0.21 | 0.00 | 0.04 | | 0.21 | 0.19 | 0.00 | | 0.00 | 0.21 | 0.09 | |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | | 40.8 | 0.0 | 38.7 | | 53.7 | 2.4 | 0.0 | | 0.0 | 2.8 | 2.5 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | | 40.8 | 0.0 | 38.7 | | 53.7 | 2.4 | 0.0 | | 0.0 | 2.8 | 2.5 | |
| LOS by Move: | A | A | A | | D | A | D | | D | A | A | | A | A | A | |
| HCM2kAvgQ: | 0 | 0 | 0 | | 1 | 0 | 0 | | 0 | 2 | 0 | | 0 | 2 | 1 | |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Existing Plus RHD AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #57 Hazel Blvd/ Gold Country

Cycle (sec): 100 Critical Vol./Cap. (X): 0.736
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 86 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Split Phase | | | | Split Phase | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 3 | 0 | 1 | 1 | 0 | 3 | 0 | 1 | 2 | 0 | 0 | 1 | 1 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 198 | 899 | 6 | | 3 | 2571 | 416 | | 121 | 4 | 283 | | 1 | 2 | 2 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 198 | 899 | 6 | | 3 | 2571 | 416 | | 121 | 4 | 283 | | 1 | 2 | 2 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Volume: | 198 | 899 | 6 | | 3 | 2571 | 416 | | 121 | 4 | 283 | | 1 | 2 | 2 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 198 | 899 | 6 | | 3 | 2571 | 416 | | 121 | 4 | 283 | | 1 | 2 | 2 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 198 | 899 | 6 | | 3 | 2571 | 416 | | 121 | 4 | 283 | | 1 | 2 | 2 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | |
| Adjustment: | 1.00 | 0.72 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Lanes: | 2.00 | 3.00 | 1.00 | | 1.00 | 3.00 | 1.00 | | 2.00 | 0.03 | 1.97 | | 1.00 | 0.50 | 0.50 | |
| Final Sat.: | 3000 | 3240 | 1500 | | 1500 | 4500 | 1500 | | 3000 | 42 | 2958 | | 1500 | 750 | 750 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.07 | 0.28 | 0.00 | | 0.00 | 0.57 | 0.28 | | 0.04 | 0.10 | 0.10 | | 0.00 | 0.00 | 0.00 | |
| Crit Volume: | 99 | | | | | 857 | | | | 143 | | | | 4 | | |
| Crit Moves: | **** | | | | | **** | | | | **** | | | | **** | | |





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Folsom South of US-50 Annexation
Existing Plus RHD AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #58 Hazel Ave/ Folsom Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.641
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 64 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Split Phase | | | | Split Phase | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 2 | 0 | 1 | 1 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 8 | 26 | 2 | | 354 | 147 | 312 | | 88 | 146 | 25 | | 11 | 638 | 368 | |
| Growth Adj: | 1.00 | 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 | 26 | 2 | | 354 | 147 | 312 | | 88 | 146 | 25 | | 11 | 638 | 368 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Volume: | 8 | 26 | 2 | | 354 | 147 | 312 | | 88 | 146 | 25 | | 11 | 638 | 368 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 8 | 26 | 2 | | 354 | 147 | 312 | | 88 | 146 | 25 | | 11 | 638 | 368 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 8 | 26 | 2 | | 354 | 147 | 312 | | 88 | 146 | 25 | | 11 | 638 | 368 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | |
| Adjustment: | 0.95 | 0.95 | 0.95 | | 0.95 | 0.95 | 0.95 | | 0.95 | 0.95 | 0.95 | | 0.95 | 0.95 | 0.95 | |
| Lanes: | 1.00 | 0.93 | 0.07 | | 1.75 | 0.72 | 1.53 | | 2.00 | 1.71 | 0.29 | | 1.00 | 1.00 | 1.00 | |
| Final Sat.: | 1425 | 1323 | 102 | | 2488 | 1030 | 2182 | | 2850 | 2433 | 417 | | 1425 | 1425 | 1425 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.02 | 0.02 | | 0.14 | 0.14 | 0.14 | | 0.03 | 0.06 | 0.06 | | 0.01 | 0.45 | 0.26 | |
| Crit Volume: | | | 28 | | | | 204 | | 44 | | | | | 638 | | |
| Crit Moves: | | | **** | | | | **** | | **** | | | | | **** | | |

```
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-------------------------------------------------------------------------------
                        Folsom South of US-50 Annexation
                              Existing Plus RHD AM
-------------------------------------------------------------------------------
                       Level Of Service Computation Report
              2000 HCM Unsignalized Method (Base Volume Alternative)
*******************************************************************************
Intersection #59 Grant Line Rd/ White Rock Rd
*******************************************************************************
Average Delay (sec/veh):      4.8       Worst Case Level Of Service: F[ 61.1]
*******************************************************************************
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  1  0  0  0    0  0  0  1  0    0  0  1! 0  0    0  0  0  0  0
------------||---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     216  556     0     0  168   572    53    0    35     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:  216  556     0     0  168   572    53    0    35     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:     0.95 0.95  0.95  0.95 0.95  0.95  0.95 0.95  0.95  0.95 0.95  0.95
PHF Volume:   227  585     0     0  177   602    56    0    37     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:  227  585     0     0  177   602    56    0    37     0    0     0
------------||---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.4  6.5   6.2 xxxxx xxxx xxxxx
FollowUpTim:  2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5  4.0   3.3 xxxxx xxxx xxxxx
------------||---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  779 xxxx xxxxx  xxxx xxxx xxxxx  1518 1518   478  xxxx xxxx xxxxx
Potent Cap.:  847 xxxx xxxxx  xxxx xxxx xxxxx   132  120   592  xxxx xxxx xxxxx
Move Cap.:    847 xxxx xxxxx  xxxx xxxx xxxxx   101   83   592  xxxx xxxx xxxxx
Volume/Cap:  0.27 xxxx  xxxx  xxxx xxxx  xxxx  0.55 0.00  0.06  xxxx xxxx  xxxx
------------||---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    1.1 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del: 10.8 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    B    *     *     *    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  151 xxxxx  xxxx xxxx xxxxx
SharedQueue:  1.1 xxxx xxxxx xxxxx xxxx xxxxx xxxxx  3.3 xxxxx xxxxx xxxx xxxxx
Shrd ConDel: 10.8 xxxx xxxxx xxxxx xxxx xxxxx xxxxx 61.1 xxxxx xxxxx xxxx xxxxx
Shared LOS:     B    *     *     *    *     *     *    F     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx            61.1           xxxxxx
ApproachLOS:         *                *              F                *
*******************************************************************************
Note: Queue reported is the number of cars per lane.
*******************************************************************************
```





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-------------------------------------------------------------------------------
                        Folsom South of US-50 Annexation
                              Existing Plus RHD AM
-------------------------------------------------------------------------------
                       Level Of Service Computation Report
             Circular 212 Planning Method (Base Volume Alternative)
*******************************************************************************
Intersection #60 Grantline Rd/ Sunrise Rd
*******************************************************************************
Cycle (sec):          100                Critical Vol./Cap. (X):         0.843
Loss Time (sec):        0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        145                Level Of Service:                  D
*******************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------||---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase      Protected        Protected
Rights:           Include          Include          Ovl              Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
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
Lanes:        0  0  1! 0  0    0  0  1! 0  0    1  0  1  0  1    1  0  1  0  1
------------||---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      16   15     8     2    1   246   631  512     9     5  345    18
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   16   15     8     2    1   246   631  512     9     5  345    18
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    16   15     8     2    1   246   631  512     9     5  345    18
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   16   15     8     2    1   246   631  512     9     5  345    18
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   16   15     8     2    1   246   631  512     9     5  345    18
------------||---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
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:       0.41 0.38  0.21  0.01 0.01  0.98  1.00 1.00  1.00  1.00 1.00  1.00
Final Sat.:   615  577   308    12    6  1482  1500 1500  1500  1500 1500  1500
------------||---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.03 0.03  0.03  0.17 0.17  0.17  0.42 0.34  0.01  0.00 0.23  0.01
Crit Volume:        39                     249   631                    345
Crit Moves:       ****                    ****  ****                   ****
*******************************************************************************
```

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Folsom South of US-50 Annexation
Existing Plus RHD AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #65 Sunrise Blvd/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.651
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 65 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 3 | 0 | 1 | 2 | 0 | 3 | 0 | 1 | 2 | 0 | 2 | 0 | 1 | 2 | 0 | 3 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | | | | | |
| Base Vol: | 643 | 999 | 64 | | 212 | 657 | 498 | | 257 | 197 | 264 | | 87 | 472 | 154 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 643 | 999 | 64 | | 212 | 657 | 498 | | 257 | 197 | 264 | | 87 | 472 | 154 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Volume: | 643 | 999 | 64 | | 212 | 657 | 498 | | 257 | 197 | 264 | | 87 | 472 | 154 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 643 | 999 | 64 | | 212 | 657 | 498 | | 257 | 197 | 264 | | 87 | 472 | 154 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 643 | 999 | 64 | | 212 | 657 | 498 | | 257 | 197 | 264 | | 87 | 472 | 154 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | |
| 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: | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 2.00 | 1.00 | | 2.00 | 3.00 | 1.00 | |
| Final Sat.: | 3000 | 4500 | 1500 | | 3000 | 4500 | 1500 | | 3000 | 3000 | 1500 | | 3000 | 4500 | 1500 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.21 | 0.22 | 0.04 | | 0.07 | 0.15 | 0.33 | | 0.09 | 0.07 | 0.18 | | 0.03 | 0.10 | 0.10 | |
| Crit Volume: | 322 | | | | | | 498 | | 0 | | | | | 157 | | |
| Crit Moves: | **** | | | | | | **** | | **** | | | | | **** | | |





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Folsom South of US-50 Annexation
Existing Plus RHD AM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #66 Fitzgerald Road / White Rock Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.810
Loss Time (sec): 0 Average Delay (sec/veh): 18.5
Optimal Cycle: 0 Level Of Service: C

| 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: | 0 | 0 | 1! | 0 | 0 | 0 | 0 | 1! | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1! | 0 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | | | | | |
| Base Vol: | 82 | 62 | 11 | | 11 | 16 | 47 | | 43 | 165 | 149 | | 20 | 493 | 46 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 82 | 62 | 11 | | 11 | 16 | 47 | | 43 | 165 | 149 | | 20 | 493 | 46 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Volume: | 82 | 62 | 11 | | 11 | 16 | 47 | | 43 | 165 | 149 | | 20 | 493 | 46 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 82 | 62 | 11 | | 11 | 16 | 47 | | 43 | 165 | 149 | | 20 | 493 | 46 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 82 | 62 | 11 | | 11 | 16 | 47 | | 43 | 165 | 149 | | 20 | 493 | 46 | |
| 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: | 0.53 | 0.40 | 0.07 | | 0.15 | 0.22 | 0.63 | | 1.00 | 0.53 | 0.47 | | 0.04 | 0.88 | 0.08 | |
| Final Sat.: | 277 | 209 | 37 | | 78 | 113 | 332 | | 555 | 335 | 303 | | 25 | 609 | 57 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.30 | 0.30 | 0.30 | | 0.14 | 0.14 | 0.14 | | 0.08 | 0.49 | 0.49 | | 0.81 | 0.81 | 0.81 | |
| Crit Moves: | | **** | | | | | **** | | | **** | | | | **** | | |
| Delay/Veh: | 11.6 | 11.6 | 11.6 | | 10.0 | 10.0 | 10.0 | | 9.5 | 13.0 | 13.0 | | 25.4 | 25.4 | 25.4 | |
| Delay Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 11.6 | 11.6 | 11.6 | | 10.0 | 10.0 | 10.0 | | 9.5 | 13.0 | 13.0 | | 25.4 | 25.4 | 25.4 | |
| LOS by Move: | B | B | B | | A | A | A | | A | B | B | | D | D | D | |
| ApproachDel: | 11.6 | | | | 10.0 | | | | 12.6 | | | | 25.4 | | | |
| Delay Adj: | 1.00 | | | | 1.00 | | | | 1.00 | | | | 1.00 | | | |
| ApprAdjDel: | 11.6 | | | | 10.0 | | | | 12.6 | | | | 25.4 | | | |
| LOS by Appr: | B | | | | A | | | | B | | | | D | | | |
| AllWayAvgQ: | 0.3 | 0.3 | 0.3 | | 0.1 | 0.1 | 0.1 | | 0.1 | 0.9 | 0.9 | | 3.3 | 3.3 | 3.3 | |

Note: Queue reported is the number of cars per lane.

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-------------------------------------------------------------------------------
                        Folsom South of US-50 Annexation
                              Existing Plus RHD AM
-------------------------------------------------------------------------------
                      Level Of Service Computation Report
              Circular 212 Planning Method (Base Volume Alternative)
*******************************************************************************
Intersection #67 Sunrise Blvd/ Douglas Rd
*******************************************************************************
Cycle (sec):          100                Critical Vol./Cap. (X):          0.792
Loss Time (sec):        0                Average Delay (sec/veh):       xxxxxx
Optimal Cycle:        110                Level Of Service:                    C
*******************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include           Ovl            Include           Ovl
Min. Green:     0    0    0     0    0    0     0    0    0     0    0    0
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
Lanes:        1  0  1  1  0    1  0  2  0  1    0  0  1! 0  0    0  1  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     148 1195   51    96  417   95   243   41   28    23   88  253
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  148 1195   51    96  417   95   243   41   28    23   88  253
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:   148 1195   51    96  417   95   243   41   28    23   88  253
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:  148 1195   51    96  417   95   243   41   28    23   88  253
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
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:  148 1195   51    96  417   95   243   41   28    23   88  253
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500 1500  1500 1500 1500  1500 1500 1500  1500 1500 1500
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 1.92 0.08  1.00 2.00 1.00  0.78 0.13 0.09  0.21 0.79 1.00
Final Sat.:  1500 2877  123  1500 3000 1500  1168  197  135   311 1189 1500
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.10 0.42 0.42  0.06 0.14 0.06  0.21 0.21 0.21  0.07 0.07 0.17
Crit Volume:       623            0                        312              253
Crit Moves:       ****        ****                      ****             ****
*******************************************************************************
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-------------------------------------------------------------------------------
                        Folsom South of US-50 Annexation
                              Existing Plus RHD AM
-------------------------------------------------------------------------------
                      Level Of Service Computation Report
           2000 HCM Unsignalized Method (Base Volume Alternative)
*******************************************************************************
Intersection #68 Grant Line Rd/ Douglas Rd
*******************************************************************************
Average Delay (sec/veh):      4.2       Worst Case Level Of Service: D[ 26.9]
*******************************************************************************
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  1  0  0  0    0  0  0  1  0    0  0  1! 0  0    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     200  531    0     0  170   55    70    0   36     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:  200  531    0     0  170   55    70    0   36     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:   200  531    0     0  170   55    70    0   36     0    0    0
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
FinalVolume:  200  531    0     0  170   55    70    0   36     0    0    0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.4  6.5   6.2 xxxxx xxxx xxxxx
FollowUpTim:  2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5  4.0   3.3 xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  225 xxxx xxxxx  xxxx xxxx xxxxx  1129 1129   198  xxxx xxxx xxxxx
Potent Cap.: 1356 xxxx xxxxx  xxxx xxxx xxxxx   228  206   849  xxxx xxxx xxxxx
Move Cap.:   1356 xxxx xxxxx  xxxx xxxx xxxxx   199  172   849  xxxx xxxx xxxxx
Volume/Cap:  0.15 xxxx  xxxx  xxxx xxxx  xxxx  0.35 0.00  0.04  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.5 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:  8.1 xxxx xxxxx xxxxx 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
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  269 xxxxx  xxxx xxxx xxxxx
SharedQueue:  0.5 xxxx xxxxx xxxxx xxxx xxxxx xxxxx  1.8 xxxxx xxxxx xxxx xxxxx
Shrd ConDel:  8.1 xxxx xxxxx xxxxx xxxx xxxxx xxxxx 26.9 xxxxx xxxxx xxxx xxxxx
Shared LOS:     A    *     *     *    *     *     *    D     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx             26.9           xxxxxx
ApproachLOS:         *                *                D                *
*******************************************************************************
Note: Queue reported is the number of cars per lane.
*******************************************************************************
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-------------------------------------------------------------------------------
                        Folsom South of US-50 Annexation
                              Existing Plus RHD AM
-------------------------------------------------------------------------------
                       Level Of Service Computation Report
              2000 HCM 4-Way Stop Method (Base Volume Alternative)
*******************************************************************************
Intersection #69 Grant Line Road / Kiefer Boulevard
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap. (X):         0.834
Loss Time (sec):       0                Average Delay (sec/veh):        19.8
Optimal Cycle:         0                Level Of Service:                  C
*******************************************************************************
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:        0  0  1! 0  0    0  0  1! 0  0    0  0  1! 0  0    0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       9  583   18    20  265    1     1    1    1    15    0  204
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:    9  583   18    20  265    1     1    1    1    15    0  204
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:     9  583   18    20  265    1     1    1    1    15    0  204
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:    9  583   18    20  265    1     1    1    1    15    0  204
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
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:    9  583   18    20  265    1     1    1    1    15    0  204
------------|---------------||---------------||---------------||---------------|
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:       0.01 0.96 0.03  0.07 0.92 0.01  0.34 0.33 0.33  0.07 0.00 0.93
Final Sat.:    11  699   22    46  609    2   167  167  167    42    0  576
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.83 0.83 0.83  0.44 0.44 0.44  0.01 0.01 0.01  0.35 xxxx 0.35
Crit Moves:       ****             ****             ****
Delay/Veh:   26.6 26.6 26.6  12.0 12.0 12.0   9.3  9.3  9.3  11.0  0.0 11.0
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
AdjDel/Veh:  26.6 26.6 26.6  12.0 12.0 12.0   9.3  9.3  9.3  11.0  0.0 11.0
LOS by Move:    D    D    D     B    B    B     A    A    A     B    *    B
ApproachDel:      26.6             12.0              9.3             11.0
Delay Adj:        1.00             1.00             1.00             1.00
ApprAdjDel:       26.6             12.0              9.3             11.0
LOS by Appr:         D                B                A                B
AllWayAvgQ:   3.8  3.8  3.8   0.7  0.7  0.7   0.0  0.0  0.0   0.5  0.5  0.5
*******************************************************************************
Note: Queue reported is the number of cars per lane.
*******************************************************************************
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-------------------------------------------------------------------------------
                        Folsom South of US-50 Annexation
                              Existing Plus RHD AM
-------------------------------------------------------------------------------
                       Level Of Service Computation Report
              2000 HCM Unsignalized Method (Base Volume Alternative)
*******************************************************************************
Intersection #83 White Rock Rd/ Carson Crossing Rd
*******************************************************************************
Average Delay (sec/veh):      0.5       Worst Case Level Of Service: D[ 29.2]
*******************************************************************************
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    0  0  0  1  0    1  0  1  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      14    0    8     0    0    0     0  723   14     2  527    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:   14    0    8     0    0    0     0  723   14     2  527    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:     0.84 0.84 0.84  0.84 0.84 0.84  0.84 0.84 0.84  0.84 0.84 0.84
PHF Volume:    17    0   10     0    0    0     0  861   17     2  627    0
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
FinalVolume:   17    0   10     0    0    0     0  861   17     2  627    0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  6.4  6.5   6.2 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5  4.0   3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 1501 1501   869  xxxx xxxx xxxxx  xxxx xxxx xxxxx   877 xxxx xxxxx
Potent Cap.:  136  123   354  xxxx xxxx xxxxx  xxxx xxxx xxxxx   778 xxxx xxxxx
Move Cap.:    135  123   354  xxxx xxxx xxxxx  xxxx xxxx xxxxx   778 xxxx xxxxx
Volume/Cap:  0.12 0.00  0.03  xxxx xxxx  xxxx  xxxx xxxx  xxxx  0.00 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.0 xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx   9.6 xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     *    *     *     A    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx  175 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx  0.5 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx 29.2 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    D     *     *    *     *     *    *     *     *    *     *
ApproachDel:      29.2           xxxxxx           xxxxxx           xxxxxx
ApproachLOS:         D                *                *                *
*******************************************************************************
Note: Queue reported is the number of cars per lane.
*******************************************************************************
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Folsom South of US-50 Annexation
Existing Plus RHD AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #84 White Rock Rd/ Stonebriar Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.518
Loss Time (sec): 12 Average Delay (sec/veh): 18.4
Optimal Cycle: 42 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Split Phase | | | | Split Phase | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 0 | 1 0 | 1 | 0 | 1 | 0 1 | 1 | 0 | 0 | 1 0 | 0 | 0 | 1! | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 77 | 556 | | 1 | 68 | 447 | | 13 | 52 | | 1 | 61 | | 13 | 1 | 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 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 77 | 556 | | 1 | 68 | 447 | | 13 | 52 | | 1 | 61 | | 13 | 1 | 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 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 87 | 625 | | 1 | 76 | 502 | | 15 | 58 | | 1 | 69 | | 15 | 1 | 42 |
| Reduct Vol: | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 |
| Reduced Vol: | 87 | 625 | | 1 | 76 | 502 | | 15 | 58 | | 1 | 69 | | 15 | 1 | 42 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 87 | 625 | | 1 | 76 | 502 | | 15 | 58 | | 1 | 69 | | 15 | 1 | 42 |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.93 | 0.98 | 0.98 | 0.93 | 0.98 | 0.83 | 0.95 | 0.85 | 0.85 | 0.89 | 0.89 | 0.89 |
| Lanes: | 1.00 | 0.99 | 0.01 | 1.00 | 1.00 | 1.00 | 1.00 | 0.02 | 0.98 | 0.25 | 0.02 | 0.73 |
| Final Sat.: | 1769 | 1859 | | 3 | 1769 | 1862 | 1583 | 1805 | 26 | 1593 | 431 | 33 | 1227 |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.05 | 0.34 | 0.34 | 0.04 | 0.27 | 0.01 | 0.03 | 0.04 | 0.04 | 0.03 | 0.03 | 0.03 |
| Crit Moves: | | **** | | **** | | | | | **** | | **** | |
| Green/Cycle: | 0.11 | 0.65 | 0.65 | 0.08 | 0.62 | 0.62 | 0.08 | 0.08 | 0.08 | 0.07 | 0.07 | 0.07 |
| Volume/Cap: | 0.44 | 0.52 | 0.52 | 0.52 | 0.44 | 0.01 | 0.39 | 0.52 | 0.52 | 0.52 | 0.52 | 0.52 |
| Delay/Veh: | 43.0 | 9.7 | 9.7 | 47.1 | 10.2 | 7.3 | 45.1 | 47.5 | 47.5 | 49.5 | 49.5 | 49.5 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 43.0 | 9.7 | 9.7 | 47.1 | 10.2 | 7.3 | 45.1 | 47.5 | 47.5 | 49.5 | 49.5 | 49.5 |
| LOS by Move: | D | A | A | D | B | A | D | D | D | D | D | D |
| HCM2kAvgQ: | 3 | 10 | 10 | 3 | 8 | 0 | 2 | 2 | 2 | 2 | 2 | 2 |

Note: Queue reported is the number of cars per lane.





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Folsom South of US-50 Annexation
Existing Plus RHD AM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #85 White Rock Rd/ Windfield Way

Average Delay (sec/veh): 4.2 Worst Case Level Of Service: E[ 37.6]

| 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 | 0 | 1 | 0 | 1 0 | 1 | 0 | 2 | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 68 | | 0 | 61 | | 0 | 0 | 0 | 8 | 401 | | 351 | 125 | 454 | | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 68 | | 0 | 61 | | 0 | 0 | 0 | 8 | 401 | | 351 | 125 | 454 | | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |
| PHF Volume: | 75 | | 0 | 67 | | 0 | 0 | 0 | 9 | 441 | | 386 | 137 | 499 | | 0 |
| Reduct Vol: | 0 | | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 |
| FinalVolume: | 75 | | 0 | 67 | | 0 | 0 | 0 | 9 | 441 | | 386 | 137 | 499 | | 0 |
| Critical Gap Module: | | | | | | | | | | | | | | | | |
| Critical Gp: | 6.8 | 6.5 | | 6.9 | xxxxx | xxxx | xxxxx | | 4.1 | xxxx | xxxxx | | 4.1 | xxxx | xxxxx | |
| FollowUpTim: | 3.5 | 4.0 | | 3.3 | xxxxx | xxxx | xxxxx | | 2.2 | xxxx | xxxxx | | 2.2 | xxxx | xxxxx | |
| Capacity Module: | | | | | | | | | | | | | | | | |
| Cnflict Vol: | 1175 | 1425 | | 413 | xxxx | xxxx | xxxxx | | 499 | xxxx | xxxxx | | 826 | xxxx | xxxxx | |
| Potent Cap.: | 187 | 137 | | 594 | xxxx | xxxx | xxxxx | | 1076 | xxxx | xxxxx | | 813 | xxxx | xxxxx | |
| Move Cap.: | 162 | 113 | | 594 | xxxx | xxxx | xxxxx | | 1076 | xxxx | xxxxx | | 813 | xxxx | xxxxx | |
| Volume/Cap: | 0.46 | 0.00 | | 0.11 | xxxx | xxxx | xxxx | | 0.01 | xxxx | xxxx | | 0.17 | xxxx | xxxx | |
| Level Of Service Module: | | | | | | | | | | | | | | | | |
| 2Way95thQ: | xxxx | xxxx | xxxxx | | xxxx | xxxx | xxxxx | | 0.0 | xxxx | xxxxx | | 0.6 | xxxx | xxxxx | |
| Control Del: | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | 8.4 | xxxx | xxxxx | | 10.3 | xxxx | xxxxx | |
| LOS by Move: | * | * | * | | * | * | * | | A | * | * | | B | * | * | |
| Movement: | LT - LTR - RT | | | | LT - LTR - RT | | | | LT - LTR - RT | | | | LT - LTR - RT | | | |
| Shared Cap.: | xxxx | 247 | xxxxx | | xxxx | xxxx | xxxxx | | xxxx | xxxx | xxxxx | | xxxx | xxxx | xxxxx | |
| SharedQueue: | xxxxx | 3.2 | xxxxx | | xxxxx | xxxx | xxxxx | | 0.0 | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | |
| Shrd ConDel: | xxxxx | 37.6 | xxxxx | | xxxxx | xxxx | xxxxx | | 8.4 | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | |
| Shared LOS: | * | E | * | | * | * | * | | A | * | * | | * | * | * | |
| ApproachDel: | 37.6 | | | | xxxxxx | | | | xxxxxx | | | | xxxxxx | | | |
| ApproachLOS: | E | | | | * | | | | * | | | | * | | | |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Existing Plus RHD AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #86 White Rock Rd/ Latrobe Rd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.559
Loss Time (sec): 12 Average Delay (sec/veh): 29.6
Optimal Cycle: 46 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Include | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 4 | 0 | 1 | 2 | 0 | 3 | 0 | 1 | 2 | 0 | 1 | 1 | 0 | |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 59 | 349 | 68 | | 72 | 1082 | 428 | | 285 | 89 | 16 | | 168 | 266 | 225 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 59 | 349 | 68 | | 72 | 1082 | 428 | | 285 | 89 | 16 | | 168 | 266 | 225 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 66 | 392 | 76 | | 81 | 1216 | 481 | | 320 | 100 | 18 | | 189 | 299 | 253 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 66 | 392 | 76 | | 81 | 1216 | 481 | | 320 | 100 | 18 | | 189 | 299 | 253 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 66 | 392 | 76 | | 81 | 1216 | 481 | | 320 | 100 | 18 | | 189 | 299 | 253 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.93 | 0.89 | 0.83 | | 0.90 | 0.89 | 0.83 | | 0.90 | 0.91 | 0.91 | | 0.92 | 0.95 | 0.85 | |
| Lanes: | 1.00 | 4.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 1.70 | 0.30 | | 2.00 | 2.00 | 1.00 | |
| Final Sat.: | 1769 | 6778 | 1583 | | 3432 | 5083 | 1583 | | 3432 | 2930 | 527 | | 3502 | 3610 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.06 | 0.05 | | 0.02 | 0.24 | 0.30 | | 0.09 | 0.03 | 0.03 | | 0.05 | 0.08 | 0.16 | |
| Crit Moves: | **** | | | | | **** | | | **** | | | | | | **** | |
| Green/Cycle: | 0.07 | 0.35 | 0.60 | | 0.14 | 0.43 | 0.59 | | 0.17 | 0.16 | 0.16 | | 0.25 | 0.24 | 0.38 | |
| Volume/Cap: | 0.56 | 0.16 | 0.08 | | 0.16 | 0.56 | 0.51 | | 0.56 | 0.22 | 0.22 | | 0.22 | 0.35 | 0.41 | |
| Delay/Veh: | 60.1 | 26.8 | 10.1 | | 45.3 | 26.1 | 14.6 | | 47.2 | 44.3 | 44.3 | | 36.0 | 38.2 | 27.7 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 60.1 | 26.8 | 10.1 | | 45.3 | 26.1 | 14.6 | | 47.2 | 44.3 | 44.3 | | 36.0 | 38.2 | 27.7 | |
| LOS by Move: | E | C | B | | D | C | B | | D | D | D | | D | D | C | |
| HCM2kAvgQ: | 3 | 3 | 1 | | 1 | 12 | 10 | | 5 | 2 | 2 | | 3 | 5 | 7 | |

Note: Queue reported is the number of cars per lane.





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Folsom South of US-50 Annexation
Existing Plus RHD AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #87 White Rock Rd/ Valley View Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.475
Loss Time (sec): 12 Average Delay (sec/veh): 16.7
Optimal Cycle: 39 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Split Phase | | | | Split Phase | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 130 | 10 | 42 | | 11 | 11 | 11 | | 8 | 175 | 58 | | 23 | 482 | 34 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 130 | 10 | 42 | | 11 | 11 | 11 | | 8 | 175 | 58 | | 23 | 482 | 34 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.87 | 0.87 | 0.87 | | 0.87 | 0.87 | 0.87 | | 0.87 | 0.87 | 0.87 | | 0.87 | 0.87 | 0.87 | |
| PHF Volume: | 149 | 11 | 48 | | 13 | 13 | 13 | | 9 | 201 | 67 | | 26 | 554 | 39 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 149 | 11 | 48 | | 13 | 13 | 13 | | 9 | 201 | 67 | | 26 | 554 | 39 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 149 | 11 | 48 | | 13 | 13 | 13 | | 9 | 201 | 67 | | 26 | 554 | 39 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.88 | 0.88 | | 0.95 | 0.93 | 0.93 | | 0.95 | 0.96 | 0.96 | | 0.95 | 0.99 | 0.99 | |
| Lanes: | 1.00 | 0.19 | 0.81 | | 1.00 | 0.50 | 0.50 | | 1.00 | 0.75 | 0.25 | | 1.00 | 0.93 | 0.07 | |
| Final Sat.: | 1805 | 321 | 1349 | | 1805 | 879 | 879 | | 1805 | 1374 | 455 | | 1805 | 1757 | 124 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.08 | 0.04 | 0.04 | | 0.01 | 0.01 | 0.01 | | 0.01 | 0.15 | 0.15 | | 0.01 | 0.32 | 0.32 | |
| Crit Moves: | **** | | | | | **** | | | **** | | | | | **** | | |
| Green/Cycle: | 0.17 | 0.17 | 0.17 | | 0.03 | 0.03 | 0.03 | | 0.01 | 0.61 | 0.61 | | 0.06 | 0.66 | 0.66 | |
| Volume/Cap: | 0.47 | 0.21 | 0.21 | | 0.23 | 0.47 | 0.47 | | 0.47 | 0.24 | 0.24 | | 0.24 | 0.47 | 0.47 | |
| Delay/Veh: | 38.3 | 35.7 | 35.7 | | 49.5 | 54.2 | 54.2 | | 66.4 | 8.8 | 8.8 | | 45.8 | 8.5 | 8.5 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 38.3 | 35.7 | 35.7 | | 49.5 | 54.2 | 54.2 | | 66.4 | 8.8 | 8.8 | | 45.8 | 8.5 | 8.5 | |
| LOS by Move: | D | D | D | | D | D | D | | E | A | A | | D | A | A | |
| HCM2kAvgQ: | 5 | 2 | 2 | | 1 | 1 | 1 | | 0 | 4 | 4 | | 1 | 9 | 9 | |

Note: Queue reported is the number of cars per lane.

AM Existing Plus RHD Wed Jan 13, 2010 14:58:50 Page 73-1

Folsom South of US-50 Annexation
Existing Plus RHD AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #88 El Dorado Hills Blvd/Serrano Prky

Cycle (sec): 100 Critical Vol./Cap. (X): 0.828
Loss Time (sec): 12 Average Delay (sec/veh): 31.5
Optimal Cycle: 84 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Split Phase | | | Split Phase | | |
| Rights: | Ignore | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 | 0 | 2 | 0 1 | 1 | 0 | 1 1 | 0 | 1 | 0 0 | 1 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 40 | 539 | 248 | 83 | 1257 | 17 | 17 | 16 | 81 | 653 | 15 | 44 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 40 | 539 | 248 | 83 | 1257 | 17 | 17 | 16 | 81 | 653 | 15 | 44 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | 0.00 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 45 | 606 | 0 | 93 | 1412 | 19 | 19 | 18 | 91 | 734 | 17 | 49 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 45 | 606 | 0 | 93 | 1412 | 19 | 19 | 18 | 91 | 734 | 17 | 49 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 45 | 606 | 0 | 93 | 1412 | 19 | 19 | 18 | 91 | 734 | 17 | 49 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 | 0.95 | 0.95 | 0.88 | 0.88 | 0.95 | 0.95 | 0.95 |
| Lanes: | 1.00 | 2.00 | 1.00 | 1.00 | 1.97 | 0.03 | 1.00 | 0.16 | 0.84 | 1.85 | 0.04 | 0.11 |
| Final Sat.: | 1805 | 3610 | 1900 | 1805 | 3555 | 48 | 1805 | 274 | 1388 | 3325 | 70 | 205 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.17 | 0.00 | 0.05 | 0.40 | 0.40 | 0.01 | 0.07 | 0.07 | 0.22 | 0.24 | 0.24 |
| Crit Moves: | **** | | | | **** | | | | **** | | | **** |
| Green/Cycle: | 0.03 | 0.39 | 0.00 | 0.12 | 0.48 | 0.48 | 0.08 | 0.08 | 0.08 | 0.29 | 0.29 | 0.29 |
| Volume/Cap: | 0.83 | 0.43 | 0.00 | 0.43 | 0.83 | 0.83 | 0.13 | 0.83 | 0.83 | 0.76 | 0.83 | 0.83 |
| Delay/Veh: | 111.7 | 22.6 | 0.0 | 42.2 | 25.9 | 25.9 | 43.3 | 78.7 | 78.7 | 35.5 | 39.1 | 39.1 |
| 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: | 111.7 | 22.6 | 0.0 | 42.2 | 25.9 | 25.9 | 43.3 | 78.7 | 78.7 | 35.5 | 39.1 | 39.1 |
| LOS by Move: | F | C | A | D | C | C | D | E | E | D | D | D |
| HCM2kAvgQ: | 2 | 7 | 0 | 3 | 22 | 22 | 1 | 6 | 6 | 13 | 15 | 15 |

Note: Queue reported is the number of cars per lane.





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Folsom South of US-50 Annexation
Existing Plus RHD AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #89 El Dorado Hills Blvd/Saratoga Way

Cycle (sec): 100 Critical Vol./Cap. (X): 0.666
Loss Time (sec): 12 Average Delay (sec/veh): 22.8
Optimal Cycle: 55 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Split Phase | | | Split Phase | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 | 0 | 2 | 1 0 | 1 | 0 | 1 1 | 0 | 1 | 0 0 | 1 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 70 | 686 | 51 | 199 | 1366 | 7 | 15 | 18 | 153 | 48 | 11 | 60 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 70 | 686 | 51 | 199 | 1366 | 7 | 15 | 18 | 153 | 48 | 11 | 60 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| PHF Volume: | 74 | 722 | 54 | 209 | 1438 | 7 | 16 | 19 | 161 | 51 | 12 | 63 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 74 | 722 | 54 | 209 | 1438 | 7 | 16 | 19 | 161 | 51 | 12 | 63 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 74 | 722 | 54 | 209 | 1438 | 7 | 16 | 19 | 161 | 51 | 12 | 63 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.90 | 0.90 | 0.95 | 0.95 | 0.95 | 0.98 | 0.98 | 0.85 | 0.95 | 0.87 | 0.87 |
| Lanes: | 1.00 | 2.79 | 0.21 | 1.00 | 1.99 | 0.01 | 1.00 | 1.00 | 1.00 | 1.00 | 0.15 | 0.85 |
| Final Sat.: | 1805 | 4780 | 355 | 1805 | 3588 | 18 | 1858 | 1858 | 1615 | 1805 | 257 | 1402 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.15 | 0.15 | 0.12 | 0.40 | 0.40 | 0.01 | 0.01 | 0.10 | 0.03 | 0.05 | 0.05 |
| Crit Moves: | **** | | | | **** | | | | **** | | | **** |
| Green/Cycle: | 0.06 | 0.37 | 0.37 | 0.29 | 0.60 | 0.60 | 0.15 | 0.15 | 0.15 | 0.07 | 0.07 | 0.07 |
| Volume/Cap: | 0.67 | 0.40 | 0.40 | 0.40 | 0.67 | 0.67 | 0.06 | 0.07 | 0.67 | 0.41 | 0.67 | 0.67 |
| Delay/Veh: | 60.4 | 23.2 | 23.2 | 29.2 | 14.1 | 14.1 | 36.5 | 36.6 | 47.1 | 47.0 | 59.7 | 59.7 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 60.4 | 23.2 | 23.2 | 29.2 | 14.1 | 14.1 | 36.5 | 36.6 | 47.1 | 47.0 | 59.7 | 59.7 |
| LOS by Move: | E | C | C | C | B | B | D | D | D | D | E | E |
| HCM2kAvgQ: | 2 | 6 | 6 | 5 | 15 | 15 | 0 | 1 | 6 | 2 | 4 | 4 |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Existing Plus RHD AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #90 El Dorado Hills Blvd/Park Drive

Cycle (sec): 100 Critical Vol./Cap. (X): 0.486
Loss Time (sec): 9 Average Delay (sec/veh): 11.4
Optimal Cycle: 33 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - | R | L | - T | - | R | L | - T | - | R | L | - T | - | R |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 2 | 1 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 828 | 152 | | 62 | 1666 | 0 | | 0 | 0 | 0 | | 226 | 0 | 38 | |
| Growth Adj: | 1.00 | 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 | 828 | 152 | | 62 | 1666 | 0 | | 0 | 0 | 0 | | 226 | 0 | 38 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.95 | 0.95 | 0.95 | | 0.95 | 0.95 | 0.95 | | 0.95 | 0.95 | 0.95 | | 0.95 | 0.95 | 0.95 | |
| PHF Volume: | 0 | 872 | 160 | | 65 | 1754 | 0 | | 0 | 0 | 0 | | 238 | 0 | 40 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 872 | 160 | | 65 | 1754 | 0 | | 0 | 0 | 0 | | 238 | 0 | 40 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 872 | 160 | | 65 | 1754 | 0 | | 0 | 0 | 0 | | 238 | 0 | 40 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.89 | 0.89 | | 0.95 | 0.91 | 1.00 | | 1.00 | 1.00 | 1.00 | | 0.60 | 1.00 | 0.85 | |
| Lanes: | 0.00 | 2.53 | 0.47 | | 1.00 | 3.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 2.00 | 0.00 | 1.00 | |
| Final Sat.: | 0 | 4282 | 786 | | 1805 | 5187 | 0 | | 0 | 0 | 0 | | 2293 | 0 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.20 | 0.20 | | 0.04 | 0.34 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.10 | 0.00 | 0.02 | |
| Crit Moves: | **** | | | | | **** | | | | | | | **** | | | |
| Green/Cycle: | 0.00 | 0.59 | 0.59 | | 0.11 | 0.70 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.21 | 0.00 | 0.21 | |
| Volume/Cap: | 0.00 | 0.34 | 0.34 | | 0.34 | 0.49 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.49 | 0.00 | 0.12 | |
| Delay/Veh: | 0.0 | 10.6 | 10.6 | | 42.6 | 7.1 | 0.0 | | 0.0 | 0.0 | 0.0 | | 35.3 | 0.0 | 31.8 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 10.6 | 10.6 | | 42.6 | 7.1 | 0.0 | | 0.0 | 0.0 | 0.0 | | 35.3 | 0.0 | 31.8 | |
| LOS by Move: | A | B | B | | D | A | A | | A | A | A | | D | A | C | |
| HCM2kAvgQ: | 0 | 6 | 6 | | 2 | 9 | 0 | | 0 | 0 | 0 | | 4 | 0 | 1 | |

Note: Queue reported is the number of cars per lane.





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Folsom South of US-50 Annexation
Existing Plus RHD AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #91 Latrobe Rd/ Town Center Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.422
Loss Time (sec): 12 Average Delay (sec/veh): 15.9
Optimal Cycle: 36 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - | R | L | - T | - | R | L | - T | - | R | L | - T | - | R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 3 | 0 | 1 | 2 | 0 | 3 | 0 | 1 | 2 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 59 | 758 | 72 | | 502 | 1387 | 392 | | 21 | 4 | 7 | | 86 | 64 | 281 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 59 | 758 | 72 | | 502 | 1387 | 392 | | 21 | 4 | 7 | | 86 | 64 | 281 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.93 | 0.93 | 0.93 | | 0.93 | 0.93 | 0.93 | | 0.93 | 0.93 | 0.93 | | 0.93 | 0.93 | 0.93 | |
| PHF Volume: | 63 | 815 | 77 | | 540 | 1491 | 422 | | 23 | 4 | 8 | | 92 | 69 | 302 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 63 | 815 | 77 | | 540 | 1491 | 422 | | 23 | 4 | 8 | | 92 | 69 | 302 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 63 | 815 | 77 | | 540 | 1491 | 422 | | 23 | 4 | 8 | | 92 | 69 | 302 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.90 | 0.89 | 0.83 | | 0.90 | 0.89 | 0.83 | | 0.92 | 0.86 | 0.86 | | 0.95 | 1.00 | 0.85 | |
| Lanes: | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Final Sat.: | 3432 | 5083 | 1583 | | 3432 | 5083 | 1583 | | 3502 | 1634 | 1634 | | 1805 | 1900 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.16 | 0.05 | | 0.16 | 0.29 | 0.27 | | 0.01 | 0.00 | 0.00 | | 0.05 | 0.04 | 0.19 | |
| Crit Moves: | | **** | | | **** | | | | | **** | | | **** | | | |
| Green/Cycle: | 0.04 | 0.38 | 0.38 | | 0.37 | 0.71 | 0.71 | | 0.02 | 0.01 | 0.01 | | 0.12 | 0.11 | 0.48 | |
| Volume/Cap: | 0.41 | 0.42 | 0.13 | | 0.42 | 0.41 | 0.38 | | 0.33 | 0.42 | 0.74 | | 0.42 | 0.33 | 0.39 | |
| Delay/Veh: | 48.3 | 23.1 | 20.3 | | 23.6 | 6.1 | 6.0 | | 51.3 | 59.5 | 151.0 | | 42.0 | 42.2 | 16.9 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 48.3 | 23.1 | 20.3 | | 23.6 | 6.1 | 6.0 | | 51.3 | 59.5 | 151.0 | | 42.0 | 42.2 | 16.9 | |
| LOS by Move: | D | C | C | | C | A | A | | D | E | F | | D | D | B | |
| HCM2kAvgQ: | 1 | 7 | 1 | | 6 | 7 | 5 | | 1 | 1 | 1 | | 3 | 2 | 6 | |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Existing Plus RHD AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #92 Hazel Blvd/ Tributary- WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.837
Loss Time (sec): 9 Average Delay (sec/veh): 29.8
Optimal Cycle: 78 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Ignore | | | | Ovl | | | | Ovl | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 3 | 0 1 | 0 | 0 | 3 | 0 1 | 0 | 0 | 0 | 0 1 | 1 | 0 | 0 | 1 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 358 | 504 | 339 | | 0 | 1424 | 158 | | 0 | 0 | 295 | | 79 | 85 | 593 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 358 | 504 | 339 | | 0 | 1424 | 158 | | 0 | 0 | 295 | | 79 | 85 | 593 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 402 | 566 | 0 | | 0 | 1600 | 178 | | 0 | 0 | 331 | | 89 | 96 | 666 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 402 | 566 | 0 | | 0 | 1600 | 178 | | 0 | 0 | 331 | | 89 | 96 | 666 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 402 | 566 | 0 | | 0 | 1600 | 178 | | 0 | 0 | 331 | | 89 | 96 | 666 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.91 | 1.00 | | 1.00 | 0.91 | 0.85 | | 1.00 | 1.00 | 0.87 | | 0.79 | 0.87 | 0.87 | |
| Lanes: | 1.00 | 3.00 | 1.00 | | 0.00 | 3.00 | 1.00 | | 0.00 | 0.00 | 1.00 | | 1.00 | 0.25 | 1.75 | |
| Final Sat.: | 1805 | 5187 | 1900 | | 0 | 5187 | 1615 | | 0 | 0 | 1644 | | 1492 | 414 | 2888 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.22 | 0.11 | 0.00 | | 0.00 | 0.31 | 0.11 | | 0.00 | 0.00 | 0.20 | | 0.06 | 0.23 | 0.23 | |
| Crit Moves: | **** | | | | | **** | | | | | | | | **** | | |
| Green/Cycle: | 0.27 | 0.63 | 0.00 | | 0.00 | 0.37 | 0.37 | | 0.00 | 0.00 | 0.54 | | 0.28 | 0.28 | 0.28 | |
| Volume/Cap: | 0.84 | 0.17 | 0.00 | | 0.00 | 0.84 | 0.30 | | 0.00 | 0.00 | 0.37 | | 0.22 | 0.84 | 0.84 | |
| Delay/Veh: | 46.9 | 7.5 | 0.0 | | 0.0 | 32.3 | 22.7 | | 0.0 | 0.0 | 13.4 | | 28.2 | 41.0 | 41.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 46.9 | 7.5 | 0.0 | | 0.0 | 32.3 | 22.7 | | 0.0 | 0.0 | 13.4 | | 28.2 | 41.0 | 41.0 | |
| LOS by Move: | D | A | A | | A | C | C | | A | A | B | | C | D | D | |
| HCM2kAvgQ: | 13 | 3 | 0 | | 0 | 17 | 4 | | 0 | 0 | 6 | | 2 | 14 | 14 | |

Note: Queue reported is the number of cars per lane.





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Folsom South of US-50 Annexation
Existing Plus RHD AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #93 Hazel Ave/ EB US-50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.616
Loss Time (sec): 9 Average Delay (sec/veh): 20.4
Optimal Cycle: 42 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Ignore | | | | Ignore | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 2 | 0 1 | 0 | 0 | 2 | 0 1 | 1 | 0 | 1! | 0 1 | 0 | 0 | 0 | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 418 | 79 | | 0 | 693 | 1005 | | 781 | 0 | 129 | | 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 | 418 | 79 | | 0 | 693 | 1005 | | 781 | 0 | 129 | | 0 | 0 | 0 | |
| User Adj: | 1.00 | 0.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 0 | 0 | 0 | | 0 | 779 | 0 | | 878 | 0 | 145 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 0 | 0 | | 0 | 779 | 0 | | 878 | 0 | 145 | | 0 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 0 | 0 | | 0 | 779 | 0 | | 878 | 0 | 145 | | 0 | 0 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.95 | 1.00 | | 1.00 | 0.95 | 1.00 | | 0.72 | 1.00 | 0.72 | | 1.00 | 1.00 | 1.00 | |
| Lanes: | 0.00 | 2.00 | 1.00 | | 0.00 | 2.00 | 1.00 | | 1.86 | 0.00 | 1.14 | | 0.00 | 0.00 | 0.00 | |
| Final Sat.: | 0 | 3610 | 1900 | | 0 | 3610 | 1900 | | 2547 | 0 | 1565 | | 0 | 0 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | | 0.00 | 0.22 | 0.00 | | 0.34 | 0.00 | 0.09 | | 0.00 | 0.00 | 0.00 | |
| Crit Moves: | | | | | | **** | | | **** | | | | | | | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | | 0.00 | 0.35 | 0.00 | | 0.56 | 0.00 | 0.56 | | 0.00 | 0.00 | 0.00 | |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | | 0.00 | 0.62 | 0.00 | | 0.62 | 0.00 | 0.17 | | 0.00 | 0.00 | 0.00 | |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | | 0.0 | 27.8 | 0.0 | | 15.5 | 0.0 | 10.7 | | 0.0 | 0.0 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | | 0.0 | 27.8 | 0.0 | | 15.5 | 0.0 | 10.7 | | 0.0 | 0.0 | 0.0 | |
| LOS by Move: | A | A | A | | A | C | A | | B | A | B | | A | A | A | |
| HCM2kAvgQ: | 0 | 0 | 0 | | 0 | 10 | 0 | | 10 | 0 | 2 | | 0 | 0 | 0 | |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Existing Plus RHD AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #94 Folsom Blvd/ WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.462
Loss Time (sec): 9 Average Delay (sec/veh): 7.8
Optimal Cycle: 32 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - | R | L | - T | - | R | L | - T | - | R | L | - T | - | R |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Ignore | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 1 | 1 | 0 | 1! | 0 | 1 | 0 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 4 | 1231 | 0 | | 0 | 1568 | 1492 | | 84 | 0 | 168 | | 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: | 4 | 1231 | 0 | | 0 | 1568 | 1492 | | 84 | 0 | 168 | | 0 | 0 | 0 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 4 | 1383 | 0 | | 0 | 1762 | 0 | | 94 | 0 | 189 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 4 | 1383 | 0 | | 0 | 1762 | 0 | | 94 | 0 | 189 | | 0 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 4 | 1383 | 0 | | 0 | 1762 | 0 | | 94 | 0 | 189 | | 0 | 0 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.91 | 1.00 | | 1.00 | 0.91 | 1.00 | | 0.76 | 1.00 | 0.76 | | 1.00 | 1.00 | 1.00 | |
| Lanes: | 1.00 | 3.00 | 0.00 | | 0.00 | 3.00 | 1.00 | | 1.33 | 0.00 | 1.67 | | 0.00 | 0.00 | 0.00 | |
| Final Sat.: | 1805 | 5187 | 0 | | 0 | 5187 | 1900 | | 1933 | 0 | 2417 | | 0 | 0 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.27 | 0.00 | | 0.00 | 0.34 | 0.00 | | 0.05 | 0.00 | 0.08 | | 0.00 | 0.00 | 0.00 | |
| Crit Moves: | **** | | | | | **** | | | | | **** | | | | | |
| Green/Cycle: | 0.01 | 0.74 | 0.00 | | 0.00 | 0.74 | 0.00 | | 0.17 | 0.00 | 0.17 | | 0.00 | 0.00 | 0.00 | |
| Volume/Cap: | 0.46 | 0.36 | 0.00 | | 0.00 | 0.46 | 0.00 | | 0.29 | 0.00 | 0.46 | | 0.00 | 0.00 | 0.00 | |
| Delay/Veh: | 80.5 | 4.6 | 0.0 | | 0.0 | 5.4 | 0.0 | | 36.5 | 0.0 | 38.0 | | 0.0 | 0.0 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 80.5 | 4.6 | 0.0 | | 0.0 | 5.4 | 0.0 | | 36.5 | 0.0 | 38.0 | | 0.0 | 0.0 | 0.0 | |
| LOS by Move: | F | A | A | | A | A | A | | D | A | D | | A | A | A | |
| HCM2kAvgQ: | 0 | 5 | 0 | | 0 | 7 | 0 | | 2 | 0 | 4 | | 0 | 0 | 0 | |

Note: Queue reported is the number of cars per lane.





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Folsom South of US-50 Annexation
Existing Plus RHD AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #95 Folsom Blvd/ EB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.987
Loss Time (sec): 9 Average Delay (sec/veh): 44.5
Optimal Cycle: 180 Level Of Service: D

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - | R | L | - T | - | R | L | - T | - | R | L | - T | - | R |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Ignore | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 1 | 3 | 0 | 0 | 0 | 1 | 0 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 96 | 375 | 0 | | 0 | 1511 | 226 | | 915 | 0 | 48 | | 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: | 96 | 375 | 0 | | 0 | 1511 | 226 | | 915 | 0 | 48 | | 0 | 0 | 0 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 108 | 421 | 0 | | 0 | 1698 | 254 | | 1028 | 0 | 0 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 108 | 421 | 0 | | 0 | 1698 | 254 | | 1028 | 0 | 0 | | 0 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 108 | 421 | 0 | | 0 | 1698 | 254 | | 1028 | 0 | 0 | | 0 | 0 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.95 | 1.00 | | 1.00 | 0.95 | 0.85 | | 0.49 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Lanes: | 1.00 | 2.00 | 0.00 | | 0.00 | 2.00 | 1.00 | | 3.00 | 0.00 | 1.00 | | 0.00 | 0.00 | 0.00 | |
| Final Sat.: | 1805 | 3610 | 0 | | 0 | 3610 | 1615 | | 2792 | 0 | 1900 | | 0 | 0 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.06 | 0.12 | 0.00 | | 0.00 | 0.47 | 0.16 | | 0.37 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | |
| Crit Moves: | **** | | | | | **** | | | **** | | | | | | | |
| Green/Cycle: | 0.06 | 0.54 | 0.00 | | 0.00 | 0.48 | 0.48 | | 0.37 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | |
| Volume/Cap: | 0.99 | 0.22 | 0.00 | | 0.00 | 0.99 | 0.33 | | 0.99 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | |
| Delay/Veh: | 128.7 | 12.2 | 0.0 | | 0.0 | 44.5 | 16.5 | | 55.8 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 128.7 | 12.2 | 0.0 | | 0.0 | 44.5 | 16.5 | | 55.8 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | |
| LOS by Move: | F | B | A | | A | D | B | | E | A | A | | A | A | A | |
| HCM2kAvgQ: | 7 | 4 | 0 | | 0 | 32 | 5 | | 14 | 0 | 0 | | 0 | 0 | 0 | |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Existing Plus RHD AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #96 Prairie City/ WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.924
Loss Time (sec): 6 Average Delay (sec/veh): 29.9
Optimal Cycle: 109 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Ignore | | | | Ignore | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1646 | 397 | | 0 | 652 | 38 | | 0 | 0 | 0 | | 93 | 0 | 1073 | |
| Growth Adj: | 1.00 | 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 | 1646 | 397 | | 0 | 652 | 38 | | 0 | 0 | 0 | | 93 | 0 | 1073 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.96 | 0.96 | 0.00 | | 0.96 | 0.96 | 0.00 | | 0.96 | 0.96 | 0.96 | | 0.96 | 0.96 | 0.96 | |
| PHF Volume: | 0 | 1715 | 0 | | 0 | 679 | 0 | | 0 | 0 | 0 | | 97 | 0 | 1118 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 1715 | 0 | | 0 | 679 | 0 | | 0 | 0 | 0 | | 97 | 0 | 1118 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 1715 | 0 | | 0 | 679 | 0 | | 0 | 0 | 0 | | 97 | 0 | 1118 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.95 | 1.00 | | 1.00 | 0.95 | 1.00 | | 1.00 | 1.00 | 1.00 | | 0.63 | 1.00 | 0.75 | |
| Lanes: | 0.00 | 2.00 | 1.00 | | 0.00 | 2.00 | 1.00 | | 0.00 | 0.00 | 0.00 | | 2.00 | 0.00 | 2.00 | |
| Final Sat.: | 0 | 3610 | 1900 | | 0 | 3610 | 1900 | | 0 | 0 | 0 | | 2385 | 0 | 2842 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.47 | 0.00 | | 0.00 | 0.19 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.04 | 0.00 | 0.39 | |
| Crit Moves: | | **** | | | | | | | | | | | | | **** | |
| Green/Cycle: | 0.00 | 0.51 | 0.00 | | 0.00 | 0.51 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.43 | 0.00 | 0.43 | |
| Volume/Cap: | 0.00 | 0.92 | 0.00 | | 0.00 | 0.37 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.10 | 0.00 | 0.92 | |
| Delay/Veh: | 0.0 | 30.8 | 0.0 | | 0.0 | 14.7 | 0.0 | | 0.0 | 0.0 | 0.0 | | 17.2 | 0.0 | 38.9 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 30.8 | 0.0 | | 0.0 | 14.7 | 0.0 | | 0.0 | 0.0 | 0.0 | | 17.2 | 0.0 | 38.9 | |
| LOS by Move: | A | C | A | | A | B | A | | A | A | A | | B | A | D | |
| HCM2kAvgQ: | 0 | 28 | 0 | | 0 | 6 | 0 | | 0 | 0 | 0 | | 1 | 0 | 23 | |

Note: Queue reported is the number of cars per lane.





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Folsom South of US-50 Annexation
Existing Plus RHD AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #97 Prairie City/ EB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.538
Loss Time (sec): 6 Average Delay (sec/veh): 15.7
Optimal Cycle: 29 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 3 | 0 | 1 | 1 | 1 | 0 | 0 | 2 | |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1469 | 56 | | 0 | 745 | 0 | | 600 | 2 | 260 | | 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 | 1469 | 56 | | 0 | 745 | 0 | | 600 | 2 | 260 | | 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: | 0.91 | 0.91 | 0.91 | | 0.91 | 0.91 | 0.91 | | 0.91 | 0.91 | 0.91 | | 0.91 | 0.91 | 0.91 | |
| PHF Volume: | 0 | 1614 | 62 | | 0 | 819 | 0 | | 659 | 2 | 286 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 1614 | 62 | | 0 | 819 | 0 | | 659 | 2 | 286 | | 0 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 1614 | 62 | | 0 | 819 | 0 | | 659 | 2 | 286 | | 0 | 0 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.91 | 0.85 | | 1.00 | 0.91 | 1.00 | | 0.90 | 0.90 | 0.75 | | 1.00 | 1.00 | 1.00 | |
| Lanes: | 0.00 | 3.00 | 1.00 | | 0.00 | 3.00 | 1.00 | | 1.99 | 0.01 | 2.00 | | 0.00 | 0.00 | 0.00 | |
| Final Sat.: | 0 | 5187 | 1615 | | 0 | 5187 | 1900 | | 3393 | 11 | 2842 | | 0 | 0 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.31 | 0.04 | | 0.00 | 0.16 | 0.00 | | 0.19 | 0.19 | 0.10 | | 0.00 | 0.00 | 0.00 | |
| Crit Moves: | | **** | | | | | | | | **** | | | | | | |
| Green/Cycle: | 0.00 | 0.58 | 0.58 | | 0.00 | 0.58 | 0.00 | | 0.36 | 0.36 | 0.36 | | 0.00 | 0.00 | 0.00 | |
| Volume/Cap: | 0.00 | 0.54 | 0.07 | | 0.00 | 0.27 | 0.00 | | 0.54 | 0.54 | 0.28 | | 0.00 | 0.00 | 0.00 | |
| Delay/Veh: | 0.0 | 13.1 | 9.3 | | 0.0 | 10.6 | 0.0 | | 25.8 | 25.8 | 22.8 | | 0.0 | 0.0 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 13.1 | 9.3 | | 0.0 | 10.6 | 0.0 | | 25.8 | 25.8 | 22.8 | | 0.0 | 0.0 | 0.0 | |
| LOS by Move: | A | B | A | | A | B | A | | C | C | C | | A | A | A | |
| HCM2kAvgQ: | 0 | 11 | 1 | | 0 | 4 | 0 | | 8 | 8 | 4 | | 0 | 0 | 0 | |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Existing Plus RHD AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #98 East Bidwell St/ WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.645
Loss Time (sec): 6 Average Delay (sec/veh): 21.0
Optimal Cycle: 37 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Ignore | | | | Ignore | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 954 | 434 | | 0 | 1254 | 227 | | 0 | 0 | 0 | | 799 | 0 | 754 | |
| Growth Adj: | 1.00 | 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 | 954 | 434 | | 0 | 1254 | 227 | | 0 | 0 | 0 | | 799 | 0 | 754 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.99 | 0.99 | 0.00 | | 0.99 | 0.99 | 0.00 | | 0.99 | 0.99 | 0.99 | | 0.99 | 0.99 | 0.99 | |
| PHF Volume: | 0 | 964 | 0 | | 0 | 1267 | 0 | | 0 | 0 | 0 | | 807 | 0 | 762 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 964 | 0 | | 0 | 1267 | 0 | | 0 | 0 | 0 | | 807 | 0 | 762 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 964 | 0 | | 0 | 1267 | 0 | | 0 | 0 | 0 | | 807 | 0 | 762 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.91 | 1.00 | | 1.00 | 0.91 | 1.00 | | 1.00 | 1.00 | 1.00 | | 0.59 | 1.00 | 0.75 | |
| Lanes: | 0.00 | 3.00 | 1.00 | | 0.00 | 3.00 | 1.00 | | 0.00 | 0.00 | 0.00 | | 2.00 | 0.00 | 2.00 | |
| Final Sat.: | 0 | 5187 | 1900 | | 0 | 5187 | 1900 | | 0 | 0 | 0 | | 2230 | 0 | 2842 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.19 | 0.00 | | 0.00 | 0.24 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.36 | 0.00 | 0.27 | |
| Crit Moves: | | | | | | **** | | | | | | | **** | | | |
| Green/Cycle: | 0.00 | 0.38 | 0.00 | | 0.00 | 0.38 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.56 | 0.00 | 0.56 | |
| Volume/Cap: | 0.00 | 0.49 | 0.00 | | 0.00 | 0.64 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.64 | 0.00 | 0.48 | |
| Delay/Veh: | 0.0 | 23.9 | 0.0 | | 0.0 | 26.3 | 0.0 | | 0.0 | 0.0 | 0.0 | | 16.3 | 0.0 | 13.4 | |
| 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: | 0.0 | 23.9 | 0.0 | | 0.0 | 26.3 | 0.0 | | 0.0 | 0.0 | 0.0 | | 16.3 | 0.0 | 13.4 | |
| LOS by Move: | A | C | A | | A | C | A | | A | A | A | | B | A | B | |
| HCM2kAvgQ: | 0 | 8 | 0 | | 0 | 12 | 0 | | 0 | 0 | 0 | | 10 | 0 | 8 | |

Note: Queue reported is the number of cars per lane.





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Folsom South of US-50 Annexation
Existing Plus RHD AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #99 East Bidwell St/ EB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.537
Loss Time (sec): 6 Average Delay (sec/veh): 13.8
Optimal Cycle: 29 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Ignore | | | | Ignore | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 3 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1089 | 332 | | 0 | 1696 | 356 | | 300 | 0 | 449 | | 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 | 1089 | 332 | | 0 | 1696 | 356 | | 300 | 0 | 449 | | 0 | 0 | 0 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.96 | 0.96 | 0.00 | | 0.96 | 0.96 | 0.00 | | 0.96 | 0.96 | 0.96 | | 0.96 | 0.96 | 0.96 | |
| PHF Volume: | 0 | 1134 | 0 | | 0 | 1767 | 0 | | 313 | 0 | 468 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 1134 | 0 | | 0 | 1767 | 0 | | 313 | 0 | 468 | | 0 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 1134 | 0 | | 0 | 1767 | 0 | | 313 | 0 | 468 | | 0 | 0 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.91 | 1.00 | | 1.00 | 0.91 | 1.00 | | 0.59 | 1.00 | 0.75 | | 1.00 | 1.00 | 1.00 | |
| Lanes: | 0.00 | 3.00 | 1.00 | | 0.00 | 3.00 | 1.00 | | 2.00 | 0.00 | 2.00 | | 0.00 | 0.00 | 0.00 | |
| Final Sat.: | 0 | 5187 | 1900 | | 0 | 5187 | 1900 | | 2260 | 0 | 2842 | | 0 | 0 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.22 | 0.00 | | 0.00 | 0.34 | 0.00 | | 0.14 | 0.00 | 0.16 | | 0.00 | 0.00 | 0.00 | |
| Crit Moves: | | | | | | **** | | | | | **** | | | | | |
| Green/Cycle: | 0.00 | 0.63 | 0.00 | | 0.00 | 0.63 | 0.00 | | 0.31 | 0.00 | 0.31 | | 0.00 | 0.00 | 0.00 | |
| Volume/Cap: | 0.00 | 0.35 | 0.00 | | 0.00 | 0.54 | 0.00 | | 0.45 | 0.00 | 0.54 | | 0.00 | 0.00 | 0.00 | |
| Delay/Veh: | 0.0 | 8.6 | 0.0 | | 0.0 | 10.3 | 0.0 | | 28.4 | 0.0 | 29.5 | | 0.0 | 0.0 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 8.6 | 0.0 | | 0.0 | 10.3 | 0.0 | | 28.4 | 0.0 | 29.5 | | 0.0 | 0.0 | 0.0 | |
| LOS by Move: | A | A | A | | A | B | A | | C | A | C | | A | A | A | |
| HCM2kAvgQ: | 0 | 6 | 0 | | 0 | 11 | 0 | | 4 | 0 | 7 | | 0 | 0 | 0 | |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Existing Plus RHD AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #100 El Dorado Hills Blvd/ WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 1.052
Loss Time (sec): 9 Average Delay (sec/veh): 49.4
Optimal Cycle: 180 Level Of Service: D

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | | |
| Base Vol: | 512 | 761 | 0 | | 0 | 759 | 1130 | | 0 | 0 | 0 | | 522 | 0 | 219 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 512 | 761 | 0 | | 0 | 759 | 1130 | | 0 | 0 | 0 | | 522 | 0 | 219 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.93 | 0.93 | 0.93 | | 0.93 | 0.93 | 0.93 | | 0.93 | 0.93 | 0.93 | | 0.93 | 0.93 | 0.93 | |
| PHF Volume: | 551 | 818 | 0 | | 0 | 816 | 1215 | | 0 | 0 | 0 | | 561 | 0 | 235 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 263 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 551 | 818 | 0 | | 0 | 816 | 952 | | 0 | 0 | 0 | | 561 | 0 | 235 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 551 | 818 | 0 | | 0 | 816 | 952 | | 0 | 0 | 0 | | 561 | 0 | 235 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.90 | 0.93 | 1.00 | | 1.00 | 0.95 | 0.85 | | 1.00 | 1.00 | 1.00 | | 0.71 | 1.00 | 0.83 | |
| Lanes: | 2.00 | 2.00 | 0.00 | | 0.00 | 2.00 | 1.00 | | 0.00 | 0.00 | 0.00 | | 2.00 | 0.00 | 1.00 | |
| Final Sat.: | 3432 | 3538 | 0 | | 0 | 3610 | 1615 | | 0 | 0 | 0 | | 2711 | 0 | 1583 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.16 | 0.23 | 0.00 | | 0.00 | 0.23 | 0.59 | | 0.00 | 0.00 | 0.00 | | 0.21 | 0.00 | 0.15 | |
| Crit Moves: | **** | | | | | | **** | | | | | | **** | | | |
| Green/Cycle: | 0.15 | 0.71 | 0.00 | | 0.00 | 0.56 | 0.56 | | 0.00 | 0.00 | 0.00 | | 0.20 | 0.00 | 0.20 | |
| Volume/Cap: | 1.05 | 0.32 | 0.00 | | 0.00 | 0.40 | 1.05 | | 0.00 | 0.00 | 0.00 | | 1.05 | 0.00 | 0.76 | |
| Delay/Veh: | 96.0 | 5.4 | 0.0 | | 0.0 | 12.6 | 66.4 | | 0.0 | 0.0 | 0.0 | | 93.4 | 0.0 | 48.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 96.0 | 5.4 | 0.0 | | 0.0 | 12.6 | 66.4 | | 0.0 | 0.0 | 0.0 | | 93.4 | 0.0 | 48.0 | |
| LOS by Move: | F | A | A | | A | B | E | | A | A | A | | F | A | D | |
| HCM2kAvgQ: | 12 | 5 | 0 | | 0 | 7 | 38 | | 0 | 0 | 0 | | 15 | 0 | 9 | |

Note: Queue reported is the number of cars per lane.





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Folsom South of US-50 Annexation
Existing Plus RHD AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #101 El Dorado Hills Blvd/ EB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.869
Loss Time (sec): 9 Average Delay (sec/veh): 34.3
Optimal Cycle: 89 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Ovl | | | | Ignore | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 3 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 778 | 262 | | 191 | 1102 | 0 | | 0 | 0 | 1181 | | 0 | 0 | 468 | |
| Growth Adj: | 1.00 | 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 | 778 | 262 | | 191 | 1102 | 0 | | 0 | 0 | 1181 | | 0 | 0 | 468 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| PHF Adj: | 0.93 | 0.93 | 0.93 | | 0.93 | 0.93 | 0.93 | | 0.93 | 0.93 | 0.93 | | 0.93 | 0.93 | 0.00 | |
| PHF Volume: | 0 | 837 | 282 | | 205 | 1185 | 0 | | 0 | 0 | 1270 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 837 | 282 | | 205 | 1185 | 0 | | 0 | 0 | 1270 | | 0 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| FinalVolume: | 0 | 837 | 282 | | 205 | 1185 | 0 | | 0 | 0 | 1270 | | 0 | 0 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.97 | 0.89 | 0.83 | | 0.93 | 0.93 | 1.00 | | 1.00 | 1.00 | 0.73 | | 1.00 | 1.00 | 1.00 | |
| Lanes: | 2.00 | 3.00 | 1.00 | | 1.00 | 2.00 | 0.00 | | 0.00 | 0.00 | 2.00 | | 0.00 | 0.00 | 1.00 | |
| Final Sat.: | 3686 | 5083 | 1583 | | 1769 | 3538 | 0 | | 0 | 0 | 2786 | | 0 | 0 | 1900 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.16 | 0.18 | | 0.12 | 0.33 | 0.00 | | 0.00 | 0.00 | 0.46 | | 0.00 | 0.00 | 0.00 | |
| Crit Moves: | **** | | | | | **** | | | | | **** | | | | | |
| Green/Cycle: | 0.00 | 0.23 | 0.23 | | 0.15 | 0.39 | 0.00 | | 0.00 | 0.00 | 0.52 | | 0.00 | 0.00 | 0.00 | |
| Volume/Cap: | 0.00 | 0.71 | 0.76 | | 0.76 | 0.87 | 0.00 | | 0.00 | 0.00 | 0.87 | | 0.00 | 0.00 | 0.00 | |
| Delay/Veh: | 0.0 | 37.1 | 44.9 | | 52.8 | 34.7 | 0.0 | | 0.0 | 0.0 | 26.6 | | 0.0 | 0.0 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 37.1 | 44.9 | | 52.8 | 34.7 | 0.0 | | 0.0 | 0.0 | 26.6 | | 0.0 | 0.0 | 0.0 | |
| LOS by Move: | A | D | D | | D | C | A | | A | A | C | | A | A | A | |
| HCM2kAvgQ: | 0 | 9 | 8 | | 6 | 19 | 0 | | 0 | 0 | 22 | | 0 | 0 | 0 | |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Existing Plus RHD AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #102 Sunrise Rd/ Jackson Hwy-SR16

Cycle (sec): 100 Critical Vol./Cap. (X): 1.041
Loss Time (sec): 12 Average Delay (sec/veh): 64.8
Optimal Cycle: 180 Level Of Service: E

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 4 | 640 | 86 | | 134 | 211 | 53 | | 68 | 213 | 7 | | 55 | 580 | 168 | |
| Growth Adj: | 1.00 | 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 | 640 | 86 | | 134 | 211 | 53 | | 68 | 213 | 7 | | 55 | 580 | 168 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.88 | 0.88 | 0.88 | | 0.88 | 0.88 | 0.88 | | 0.88 | 0.88 | 0.88 | | 0.88 | 0.88 | 0.88 | |
| PHF Volume: | 5 | 727 | 98 | | 152 | 240 | 60 | | 77 | 242 | 8 | | 63 | 659 | 191 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 5 | 727 | 98 | | 152 | 240 | 60 | | 77 | 242 | 8 | | 63 | 659 | 191 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 5 | 727 | 98 | | 152 | 240 | 60 | | 77 | 242 | 8 | | 63 | 659 | 191 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.98 | 0.98 | | 0.95 | 1.00 | 0.85 | | 0.95 | 1.00 | 0.85 | | 0.95 | 1.00 | 0.85 | |
| Lanes: | 1.00 | 0.88 | 0.12 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Final Sat.: | 1805 | 1645 | 221 | | 1805 | 1900 | 1615 | | 1805 | 1900 | 1615 | | 1805 | 1900 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.44 | 0.44 | | 0.08 | 0.13 | 0.04 | | 0.04 | 0.13 | 0.00 | | 0.03 | 0.35 | 0.12 | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.01 | 0.42 | 0.42 | | 0.08 | 0.50 | 0.54 | | 0.04 | 0.29 | 0.30 | | 0.08 | 0.33 | 0.41 | |
| Volume/Cap: | 0.25 | 1.04 | 1.04 | | 1.04 | 0.25 | 0.07 | | 1.04 | 0.43 | 0.02 | | 0.43 | 1.04 | 0.29 | |
| Delay/Veh: | 56.5 | 71.9 | 71.9 | | 131.7 | 14.7 | 11.2 | | 164.2 | 29.1 | 24.3 | | 45.9 | 80.3 | 19.7 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 56.5 | 71.9 | 71.9 | | 131.7 | 14.7 | 11.2 | | 164.2 | 29.1 | 24.3 | | 45.9 | 80.3 | 19.7 | |
| LOS by Move: | E | E | E | | F | B | B | | F | C | C | | D | F | B | |
| HCM2kAvgQ: | 0 | 31 | 31 | | 7 | 4 | 1 | | 5 | 6 | 0 | | 2 | 23 | 4 | |

Note: Queue reported is the number of cars per lane.





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Folsom South of US-50 Annexation
Existing Plus RHD AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #103 Grant Line Rd/ Jackson Rd- SR16

Cycle (sec): 100 Critical Vol./Cap. (X): 1.236
Loss Time (sec): 12 Average Delay (sec/veh): 134.0
Optimal Cycle: 180 Level Of Service: F

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Split Phase | | | | Split Phase | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 1! | 0 | 0 | 0 | 0 | 1! | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 5 | 466 | 18 | | 14 | 246 | 61 | | 111 | 320 | 0 | | 130 | 729 | 96 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 5 | 466 | 18 | | 14 | 246 | 61 | | 111 | 320 | 0 | | 130 | 729 | 96 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.86 | 0.86 | 0.86 | | 0.86 | 0.86 | 0.86 | | 0.86 | 0.86 | 0.86 | | 0.86 | 0.86 | 0.86 | |
| PHF Volume: | 6 | 542 | 21 | | 16 | 286 | 71 | | 129 | 372 | 0 | | 151 | 848 | 112 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 6 | 542 | 21 | | 16 | 286 | 71 | | 129 | 372 | 0 | | 151 | 848 | 112 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 6 | 542 | 21 | | 16 | 286 | 71 | | 129 | 372 | 0 | | 151 | 848 | 112 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 1.00 | 1.00 | | 0.97 | 0.97 | 0.97 | | 0.95 | 1.00 | 1.00 | | 0.95 | 0.98 | 0.98 | |
| Lanes: | 0.01 | 0.95 | 0.04 | | 0.04 | 0.77 | 0.19 | | 1.00 | 1.00 | 0.00 | | 1.00 | 0.88 | 0.12 | |
| Final Sat.: | 19 | 1802 | 70 | | 81 | 1415 | 351 | | 1805 | 1900 | 0 | | 1805 | 1650 | 217 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.30 | 0.30 | 0.30 | | 0.20 | 0.20 | 0.20 | | 0.07 | 0.20 | 0.00 | | 0.08 | 0.51 | 0.51 | |
| Crit Moves: | **** | | | | | **** | | | **** | | | | | **** | | |
| Green/Cycle: | 0.24 | 0.24 | 0.24 | | 0.16 | 0.16 | 0.16 | | 0.06 | 0.33 | 0.00 | | 0.14 | 0.42 | 0.42 | |
| Volume/Cap: | 1.24 | 1.24 | 1.24 | | 1.24 | 1.24 | 1.24 | | 1.24 | 0.59 | 0.00 | | 0.59 | 1.24 | 1.24 | |
| Delay/Veh: | 161.8 | 162 | 161.8 | | 173.4 | 173 | 173.4 | | 211.7 | 29.3 | 0.0 | | 43.8 | 147 | 146.6 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 161.8 | 162 | 161.8 | | 173.4 | 173 | 173.4 | | 211.7 | 29.3 | 0.0 | | 43.8 | 147 | 146.6 | |
| LOS by Move: | F | F | F | | F | F | F | | F | C | A | | D | F | F | |
| HCM2kAvgQ: | 33 | 33 | 33 | | 21 | 21 | 21 | | 7 | 9 | 0 | | 4 | 52 | 52 | |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Existing Plus RHD AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #104 Oak Ave Pkwy/ WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.423
Loss Time (sec): 6 Average Delay (sec/veh): 9.4
Optimal Cycle: 24 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Ignore | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 | 2 | 0 1 | 0 | 0 | 2 | 0 1 | 0 | 0 | 0 | 0 0 | 2 | 0 | 0 | 0 2 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 801 | 301 | 0 | 593 | 430 | 0 | 0 | 0 | 200 | 0 | 84 | | | | |
| Growth Adj: | 1.00 | 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 | 801 | 301 | 0 | 593 | 430 | 0 | 0 | 0 | 200 | 0 | 84 | | | | |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.89 | 0.89 | 0.00 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | | | | |
| PHF Volume: | 0 | 900 | 0 | 0 | 666 | 483 | 0 | 0 | 0 | 225 | 0 | 94 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 0 | 900 | 0 | 0 | 666 | 483 | 0 | 0 | 0 | 225 | 0 | 94 | | | | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| FinalVolume: | 0 | 900 | 0 | 0 | 666 | 483 | 0 | 0 | 0 | 225 | 0 | 94 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 0.85 | 1.00 | 1.00 | 1.00 | 0.60 | 1.00 | 0.75 | | | | |
| Lanes: | 0.00 | 2.00 | 1.00 | 0.00 | 2.00 | 1.00 | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 2.00 | | | | |
| Final Sat.: | 0 | 3610 | 1900 | 0 | 3610 | 1615 | 0 | 0 | 0 | 2282 | 0 | 2842 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.25 | 0.00 | 0.00 | 0.18 | 0.30 | 0.00 | 0.00 | 0.00 | 0.10 | 0.00 | 0.03 | | | | |
| Crit Moves: | | | | | | **** | | | | **** | | | | | | |
| Green/Cycle: | 0.00 | 0.71 | 0.00 | 0.00 | 0.71 | 0.71 | 0.00 | 0.00 | 0.00 | 0.23 | 0.00 | 0.23 | | | | |
| Volume/Cap: | 0.00 | 0.35 | 0.00 | 0.00 | 0.26 | 0.42 | 0.00 | 0.00 | 0.00 | 0.42 | 0.00 | 0.14 | | | | |
| Delay/Veh: | 0.0 | 5.8 | 0.0 | 0.0 | 5.3 | 6.4 | 0.0 | 0.0 | 0.0 | 33.2 | 0.0 | 30.5 | | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| AdjDel/Veh: | 0.0 | 5.8 | 0.0 | 0.0 | 5.3 | 6.4 | 0.0 | 0.0 | 0.0 | 33.2 | 0.0 | 30.5 | | | | |
| LOS by Move: | A | A | A | A | A | A | A | A | A | C | A | C | | | | |
| HCM2kAvgQ: | 0 | 6 | 0 | 0 | 4 | 6 | 0 | 0 | 0 | 3 | 0 | 1 | | | | |

Note: Queue reported is the number of cars per lane.





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Folsom South of US-50 Annexation
Existing Plus RHD AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #105 Oak Ave Pkwy/ EB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.466
Loss Time (sec): 6 Average Delay (sec/veh): 18.4
Optimal Cycle: 26 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 | 2 | 0 1 | 0 | 0 | 2 | 0 1 | 2 | 0 | 0 | 0 2 | 0 | 0 | 0 | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 607 | 67 | 0 | 552 | 78 | 494 | 0 | 422 | 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 | 607 | 67 | 0 | 552 | 78 | 494 | 0 | 422 | 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: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | | | | |
| PHF Volume: | 0 | 682 | 75 | 0 | 620 | 88 | 555 | 0 | 474 | 0 | 0 | 0 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 0 | 682 | 75 | 0 | 620 | 88 | 555 | 0 | 474 | 0 | 0 | 0 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| FinalVolume: | 0 | 682 | 75 | 0 | 620 | 88 | 555 | 0 | 474 | 0 | 0 | 0 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 1.00 | 0.95 | 0.85 | 1.00 | 0.95 | 0.85 | 0.59 | 1.00 | 0.75 | 1.00 | 1.00 | 1.00 | | | | |
| Lanes: | 0.00 | 2.00 | 1.00 | 0.00 | 2.00 | 1.00 | 2.00 | 0.00 | 2.00 | 0.00 | 0.00 | 0.00 | | | | |
| Final Sat.: | 0 | 3610 | 1615 | 0 | 3610 | 1615 | 2230 | 0 | 2842 | 0 | 0 | 0 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.19 | 0.05 | 0.00 | 0.17 | 0.05 | 0.25 | 0.00 | 0.17 | 0.00 | 0.00 | 0.00 | | | | |
| Crit Moves: | | **** | | | | | **** | | | | | | | | | |
| Green/Cycle: | 0.00 | 0.41 | 0.41 | 0.00 | 0.41 | 0.41 | 0.53 | 0.00 | 0.53 | 0.00 | 0.00 | 0.00 | | | | |
| Volume/Cap: | 0.00 | 0.47 | 0.11 | 0.00 | 0.42 | 0.13 | 0.47 | 0.00 | 0.31 | 0.00 | 0.00 | 0.00 | | | | |
| Delay/Veh: | 0.0 | 22.0 | 18.6 | 0.0 | 21.5 | 18.8 | 14.7 | 0.0 | 13.1 | 0.0 | 0.0 | 0.0 | | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| AdjDel/Veh: | 0.0 | 22.0 | 18.6 | 0.0 | 21.5 | 18.8 | 14.7 | 0.0 | 13.1 | 0.0 | 0.0 | 0.0 | | | | |
| LOS by Move: | A | C | B | A | C | B | B | A | B | A | A | A | | | | |
| HCM2kAvgQ: | 0 | 8 | 1 | 0 | 7 | 2 | 6 | 0 | 5 | 0 | 0 | 0 | | | | |

Note: Queue reported is the number of cars per lane.

AM Existing Plus RHD Wed Jan 13, 2010 14:58:51 Page 91-1

Folsom South of US-50 Annexation
Existing Plus RHD AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #106 Empire Ranch Rd/ WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.598
Loss Time (sec): 6 Average Delay (sec/veh): 15.6
Optimal Cycle: 33 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 | 3 | 0 1 | 0 | 0 | 3 | 0 1 | 0 | 0 | 0 | 0 0 | 2 | 0 | 0 | 0 2 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 186 | 257 | 0 | 433 | 510 | 0 | 0 | 0 | 415 | 0 | 167 | | | | |
| Growth Adj: | 1.00 | 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 | 186 | 257 | 0 | 433 | 510 | 0 | 0 | 0 | 415 | 0 | 167 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | | | | |
| PHF Volume: | 0 | 209 | 289 | 0 | 487 | 573 | 0 | 0 | 0 | 466 | 0 | 188 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 0 | 209 | 289 | 0 | 487 | 573 | 0 | 0 | 0 | 466 | 0 | 188 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| 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: | 0 | 209 | 289 | 0 | 487 | 573 | 0 | 0 | 0 | 466 | 0 | 188 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 1.00 | 0.91 | 0.85 | 1.00 | 0.91 | 0.85 | 1.00 | 1.00 | 1.00 | 0.59 | 1.00 | 0.75 | | | | |
| Lanes: | 0.00 | 3.00 | 1.00 | 0.00 | 3.00 | 1.00 | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 2.00 | | | | |
| Final Sat.: | 0 | 5187 | 1615 | 0 | 5187 | 1615 | 0 | 0 | 0 | 2252 | 0 | 2842 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.04 | 0.18 | 0.00 | 0.09 | 0.35 | 0.00 | 0.00 | 0.00 | 0.21 | 0.00 | 0.07 | | | | |
| Crit Moves: | | | | | | **** | | | | **** | | | | | | |
| Green/Cycle: | 0.00 | 0.59 | 0.59 | 0.00 | 0.59 | 0.59 | 0.00 | 0.00 | 0.00 | 0.35 | 0.00 | 0.35 | | | | |
| Volume/Cap: | 0.00 | 0.07 | 0.30 | 0.00 | 0.16 | 0.60 | 0.00 | 0.00 | 0.00 | 0.60 | 0.00 | 0.19 | | | | |
| Delay/Veh: | 0.0 | 8.6 | 10.2 | 0.0 | 9.1 | 13.8 | 0.0 | 0.0 | 0.0 | 28.2 | 0.0 | 23.0 | | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| AdjDel/Veh: | 0.0 | 8.6 | 10.2 | 0.0 | 9.1 | 13.8 | 0.0 | 0.0 | 0.0 | 28.2 | 0.0 | 23.0 | | | | |
| LOS by Move: | A | A | B | A | A | B | A | A | A | C | A | C | | | | |
| HCM2kAvgQ: | 0 | 1 | 4 | 0 | 2 | 11 | 0 | 0 | 0 | 7 | 0 | 2 | | | | |

Note: Queue reported is the number of cars per lane.





AM Existing Plus RHD Wed Jan 13, 2010 14:58:51 Page 92-1

Folsom South of US-50 Annexation
Existing Plus RHD AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #107 Empire Ranch Rd/ EB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.271
Loss Time (sec): 6 Average Delay (sec/veh): 15.7
Optimal Cycle: 19 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Ignore | | | | Ignore | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 | 3 | 0 1 | 0 | 0 | 3 | 0 1 | 2 | 0 | 0 | 0 2 | 0 | 0 | 0 | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 348 | 195 | 0 | 629 | 219 | 94 | 0 | 336 | 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 | 348 | 195 | 0 | 629 | 219 | 94 | 0 | 336 | 0 | 0 | 0 | | | | |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.94 | 0.94 | 0.00 | 0.94 | 0.94 | 0.00 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | | | | |
| PHF Volume: | 0 | 370 | 0 | 0 | 669 | 0 | 100 | 0 | 357 | 0 | 0 | 0 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 0 | 370 | 0 | 0 | 669 | 0 | 100 | 0 | 357 | 0 | 0 | 0 | | | | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| FinalVolume: | 0 | 370 | 0 | 0 | 669 | 0 | 100 | 0 | 357 | 0 | 0 | 0 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 1.00 | 0.91 | 1.00 | 1.00 | 0.91 | 1.00 | 0.63 | 1.00 | 0.75 | 1.00 | 1.00 | 1.00 | | | | |
| Lanes: | 0.00 | 3.00 | 1.00 | 0.00 | 3.00 | 1.00 | 2.00 | 0.00 | 2.00 | 0.00 | 0.00 | 0.00 | | | | |
| Final Sat.: | 0 | 5187 | 1900 | 0 | 5187 | 1900 | 2381 | 0 | 2842 | 0 | 0 | 0 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.07 | 0.00 | 0.00 | 0.13 | 0.00 | 0.04 | 0.00 | 0.13 | 0.00 | 0.00 | 0.00 | | | | |
| Crit Moves: | | | | | **** | | | | **** | | | | | | | |
| Green/Cycle: | 0.00 | 0.48 | 0.00 | 0.00 | 0.48 | 0.00 | 0.46 | 0.00 | 0.46 | 0.00 | 0.00 | 0.00 | | | | |
| Volume/Cap: | 0.00 | 0.15 | 0.00 | 0.00 | 0.27 | 0.00 | 0.09 | 0.00 | 0.27 | 0.00 | 0.00 | 0.00 | | | | |
| Delay/Veh: | 0.0 | 14.8 | 0.0 | 0.0 | 15.8 | 0.0 | 15.0 | 0.0 | 16.5 | 0.0 | 0.0 | 0.0 | | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| AdjDel/Veh: | 0.0 | 14.8 | 0.0 | 0.0 | 15.8 | 0.0 | 15.0 | 0.0 | 16.5 | 0.0 | 0.0 | 0.0 | | | | |
| LOS by Move: | A | B | A | A | B | A | B | A | B | A | A | A | | | | |
| HCM2kAvgQ: | 0 | 2 | 0 | 0 | 4 | 0 | 1 | 0 | 4 | 0 | 0 | 0 | | | | |

Note: Queue reported is the number of cars per lane.

LEVEL OF SERVICE WORKSHEETS

# EXISTING CONDITIONS
# REDUCED HILLSIDE DEVELOPMENT (RHD) ALTERNATIVE
# PM PEAK HOUR

Folsom South of US-50 Annexation
Existing Plus RHD PM

Impact Analysis Report
Level Of Service

| Intersection | Base LOS | Base Del/ Veh | Base V/ C | Future LOS | Future Del/ Veh | Future V/ C | Change in |
|---|---|---|---|---|---|---|---|
| # 1 Folsom Blvd/ Blue Ravine Rd | F | 83.1 | 1.123 | F | 83.1 | 1.123 | + 0.000 D/V |
| # 2 Sibly Street/ Blue Ravine Road | C | 28.5 | 0.671 | C | 28.5 | 0.671 | + 0.000 D/V |
| # 3 Oak Avenue Parkway/ Blue Ravin | C | 28.7 | 0.657 | C | 28.7 | 0.657 | + 0.000 D/V |
| # 4 Empire Ranch Road/ Natoma Stre | C | 20.1 | 0.848 | C | 20.1 | 0.848 | + 0.000 V/C |
| # 5 Oak Avenue Parkway/ Riley Stre | C | 25.2 | 0.611 | C | 25.2 | 0.611 | + 0.000 D/V |
| # 6 Oak Avenue Parkway/ East Bidwe | C | 30.6 | 0.609 | C | 30.6 | 0.609 | + 0.000 D/V |
| # 7 East Bidwell St/Nesmith Ct | B | 12.6 | 0.660 | B | 12.6 | 0.660 | + 0.000 D/V |
| # 8 East Bidwell St/Scholar Way | B | 12.7 | 0.594 | B | 12.7 | 0.594 | + 0.000 D/V |
| # 9 East Bidwell St/Power Center D | C | 20.4 | 0.619 | C | 20.4 | 0.619 | + 0.000 D/V |
| # 10 Broadstone Pkwy/ East Bidwell | C | 27.4 | 0.621 | C | 27.4 | 0.621 | + 0.000 D/V |
| # 11 Empire Ranch Road/ Broadstone | B | 13.4 | 0.482 | B | 13.4 | 0.482 | + 0.000 V/C |
| # 12 Oak Avenue Prky / Haverhill Dr | A | 9.7 | 0.484 | A | 9.7 | 0.484 | + 0.000 D/V |
| # 13 Oak Avenue Prky / Haldion Wy | B | 13.7 | 0.545 | B | 13.7 | 0.545 | + 0.000 D/V |
| # 14 Folsom Blvd/ Iron Point Road | C | 21.9 | 0.866 | C | 21.9 | 0.866 | + 0.000 D/V |
| # 15 Prairie City Rd/ Iron Point Rd | C | 30.7 | 0.690 | C | 30.7 | 0.690 | + 0.000 D/V |
| # 16 Grover Rd/ Iron Point Rd | A | 9.8 | 0.362 | A | 9.8 | 0.362 | + 0.000 D/V |
| # 17 McAdoo Dr/ Iron Point Rd | B | 16.7 | 0.418 | B | 16.7 | 0.418 | + 0.000 D/V |
| # 18 Oak Ave Pkwy/ Iron Point Rd | C | 34.6 | 0.731 | C | 34.6 | 0.731 | + 0.000 D/V |
| # 19 Rowberry Dr/ Iron Point Rd | C | 21.5 | 0.586 | C | 21.5 | 0.586 | + 0.000 D/V |
| # 20 Broadstone Pkwy/ Iron Point Rd | B | 19.1 | 0.559 | B | 19.1 | 0.559 | + 0.000 D/V |
| # 21 East Bidwell St/ Iron Point Rd | D | 40.0 | 0.932 | D | 40.0 | 0.932 | + 0.000 D/V |
| # 22 Cavitt Dr/ Iron Point Rd | C | 20.0 | 0.426 | C | 20.0 | 0.426 | + 0.000 D/V |
| # 23 Serpa Way / Iron Point Rd | C | 26.7 | 0.223 | C | 26.7 | 0.223 | + 0.000 D/V |
| # 24 Empire Ranch Road/ Iron Point | B | 18.5 | 0.316 | B | 18.5 | 0.316 | + 0.000 D/V |

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Folsom South of US-50 Annexation
Existing Plus RHD PM

| Intersection | Base LOS | Base Del/ Veh | Base V/ C | Future LOS | Future Del/ Veh | Future V/ C | Change in |
|---|---|---|---|---|---|---|---|
| # 25 Prairie City Rd/ High School | B | 16.7 | 0.435 | B | 16.7 | 0.435 | + 0.000 D/V |
| # 26 East Bidwell / Placerville Roa | B | 10.0 | 0.764 | B | 10.0 | 0.764 | + 0.000 D/V |
| # 27 Prairie City Rd/ White Rock Rd | B | 19.4 | 0.319 | B | 19.4 | 0.319 | + 0.000 D/V |
| # 28 Scott Rd (South)/ White Rock R | D | 28.1 | 0.332 | D | 28.1 | 0.332 | + 0.000 D/V |
| # 29 Scott Rd (North)/ White Rock R | C | 23.4 | 0.513 | C | 23.4 | 0.513 | + 0.000 D/V |
| # 30 Placerville Rd/ White Rock Rd | B | 12.5 | 0.237 | B | 12.5 | 0.237 | + 0.000 D/V |
| # 31 Empire Ranch Rd/ North Rd | C | 25.1 | 0.407 | C | 25.1 | 0.407 | + 0.000 D/V |
| # 32 Prairie City Rd/ Easton Valley | B | 18.5 | 0.516 | B | 18.5 | 0.516 | + 0.000 D/V |
| # 33 Oak Ave Pkwy/ Easton Valley Pk | C | 25.9 | 0.521 | C | 25.9 | 0.521 | + 0.000 D/V |
| # 34 RowberryDr/ Easton Valley Pkwy | B | 19.9 | 0.600 | B | 19.9 | 0.600 | + 0.000 D/V |
| # 35 1st St/ Easton Valley Pkwy | C | 25.7 | 0.587 | C | 25.7 | 0.587 | + 0.000 D/V |
| # 36 2nd St/ Easton Valley Pkwy | C | 24.3 | 0.465 | C | 24.3 | 0.465 | + 0.000 D/V |
| # 37 3rd St/ Easton Valley Pkwy | C | 22.4 | 0.555 | C | 22.4 | 0.555 | + 0.000 D/V |
| # 38 Scott Rd (North)/ Easton Valle | D | 38.6 | 0.897 | D | 38.6 | 0.897 | + 0.000 D/V |
| # 39 4th St/ Easton Valley Pkwy | C | 28.3 | 0.319 | C | 28.3 | 0.319 | + 0.000 D/V |
| # 40 Placerville Rd/ Easton Valley | B | 12.7 | 0.298 | B | 12.7 | 0.298 | + 0.000 D/V |
| # 41 Hillside Dr/ Easton Valley Pkw | D | 30.0 | 0.478 | D | 30.0 | 0.478 | + 0.000 D/V |
| # 42 Empire Ranch Rd/ Easton Valley | C | 25.2 | 0.319 | C | 25.2 | 0.319 | + 0.000 D/V |
| # 43 Prairie City Rd/Middle Rd | B | 11.9 | 0.049 | B | 11.9 | 0.049 | + 0.000 D/V |
| # 44 Oak Ave Pkwy/Middle Rd | E | 35.4 | 0.286 | E | 35.4 | 0.286 | + 0.000 D/V |
| # 45 Scott Rd (North)/ Street "B" | C | 31.8 | 0.747 | C | 31.8 | 0.747 | + 0.000 D/V |
| # 46 East Rd/Street "B" | C | 21.1 | 0.842 | C | 21.1 | 0.842 | + 0.000 V/C |
| # 47 Prairie City Rd/Street "A" | C | 21.4 | 0.280 | C | 21.4 | 0.280 | + 0.000 D/V |
| # 48 Oak Ave Pkwy/Street "A" | C | 15.2 | 0.585 | C | 15.2 | 0.585 | + 0.000 V/C |
| # 49 West Rd/Street "A" | B | 13.5 | 0.588 | B | 13.5 | 0.588 | + 0.000 V/C |

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Folsom South of US-50 Annexation
Existing Plus RHD PM

| Intersection | Base LOS | Base Del/ Veh | Base V/ C | Future LOS | Future Del/ Veh | Future V/ C | Change in |
|---|---|---|---|---|---|---|---|
| # 50 Scott Rd (North)/ Street "A" | C | 31.6 | 0.673 | C | 31.6 | 0.673 | + 0.000 D/V |
| # 51 East Rd/Street "A" | B | 11.0 | 0.485 | B | 11.0 | 0.485 | + 0.000 V/C |
| # 52 Placerville Rd/ Street "A" | B | 10.6 | 0.369 | B | 10.6 | 0.369 | + 0.000 V/C |
| # 53 Empire Ranch Rd/Street "A" | B | 11.5 | 0.086 | B | 11.5 | 0.086 | + 0.000 D/V |
| # 54 Scott Rd (North)/South Rd | C | 29.1 | 0.434 | C | 29.1 | 0.434 | + 0.000 D/V |
| # 55 Oak Ave Pkwy/ White Rock Rd | B | 17.9 | 0.270 | B | 17.9 | 0.270 | + 0.000 D/V |
| # 56 Empire Ranch Rd/ White Rock Rd | A | 7.8 | 0.284 | A | 7.8 | 0.284 | + 0.000 D/V |
| # 57 Hazel Blvd/ Gold Country | F | xxxxx | 1.045 | F | xxxxx | 1.045 | + 0.000 V/C |
| # 58 Hazel Ave/ Folsom Blvd | E | xxxxx | 0.993 | E | xxxxx | 0.993 | + 0.000 V/C |
| # 59 Grant Line Rd/ White Rock Rd | F | 668.8 | 1.870 | F | 668.8 | 1.870 | + 0.000 D/V |
| # 60 Grantline Rd/ Sunrise Rd | D | xxxxx | 0.824 | D | xxxxx | 0.824 | + 0.000 V/C |
| # 65 Sunrise Blvd/ White Rock Rd | C | xxxxx | 0.707 | C | xxxxx | 0.707 | + 0.000 V/C |
| # 66 Fitzgerald Road / White Rock R | C | 19.5 | 0.816 | C | 19.5 | 0.816 | + 0.000 V/C |
| # 67 Sunrise Blvd/ Douglas Rd | B | xxxxx | 0.692 | B | xxxxx | 0.692 | + 0.000 V/C |
| # 68 Grant Line Rd/ Douglas Rd | D | 30.2 | 0.356 | D | 30.2 | 0.356 | + 0.000 D/V |
| # 69 Grant Line Road / Kiefer Boule | C | 22.4 | 0.868 | C | 22.4 | 0.868 | + 0.000 V/C |
| # 83 White Rock Rd/ Carson Crossing | E | 43.5 | 0.152 | E | 43.5 | 0.152 | + 0.000 D/V |
| # 84 White Rock Rd/ Stonebriar Rd | C | 20.7 | 0.712 | C | 20.7 | 0.712 | + 0.000 D/V |
| # 85 White Rock Rd/ Windfield Way | F | 319.0 | 1.537 | F | 319.0 | 1.537 | + 0.000 D/V |
| # 86 White Rock Rd/ Latrobe Rd | C | 31.7 | 0.403 | C | 31.7 | 0.403 | + 0.000 D/V |
| # 87 White Rock Rd/ Valley View Pkw | C | 22.4 | 0.608 | C | 22.4 | 0.608 | + 0.000 D/V |
| # 88 El Dorado Hills Blvd/Serrano P | C | 25.4 | 0.671 | C | 25.4 | 0.671 | + 0.000 D/V |
| # 89 El Dorado Hills Blvd/Saratoga | D | 53.1 | 0.999 | D | 53.1 | 0.999 | + 0.000 D/V |
| # 90 El Dorado Hills Blvd/Park Driv | B | 12.9 | 0.621 | B | 12.9 | 0.621 | + 0.000 D/V |
| # 91 Latrobe Rd/ Town Center Blvd | E | 62.4 | 1.046 | E | 62.4 | 1.046 | + 0.000 D/V |

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Folsom South of US-50 Annexation
Existing Plus RHD PM

| Intersection | Base LOS | Base Del/ Veh | Base V/ C | Future LOS | Future Del/ Veh | Future V/ C | Change in |
|---|---|---|---|---|---|---|---|
| # 92 Hazel Blvd/ Tributary- WB US 5 | C | 25.7 | 0.833 | C | 25.7 | 0.833 | + 0.000 D/V |
| # 93 Hazel Ave/ EB US-50 Ramps | C | 21.4 | 0.805 | C | 21.4 | 0.805 | + 0.000 D/V |
| # 94 Folsom Blvd/ WB US 50 Ramps | B | 10.4 | 0.585 | B | 10.4 | 0.585 | + 0.000 D/V |
| # 95 Folsom Blvd/ EB US 50 Ramps | E | 78.7 | 1.127 | E | 78.7 | 1.127 | + 0.000 D/V |
| # 96 Prairie City/ WB US 50 Ramps | B | 14.9 | 0.397 | B | 14.9 | 0.397 | + 0.000 D/V |
| # 97 Prairie City/ EB US 50 Ramps | B | 15.5 | 0.569 | B | 15.5 | 0.569 | + 0.000 D/V |
| # 98 East Bidwell St/ WB US 50 Ramp | C | 21.5 | 0.735 | C | 21.5 | 0.735 | + 0.000 D/V |
| # 99 East Bidwell St/ EB US 50 Ramp | B | 17.0 | 0.577 | B | 17.0 | 0.577 | + 0.000 D/V |
| #100 El Dorado Hills Blvd/ WB US 50 | C | 28.2 | 0.915 | C | 28.2 | 0.915 | + 0.000 D/V |
| #101 El Dorado Hills Blvd/ EB US 50 | C | 29.5 | 0.899 | C | 29.5 | 0.899 | + 0.000 D/V |
| #102 Sunrise Rd/ Jackson Hwy-SR16 | D | 41.7 | 0.925 | D | 41.7 | 0.925 | + 0.000 D/V |
| #103 Grant Line Rd/ Jackson Rd- SR1 | F | 108.2 | 1.156 | F | 108.2 | 1.156 | + 0.000 D/V |
| #104 Oak Ave Pkwy/ WB US 50 Ramps | A | 6.6 | 0.405 | A | 6.6 | 0.405 | + 0.000 D/V |
| #105 Oak Ave Pkwy/ EB US 50 Ramps | B | 19.7 | 0.611 | B | 19.7 | 0.611 | + 0.000 D/V |
| #106 Empire Ranch Rd/ WB US 50 Ramp | B | 12.9 | 0.459 | B | 12.9 | 0.459 | + 0.000 D/V |
| #107 Empire Ranch Rd/ EB US 50 Ramp | B | 18.9 | 0.386 | B | 18.9 | 0.386 | + 0.000 D/V |

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to DKS ASSOC., SACRAMENTO

PM Existing Plus RHD Wed Jan 13, 2010 15:27:31 Page 3-1

Folsom South of US-50 Annexation
Existing Plus RHD PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #1 Folsom Blvd/ Blue Ravine Rd

Cycle (sec): 120 Critical Vol./Cap. (X): 1.123
Loss Time (sec): 15 Average Delay (sec/veh): 83.1
Optimal Cycle: 180 Level Of Service: F

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 2 | 0 1 | 1 | 0 | 2 | 0 1 | 1 | 0 | 1 | 0 1 | 2 | 0 | 1 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 38 | 1009 | 468 | | 473 | 1086 | 19 | | 571 | 473 | 127 | | 278 | 88 | 431 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 38 | 1009 | 468 | | 473 | 1086 | 19 | | 571 | 473 | 127 | | 278 | 88 | 431 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.92 | 0.92 | 0.92 | | 0.92 | 0.92 | 0.92 | | 0.92 | 0.92 | 0.92 | | 0.92 | 0.92 | 0.92 | |
| PHF Volume: | 41 | 1097 | 509 | | 514 | 1180 | 21 | | 621 | 514 | 138 | | 302 | 96 | 468 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 41 | 1097 | 509 | | 514 | 1180 | 21 | | 621 | 514 | 138 | | 302 | 96 | 468 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 41 | 1097 | 509 | | 514 | 1180 | 21 | | 621 | 514 | 138 | | 302 | 96 | 468 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.95 | 0.85 | | 0.95 | 0.95 | 0.85 | | 0.95 | 1.00 | 0.85 | | 0.92 | 1.00 | 0.85 | |
| Lanes: | 1.00 | 2.00 | 1.00 | | 1.00 | 2.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 2.00 | 1.00 | 1.00 | |
| Final Sat.: | 1805 | 3610 | 1615 | | 1805 | 3610 | 1615 | | 1805 | 1900 | 1615 | | 3502 | 1900 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.30 | 0.31 | | 0.28 | 0.33 | 0.01 | | 0.34 | 0.27 | 0.09 | | 0.09 | 0.05 | 0.29 | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.03 | 0.27 | 0.36 | | 0.25 | 0.49 | 0.80 | | 0.31 | 0.27 | 0.30 | | 0.08 | 0.04 | 0.30 | |
| Volume/Cap: | 0.67 | 1.12 | 0.89 | | 1.12 | 0.67 | 0.02 | | 1.12 | 1.02 | 0.28 | | 1.02 | 1.12 | 0.97 | |
| Delay/Veh: | 81.8 | 113 | 51.8 | | 125.0 | 24.2 | 2.5 | | 118.5 | 88.4 | 32.4 | | 111.5 | 192 | 75.3 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 81.8 | 113 | 51.8 | | 125.0 | 24.2 | 2.5 | | 118.5 | 88.4 | 32.4 | | 111.5 | 192 | 75.3 | |
| LOS by Move: | F | F | D | | F | C | A | | F | F | C | | F | F | E | |
| HCM2kAvgQ: | 2 | 29 | 18 | | 29 | 18 | 0 | | 35 | 26 | 4 | | 8 | 5 | 20 | |

Note: Queue reported is the number of cars per lane.





PM Existing Plus RHD Wed Jan 13, 2010 15:27:31 Page 4-1

Folsom South of US-50 Annexation
Existing Plus RHD PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #2 Sibly Street/ Blue Ravine Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.671
Loss Time (sec): 12 Average Delay (sec/veh): 28.5
Optimal Cycle: 56 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 2 | 0 1 | 1 | 0 | 2 | 0 1 | 1 | 0 | 2 | 0 1 | 2 | 0 | 1 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 288 | 723 | 315 | | 52 | 353 | 48 | | 122 | 827 | 532 | | 199 | 410 | 42 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 288 | 723 | 315 | | 52 | 353 | 48 | | 122 | 827 | 532 | | 199 | 410 | 42 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.92 | 0.92 | 0.92 | | 0.92 | 0.92 | 0.92 | | 0.92 | 0.92 | 0.92 | | 0.92 | 0.92 | 0.92 | |
| PHF Volume: | 313 | 786 | 342 | | 57 | 384 | 52 | | 133 | 899 | 578 | | 216 | 446 | 46 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 313 | 786 | 342 | | 57 | 384 | 52 | | 133 | 899 | 578 | | 216 | 446 | 46 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 313 | 786 | 342 | | 57 | 384 | 52 | | 133 | 899 | 578 | | 216 | 446 | 46 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.95 | 0.85 | | 0.95 | 0.95 | 0.85 | | 0.95 | 0.95 | 0.85 | | 0.92 | 0.94 | 0.94 | |
| Lanes: | 1.00 | 2.00 | 1.00 | | 1.00 | 2.00 | 1.00 | | 1.00 | 2.00 | 1.00 | | 2.00 | 1.81 | 0.19 | |
| Final Sat.: | 1805 | 3610 | 1615 | | 1805 | 3610 | 1615 | | 1805 | 3610 | 1615 | | 3502 | 3229 | 331 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.17 | 0.22 | 0.21 | | 0.03 | 0.11 | 0.03 | | 0.07 | 0.25 | 0.36 | | 0.06 | 0.14 | 0.14 | |
| Crit Moves: | **** | | | | | **** | | | | **** | | | **** | | | |
| Green/Cycle: | 0.26 | 0.36 | 0.46 | | 0.05 | 0.16 | 0.32 | | 0.16 | 0.37 | 0.63 | | 0.09 | 0.30 | 0.30 | |
| Volume/Cap: | 0.67 | 0.60 | 0.46 | | 0.60 | 0.67 | 0.10 | | 0.46 | 0.67 | 0.57 | | 0.67 | 0.46 | 0.46 | |
| Delay/Veh: | 37.1 | 26.6 | 19.2 | | 56.4 | 42.7 | 24.0 | | 39.1 | 27.7 | 11.5 | | 49.4 | 28.5 | 28.5 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 37.1 | 26.6 | 19.2 | | 56.4 | 42.7 | 24.0 | | 39.1 | 27.7 | 11.5 | | 49.4 | 28.5 | 28.5 | |
| LOS by Move: | D | C | B | | E | D | C | | D | C | B | | D | C | C | |
| HCM2kAvgQ: | 8 | 10 | 7 | | 3 | 7 | 1 | | 3 | 11 | 9 | | 3 | 6 | 6 | |

Note: Queue reported is the number of cars per lane.

Folsom South of US-50 Annexation
Existing Plus RHD PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #3 Oak Avenue Parkway/ Blue Ravine Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.657
Loss Time (sec): 12 Average Delay (sec/veh): 28.7
Optimal Cycle: 54 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Include | | | Ignore | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 | 0 3 | 0 1 | 1 | 0 3 | 0 1 | 2 | 0 2 | 0 1 | 2 | 0 1 | 1 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 249 | 353 | 654 | 17 | 161 | 25 | 16 | 980 | 168 | 381 | 420 | 11 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 249 | 353 | 654 | 17 | 161 | 25 | 16 | 980 | 168 | 381 | 420 | 11 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.95 | 0.95 | 0.00 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.00 | 0.95 | 0.95 | 0.95 |
| PHF Volume: | 262 | 372 | 0 | 18 | 169 | 26 | 17 | 1032 | 0 | 401 | 442 | 12 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 262 | 372 | 0 | 18 | 169 | 26 | 17 | 1032 | 0 | 401 | 442 | 12 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 262 | 372 | 0 | 18 | 169 | 26 | 17 | 1032 | 0 | 401 | 442 | 12 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.91 | 1.00 | 0.95 | 0.91 | 0.85 | 0.92 | 0.95 | 1.00 | 0.92 | 0.95 | 0.95 |
| Lanes: | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 | 2.00 | 2.00 | 1.00 | 2.00 | 1.95 | 0.05 |
| Final Sat.: | 1805 | 5187 | 1900 | 1805 | 5187 | 1615 | 3502 | 3610 | 1900 | 3502 | 3504 | 92 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.15 | 0.07 | 0.00 | 0.01 | 0.03 | 0.02 | 0.00 | 0.29 | 0.00 | 0.11 | 0.13 | 0.13 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green/Cycle: | 0.22 | 0.24 | 0.00 | 0.03 | 0.05 | 0.05 | 0.02 | 0.43 | 0.00 | 0.17 | 0.59 | 0.59 |
| Volume/Cap: | 0.66 | 0.30 | 0.00 | 0.30 | 0.66 | 0.33 | 0.21 | 0.66 | 0.00 | 0.66 | 0.21 | 0.21 |
| Delay/Veh: | 39.5 | 31.4 | 0.0 | 50.1 | 52.7 | 48.3 | 49.4 | 23.4 | 0.0 | 41.1 | 9.8 | 9.8 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 39.5 | 31.4 | 0.0 | 50.1 | 52.7 | 48.3 | 49.4 | 23.4 | 0.0 | 41.1 | 9.8 | 9.8 |
| LOS by Move: | D | C | A | D | D | D | D | C | A | D | A | A |
| HCM2kAvgQ: | 7 | 3 | 0 | 1 | 3 | 1 | 0 | 13 | 0 | 7 | 3 | 3 |

Note: Queue reported is the number of cars per lane.





Folsom South of US-50 Annexation
Existing Plus RHD PM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #4 Empire Ranch Road/ Natoma Street

Cycle (sec): 100 Critical Vol./Cap. (X): 0.848
Loss Time (sec): 0 Average Delay (sec/veh): 20.1
Optimal Cycle: 0 Level Of Service: C

| 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: | 2 | 0 1 | 0 0 | 0 | 0 1 | 0 1 | 2 | 0 0 | 0 1 | 0 | 0 0 | 0 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 289 | 453 | 0 | 0 | 202 | 17 | 35 | 0 | 208 | 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: | 289 | 453 | 0 | 0 | 202 | 17 | 35 | 0 | 208 | 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: | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| PHF Volume: | 321 | 503 | 0 | 0 | 224 | 19 | 39 | 0 | 231 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 321 | 503 | 0 | 0 | 224 | 19 | 39 | 0 | 231 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 321 | 503 | 0 | 0 | 224 | 19 | 39 | 0 | 231 | 0 | 0 | 0 |
| 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: | 2.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 | 2.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 1083 | 593 | 0 | 0 | 542 | 599 | 936 | 0 | 556 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.30 | 0.85 | xxxx | xxxx | 0.41 | 0.03 | 0.04 | xxxx | 0.42 | xxxx | xxxx | xxxx |
| Crit Moves: | | **** | | | **** | | | | **** | | | |
| Delay/Veh: | 11.9 | 32.9 | 0.0 | 0.0 | 13.3 | 8.6 | 10.4 | 0.0 | 12.9 | 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 |
| AdjDel/Veh: | 11.9 | 32.9 | 0.0 | 0.0 | 13.3 | 8.6 | 10.4 | 0.0 | 12.9 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | B | D | * | * | B | A | B | * | B | * | * | * |
| ApproachDel: | 24.7 | | | | 12.9 | | | 12.5 | | xxxxxx | | |
| Delay Adj: | 1.00 | | | | 1.00 | | | 1.00 | | xxxxx | | |
| ApprAdjDel: | 24.7 | | | | 12.9 | | | 12.5 | | xxxxxx | | |
| LOS by Appr: | C | | | | B | | | B | | * | | |
| AllWayAvgQ: | 0.4 | 4.0 | 0.0 | 0.0 | 0.6 | 0.0 | 0.0 | 0.0 | 0.6 | 0.0 | 0.0 | 0.0 |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Existing Plus RHD PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #5 Oak Avenue Parkway/ Riley Street

Cycle (sec): 100 Critical Vol./Cap. (X): 0.611
Loss Time (sec): 12 Average Delay (sec/veh): 25.2
Optimal Cycle: 49 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 | 0 | 2 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 236 | 895 | 37 | 26 | 551 | 165 | 311 | 12 | 210 | 31 | 5 | 8 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 236 | 895 | 37 | 26 | 551 | 165 | 311 | 12 | 210 | 31 | 5 | 8 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| PHF Volume: | 246 | 932 | 39 | 27 | 574 | 172 | 324 | 13 | 219 | 32 | 5 | 8 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 246 | 932 | 39 | 27 | 574 | 172 | 324 | 13 | 219 | 32 | 5 | 8 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 246 | 932 | 39 | 27 | 574 | 172 | 324 | 13 | 219 | 32 | 5 | 8 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.90 | 0.90 | 0.95 | 0.92 | 0.92 | 0.95 | 1.00 | 0.85 | 0.95 | 0.91 | 0.91 |
| Lanes: | 1.00 | 2.88 | 0.12 | 1.00 | 1.54 | 0.46 | 1.00 | 1.00 | 1.00 | 1.00 | 0.38 | 0.62 |
| Final Sat.: | 1805 | 4951 | 205 | 1805 | 2684 | 804 | 1805 | 1900 | 1615 | 1805 | 664 | 1062 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.14 | 0.19 | 0.19 | 0.02 | 0.21 | 0.21 | 0.18 | 0.01 | 0.14 | 0.02 | 0.01 | 0.01 |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | |
| Green/Cycle: | 0.22 | 0.53 | 0.53 | 0.04 | 0.35 | 0.35 | 0.29 | 0.27 | 0.27 | 0.04 | 0.01 | 0.01 |
| Volume/Cap: | 0.61 | 0.35 | 0.35 | 0.35 | 0.61 | 0.61 | 0.61 | 0.02 | 0.50 | 0.50 | 0.61 | 0.61 |
| Delay/Veh: | 37.7 | 13.6 | 13.6 | 49.4 | 27.8 | 27.8 | 32.5 | 26.8 | 31.6 | 53.3 | 90.1 | 90.1 |
| 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: | 37.7 | 13.6 | 13.6 | 49.4 | 27.8 | 27.8 | 32.5 | 26.8 | 31.6 | 53.3 | 90.1 | 90.1 |
| LOS by Move: | D | B | B | D | C | C | C | C | C | D | F | F |
| HCM2kAvgQ: | 7 | 6 | 6 | 1 | 10 | 10 | 9 | 0 | 6 | 2 | 1 | 1 |

Note: Queue reported is the number of cars per lane.





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Folsom South of US-50 Annexation
Existing Plus RHD PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #6 Oak Avenue Parkway/ East Bidwell Street

Cycle (sec): 100 Critical Vol./Cap. (X): 0.609
Loss Time (sec): 12 Average Delay (sec/veh): 30.6
Optimal Cycle: 49 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Ignore | | | Ignore | | | Ignore | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 2 | 0 | 3 | 0 | 1 | 2 | 0 | 3 | 0 | 1 | 2 | 0 | 3 | 0 | 1 | 2 | 0 | 3 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 161 | 772 | 240 | 368 | 330 | 119 | 124 | 1144 | 226 | 177 | 1043 | 568 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 161 | 772 | 240 | 368 | 330 | 119 | 124 | 1144 | 226 | 177 | 1043 | 568 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 0.98 | 0.98 | 0.00 | 0.98 | 0.98 | 0.00 | 0.98 | 0.98 | 0.00 | 0.98 | 0.98 | 0.00 |
| PHF Volume: | 164 | 788 | 0 | 376 | 337 | 0 | 127 | 1167 | 0 | 181 | 1064 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 164 | 788 | 0 | 376 | 337 | 0 | 127 | 1167 | 0 | 181 | 1064 | 0 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| FinalVolume: | 164 | 788 | 0 | 376 | 337 | 0 | 127 | 1167 | 0 | 181 | 1064 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.91 | 1.00 | 0.92 | 0.91 | 1.00 | 0.92 | 0.91 | 1.00 | 0.92 | 0.91 | 1.00 |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3502 | 5187 | 1900 | 3502 | 5187 | 1900 | 3502 | 5187 | 1900 | 3502 | 5187 | 1900 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.05 | 0.15 | 0.00 | 0.11 | 0.06 | 0.00 | 0.04 | 0.23 | 0.00 | 0.05 | 0.21 | 0.00 |
| Crit Moves: | | **** | | **** | | | | **** | | **** | | |
| Green/Cycle: | 0.18 | 0.25 | 0.00 | 0.18 | 0.25 | 0.00 | 0.07 | 0.37 | 0.00 | 0.08 | 0.39 | 0.00 |
| Volume/Cap: | 0.26 | 0.61 | 0.00 | 0.61 | 0.26 | 0.00 | 0.53 | 0.61 | 0.00 | 0.61 | 0.53 | 0.00 |
| Delay/Veh: | 35.6 | 34.1 | 0.0 | 39.8 | 30.4 | 0.0 | 47.3 | 26.2 | 0.0 | 47.8 | 24.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 35.6 | 34.1 | 0.0 | 39.8 | 30.4 | 0.0 | 47.3 | 26.2 | 0.0 | 47.8 | 24.0 | 0.0 |
| LOS by Move: | D | C | A | D | C | A | D | C | A | D | C | A |
| HCM2kAvgQ: | 2 | 8 | 0 | 5 | 3 | 0 | 3 | 11 | 0 | 3 | 9 | 0 |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Existing Plus RHD PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #7 East Bidwell St/Nesmith Ct

Cycle (sec): 100 Critical Vol./Cap. (X): 0.660
Loss Time (sec): 12 Average Delay (sec/veh): 12.6
Optimal Cycle: 54 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - | R | L | - T | - | R | L | - T | - | R | L | - T | - | R |
| Control: | Protected | | | | Protected | | | | Split Phase | | | | Split Phase | | | |
| Rights: | Ovl | | | | Include | | | | Include | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 2 | 0 | 1 | 2 | 0 | 2 | 1 | 0 | 0 | 1! | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | | | | | |
| Base Vol: | 13 | 1527 | 68 | | 172 | 1496 | 16 | | 57 | 2 | 53 | | 32 | 1 | 78 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 13 | 1527 | 68 | | 172 | 1496 | 16 | | 57 | 2 | 53 | | 32 | 1 | 78 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 14 | 1624 | 72 | | 183 | 1591 | 17 | | 61 | 2 | 56 | | 34 | 1 | 83 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 14 | 1624 | 72 | | 183 | 1591 | 17 | | 61 | 2 | 56 | | 34 | 1 | 83 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 14 | 1624 | 72 | | 183 | 1591 | 17 | | 61 | 2 | 56 | | 34 | 1 | 83 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.95 | 0.85 | | 0.92 | 0.91 | 0.91 | | 0.91 | 0.91 | 0.91 | | 0.95 | 0.95 | 0.85 | |
| Lanes: | 1.00 | 2.00 | 1.00 | | 2.00 | 2.97 | 0.03 | | 0.51 | 0.02 | 0.47 | | 1.94 | 0.06 | 1.00 | |
| Final Sat.: | 1805 | 3610 | 1615 | | 3502 | 5122 | 55 | | 882 | 31 | 821 | | 3515 | 110 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.45 | 0.04 | | 0.05 | 0.31 | 0.31 | | 0.07 | 0.07 | 0.07 | | 0.01 | 0.01 | 0.05 | |
| Crit Moves: | | **** | | | **** | | | | | | **** | | **** | | | |
| Green/Cycle: | 0.02 | 0.68 | 0.70 | | 0.08 | 0.74 | 0.74 | | 0.10 | 0.10 | 0.10 | | 0.01 | 0.01 | 0.09 | |
| Volume/Cap: | 0.42 | 0.66 | 0.06 | | 0.66 | 0.42 | 0.42 | | 0.66 | 0.66 | 0.66 | | 0.66 | 0.66 | 0.55 | |
| Delay/Veh: | 56.9 | 9.9 | 4.8 | | 50.5 | 4.9 | 4.9 | | 51.8 | 51.8 | 51.8 | | 75.6 | 75.6 | 47.4 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 56.9 | 9.9 | 4.8 | | 50.5 | 4.9 | 4.9 | | 51.8 | 51.8 | 51.8 | | 75.6 | 75.6 | 47.4 | |
| LOS by Move: | E | A | A | | D | A | A | | D | D | D | | E | E | D | |
| HCM2kAvgQ: | 1 | 16 | 1 | | 4 | 7 | 7 | | 4 | 4 | 4 | | 1 | 1 | 2 | |

Note: Queue reported is the number of cars per lane.





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Folsom South of US-50 Annexation
Existing Plus RHD PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #8 East Bidwell St/Scholar Way

Cycle (sec): 100 Critical Vol./Cap. (X): 0.594
Loss Time (sec): 12 Average Delay (sec/veh): 12.7
Optimal Cycle: 48 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - | R | L | - T | - | R | L | - T | - | R | L | - T | - | R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ignore | | | | Ignore | | | | Ignore | | | | Ignore | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 2 | 0 | 1 | 2 | 0 | 3 | 0 | 1 | 1 | 0 | 2 | 0 | 1 | 1 | 0 | 2 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | | | | | |
| Base Vol: | 36 | 1415 | 274 | | 81 | 1407 | 99 | | 116 | 53 | 5 | | 105 | 43 | 95 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 36 | 1415 | 274 | | 81 | 1407 | 99 | | 116 | 53 | 5 | | 105 | 43 | 95 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.00 | |
| PHF Volume: | 38 | 1505 | 0 | | 86 | 1497 | 0 | | 123 | 56 | 0 | | 112 | 46 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 38 | 1505 | 0 | | 86 | 1497 | 0 | | 123 | 56 | 0 | | 112 | 46 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| FinalVolume: | 38 | 1505 | 0 | | 86 | 1497 | 0 | | 123 | 56 | 0 | | 112 | 46 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.95 | 1.00 | | 0.92 | 0.91 | 1.00 | | 0.95 | 0.95 | 1.00 | | 0.95 | 0.95 | 1.00 | |
| Lanes: | 2.00 | 2.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 1.00 | 2.00 | 1.00 | | 1.00 | 2.00 | 1.00 | |
| Final Sat.: | 3502 | 3610 | 1900 | | 3502 | 5187 | 1900 | | 1805 | 3610 | 1900 | | 1805 | 3610 | 1900 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.42 | 0.00 | | 0.02 | 0.29 | 0.00 | | 0.07 | 0.02 | 0.00 | | 0.06 | 0.01 | 0.00 | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.03 | 0.70 | 0.00 | | 0.04 | 0.72 | 0.00 | | 0.12 | 0.03 | 0.00 | | 0.11 | 0.02 | 0.00 | |
| Volume/Cap: | 0.40 | 0.59 | 0.00 | | 0.59 | 0.40 | 0.00 | | 0.59 | 0.57 | 0.00 | | 0.57 | 0.59 | 0.00 | |
| Delay/Veh: | 50.6 | 8.0 | 0.0 | | 53.6 | 5.7 | 0.0 | | 46.6 | 55.6 | 0.0 | | 46.2 | 60.4 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 50.6 | 8.0 | 0.0 | | 53.6 | 5.7 | 0.0 | | 46.6 | 55.6 | 0.0 | | 46.2 | 60.4 | 0.0 | |
| LOS by Move: | D | A | A | | D | A | A | | D | E | A | | D | E | A | |
| HCM2kAvgQ: | 1 | 13 | 0 | | 2 | 7 | 0 | | 4 | 1 | 0 | | 3 | 1 | 0 | |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Existing Plus RHD PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #9 East Bidwell St/Power Center Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.619
Loss Time (sec): 12 Average Delay (sec/veh): 20.4
Optimal Cycle: 50 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - | R | L | - T | - | R | L | - T | - | R | L | - T | - | R |
| Control: | Protected | | | | Protected | | | | Split Phase | | | | Split Phase | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 3 | 0 | 1 | 1 | 0 | 3 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 94 | 1533 | 178 | | 178 | 1327 | 61 | | 140 | 38 | 86 | | 114 | 11 | 94 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 94 | 1533 | 178 | | 178 | 1327 | 61 | | 140 | 38 | 86 | | 114 | 11 | 94 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 100 | 1631 | 189 | | 189 | 1412 | 65 | | 149 | 40 | 91 | | 121 | 12 | 100 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 100 | 1631 | 189 | | 189 | 1412 | 65 | | 149 | 40 | 91 | | 121 | 12 | 100 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 100 | 1631 | 189 | | 189 | 1412 | 65 | | 149 | 40 | 91 | | 121 | 12 | 100 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.91 | 0.85 | | 0.95 | 0.91 | 0.85 | | 0.96 | 0.96 | 0.85 | | 0.96 | 0.96 | 0.85 | |
| Lanes: | 1.00 | 3.00 | 1.00 | | 1.00 | 3.00 | 1.00 | | 1.57 | 0.43 | 1.00 | | 0.91 | 0.09 | 1.00 | |
| Final Sat.: | 1805 | 5187 | 1615 | | 1805 | 5187 | 1615 | | 2875 | 780 | 1615 | | 1657 | 160 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.06 | 0.31 | 0.12 | | 0.10 | 0.27 | 0.04 | | 0.05 | 0.05 | 0.06 | | 0.07 | 0.07 | 0.06 | |
| Crit Moves: | | **** | | | **** | | | | | **** | | | | **** | | |
| Green/Cycle: | 0.11 | 0.51 | 0.63 | | 0.17 | 0.56 | 0.65 | | 0.08 | 0.08 | 0.20 | | 0.12 | 0.12 | 0.29 | |
| Volume/Cap: | 0.48 | 0.62 | 0.19 | | 0.62 | 0.48 | 0.06 | | 0.62 | 0.62 | 0.29 | | 0.62 | 0.62 | 0.22 | |
| Delay/Veh: | 43.3 | 18.1 | 8.0 | | 42.3 | 13.2 | 6.5 | | 48.1 | 48.1 | 34.6 | | 47.3 | 47.3 | 27.3 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 43.3 | 18.1 | 8.0 | | 42.3 | 13.2 | 6.5 | | 48.1 | 48.1 | 34.6 | | 47.3 | 47.3 | 27.3 | |
| LOS by Move: | D | B | A | | D | B | A | | D | D | C | | D | D | C | |
| HCM2kAvgQ: | 3 | 13 | 2 | | 6 | 10 | 1 | | 3 | 3 | 2 | | 4 | 4 | 2 | |

Note: Queue reported is the number of cars per lane.





PM Existing Plus RHD Wed Jan 13, 2010 15:27:31 Page 12-1

Folsom South of US-50 Annexation
Existing Plus RHD PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #10 Broadstone Pkwy/ East Bidwell St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.621
Loss Time (sec): 12 Average Delay (sec/veh): 27.4
Optimal Cycle: 50 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - | R | L | - T | - | R | L | - T | - | R | L | - T | - | R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ignore | | | | Ignore | | | | Ignore | | | | Ignore | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 3 | 0 | 1 | 2 | 0 | 3 | 0 | 1 | 2 | 0 | 3 | 0 | 1 | |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 59 | 567 | 40 | | 236 | 480 | 179 | | 293 | 1175 | 44 | | 135 | 1400 | 377 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 59 | 567 | 40 | | 236 | 480 | 179 | | 293 | 1175 | 44 | | 135 | 1400 | 377 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| PHF Adj: | 0.97 | 0.97 | 0.00 | | 0.97 | 0.97 | 0.00 | | 0.97 | 0.97 | 0.00 | | 0.97 | 0.97 | 0.00 | |
| PHF Volume: | 61 | 585 | 0 | | 243 | 495 | 0 | | 302 | 1211 | 0 | | 139 | 1443 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 61 | 585 | 0 | | 243 | 495 | 0 | | 302 | 1211 | 0 | | 139 | 1443 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| FinalVolume: | 61 | 585 | 0 | | 243 | 495 | 0 | | 302 | 1211 | 0 | | 139 | 1443 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.91 | 1.00 | | 0.92 | 0.91 | 1.00 | | 0.92 | 0.91 | 1.00 | | 0.92 | 0.91 | 1.00 | |
| Lanes: | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | |
| Final Sat.: | 3502 | 5187 | 1900 | | 3502 | 5187 | 1900 | | 3502 | 5187 | 1900 | | 3502 | 5187 | 1900 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.11 | 0.00 | | 0.07 | 0.10 | 0.00 | | 0.09 | 0.23 | 0.00 | | 0.04 | 0.28 | 0.00 | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.05 | 0.18 | 0.00 | | 0.11 | 0.25 | 0.00 | | 0.14 | 0.50 | 0.00 | | 0.09 | 0.45 | 0.00 | |
| Volume/Cap: | 0.38 | 0.62 | 0.00 | | 0.62 | 0.38 | 0.00 | | 0.62 | 0.47 | 0.00 | | 0.47 | 0.62 | 0.00 | |
| Delay/Veh: | 47.9 | 39.0 | 0.0 | | 45.5 | 31.4 | 0.0 | | 43.1 | 16.3 | 0.0 | | 44.7 | 21.6 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 47.9 | 39.0 | 0.0 | | 45.5 | 31.4 | 0.0 | | 43.1 | 16.3 | 0.0 | | 44.7 | 21.6 | 0.0 | |
| LOS by Move: | D | D | A | | D | C | A | | D | B | A | | D | C | A | |
| HCM2kAvgQ: | 1 | 6 | 0 | | 5 | 5 | 0 | | 4 | 8 | 0 | | 3 | 13 | 0 | |

Note: Queue reported is the number of cars per lane.

Folsom South of US-50 Annexation
Existing Plus RHD PM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #11 Empire Ranch Road/ Broadstone Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.482
Loss Time (sec): 0 Average Delay (sec/veh): 13.4
Optimal Cycle: 0 Level Of Service: B

| 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 | 2 | 1 | 0 | 1 | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 1! | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 53 | 695 | 14 | | 11 | 362 | 66 | | 82 | 22 | 33 | | 8 | 28 | 3 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 53 | 695 | 14 | | 11 | 362 | 66 | | 82 | 22 | 33 | | 8 | 28 | 3 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 60 | 781 | 16 | | 12 | 407 | 74 | | 92 | 25 | 37 | | 9 | 31 | 3 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 60 | 781 | 16 | | 12 | 407 | 74 | | 92 | 25 | 37 | | 9 | 31 | 3 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 60 | 781 | 16 | | 12 | 407 | 74 | | 92 | 25 | 37 | | 9 | 31 | 3 | |
| 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 | 2.94 | 0.06 | | 1.00 | 2.54 | 0.46 | | 2.00 | 1.00 | 1.00 | | 0.20 | 0.72 | 0.08 | |
| Final Sat.: | 506 | 1620 | 33 | | 461 | 1273 | 240 | | 850 | 450 | 494 | | 94 | 329 | 35 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.12 | 0.48 | 0.48 | | 0.03 | 0.32 | 0.31 | | 0.11 | 0.05 | 0.08 | | 0.10 | 0.10 | 0.10 | |
| Crit Moves: | | **** | | | | **** | | | **** | | | | **** | | | |
| Delay/Veh: | 10.5 | 14.8 | 14.7 | | 10.4 | 12.7 | 12.2 | | 11.6 | 10.6 | 10.0 | | 11.2 | 11.2 | 11.2 | |
| Delay Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 10.5 | 14.8 | 14.7 | | 10.4 | 12.7 | 12.2 | | 11.6 | 10.6 | 10.0 | | 11.2 | 11.2 | 11.2 | |
| LOS by Move: | B | B | B | | B | B | B | | B | B | A | | B | B | B | |
| ApproachDel: | | 14.5 | | | | 12.6 | | | | 11.0 | | | | 11.2 | | |
| Delay Adj: | | 1.00 | | | | 1.00 | | | | 1.00 | | | | 1.00 | | |
| ApprAdjDel: | | 14.5 | | | | 12.6 | | | | 11.0 | | | | 11.2 | | |
| LOS by Appr: | | B | | | | B | | | | B | | | | B | | |
| AllWayAvgQ: | 0.1 | 0.9 | 0.9 | | 0.0 | 0.4 | 0.4 | | 0.1 | 0.1 | 0.1 | | 0.1 | 0.1 | 0.1 | |

Note: Queue reported is the number of cars per lane.





Folsom South of US-50 Annexation
Existing Plus RHD PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #12 Oak Avenue Prky / Haverhill Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.484
Loss Time (sec): 9 Average Delay (sec/veh): 9.7
Optimal Cycle: 33 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 1! | 0 | 0 | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 5 | 1061 | 74 | | 63 | 716 | 4 | | 2 | 5 | 3 | | 21 | 7 | 86 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 5 | 1061 | 74 | | 63 | 716 | 4 | | 2 | 5 | 3 | | 21 | 7 | 86 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.96 | 0.96 | 0.96 | | 0.96 | 0.96 | 0.96 | | 0.96 | 0.96 | 0.96 | | 0.96 | 0.96 | 0.96 | |
| PHF Volume: | 5 | 1105 | 77 | | 66 | 746 | 4 | | 2 | 5 | 3 | | 22 | 7 | 90 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 5 | 1105 | 77 | | 66 | 746 | 4 | | 2 | 5 | 3 | | 22 | 7 | 90 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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 | 1105 | 77 | | 66 | 746 | 4 | | 2 | 5 | 3 | | 22 | 7 | 90 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.94 | 0.94 | | 0.95 | 0.95 | 0.95 | | 0.92 | 0.92 | 0.92 | | 0.85 | 0.85 | 0.85 | |
| Lanes: | 1.00 | 1.87 | 0.13 | | 1.00 | 1.99 | 0.01 | | 0.20 | 0.50 | 0.30 | | 0.18 | 0.06 | 0.76 | |
| Final Sat.: | 1805 | 3341 | 233 | | 1805 | 3586 | 20 | | 350 | 876 | 525 | | 299 | 100 | 1223 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.33 | 0.33 | | 0.04 | 0.21 | 0.21 | | 0.01 | 0.01 | 0.01 | | 0.07 | 0.07 | 0.07 | |
| Crit Moves: | | **** | | | **** | | | | | | | | | **** | | |
| Green/Cycle: | 0.01 | 0.68 | 0.68 | | 0.08 | 0.75 | 0.75 | | 0.15 | 0.15 | 0.15 | | 0.15 | 0.15 | 0.15 | |
| Volume/Cap: | 0.28 | 0.48 | 0.48 | | 0.48 | 0.28 | 0.28 | | 0.04 | 0.04 | 0.04 | | 0.48 | 0.48 | 0.48 | |
| Delay/Veh: | 57.0 | 7.6 | 7.6 | | 47.1 | 4.1 | 4.1 | | 36.3 | 36.3 | 36.3 | | 40.4 | 40.4 | 40.4 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 57.0 | 7.6 | 7.6 | | 47.1 | 4.1 | 4.1 | | 36.3 | 36.3 | 36.3 | | 40.4 | 40.4 | 40.4 | |
| LOS by Move: | E | A | A | | D | A | A | | D | D | D | | D | D | D | |
| HCM2kAvgQ: | 0 | 9 | 9 | | 2 | 4 | 4 | | 0 | 0 | 0 | | 4 | 4 | 4 | |

Note: Queue reported is the number of cars per lane.

Folsom South of US-50 Annexation
Existing Plus RHD PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #13 Oak Avenue Prky / Haldion Wy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.545
Loss Time (sec): 9 Average Delay (sec/veh): 13.7
Optimal Cycle: 37 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Permitted | | | Permitted | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 0 | 1 | 1 0 | 1 0 | 1 | 1 0 | 0 0 | 1! | 0 0 | 0 0 | 1! | 0 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 54 | 1086 | 151 | 65 | 643 | 23 | 15 | 5 | 42 | 88 | 8 | 41 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 54 | 1086 | 151 | 65 | 643 | 23 | 15 | 5 | 42 | 88 | 8 | 41 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 |
| PHF Volume: | 56 | 1120 | 156 | 67 | 663 | 24 | 15 | 5 | 43 | 91 | 8 | 42 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 56 | 1120 | 156 | 67 | 663 | 24 | 15 | 5 | 43 | 91 | 8 | 42 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 56 | 1120 | 156 | 67 | 663 | 24 | 15 | 5 | 43 | 91 | 8 | 42 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.93 | 0.93 | 0.95 | 0.95 | 0.95 | 0.85 | 0.85 | 0.85 | 0.75 | 0.75 | 0.75 |
| Lanes: | 1.00 | 1.76 | 0.24 | 1.00 | 1.93 | 0.07 | 0.24 | 0.08 | 0.68 | 0.64 | 0.06 | 0.30 |
| Final Sat.: | 1805 | 3112 | 433 | 1805 | 3468 | 124 | 389 | 130 | 1088 | 919 | 84 | 428 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.36 | 0.36 | 0.04 | 0.19 | 0.19 | 0.04 | 0.04 | 0.04 | 0.10 | 0.10 | 0.10 |
| Crit Moves: | | **** | | **** | | | | | | | **** | |
| Green/Cycle: | 0.10 | 0.66 | 0.66 | 0.07 | 0.63 | 0.63 | 0.18 | 0.18 | 0.18 | 0.18 | 0.18 | 0.18 |
| Volume/Cap: | 0.30 | 0.54 | 0.54 | 0.54 | 0.30 | 0.30 | 0.22 | 0.22 | 0.22 | 0.54 | 0.54 | 0.54 |
| Delay/Veh: | 42.6 | 9.3 | 9.3 | 50.1 | 8.7 | 8.7 | 35.3 | 35.3 | 35.3 | 39.6 | 39.6 | 39.6 |
| 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: | 42.6 | 9.3 | 9.3 | 50.1 | 8.7 | 8.7 | 35.3 | 35.3 | 35.3 | 39.6 | 39.6 | 39.6 |
| LOS by Move: | D | A | A | D | A | A | D | D | D | D | D | D |
| HCM2kAvgQ: | 2 | 10 | 10 | 2 | 5 | 5 | 2 | 2 | 2 | 5 | 5 | 5 |

Note: Queue reported is the number of cars per lane.





Folsom South of US-50 Annexation
Existing Plus RHD PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #14 Folsom Blvd/ Iron Point Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.866
Loss Time (sec): 12 Average Delay (sec/veh): 21.9
Optimal Cycle: 96 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 0 0 | 2 | 0 1 | 1 0 | 2 | 0 0 | 0 0 | 0 | 0 0 | 2 0 | 0 | 0 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 1478 | 1026 | 160 | 1311 | 0 | 0 | 0 | 0 | 618 | 0 | 202 |
| Growth Adj: | 1.00 | 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 | 1478 | 1026 | 160 | 1311 | 0 | 0 | 0 | 0 | 618 | 0 | 202 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| PHF Volume: | 0 | 1556 | 1080 | 168 | 1380 | 0 | 0 | 0 | 0 | 651 | 0 | 213 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 1556 | 1080 | 168 | 1380 | 0 | 0 | 0 | 0 | 651 | 0 | 213 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 1556 | 1080 | 168 | 1380 | 0 | 0 | 0 | 0 | 651 | 0 | 213 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 0.95 | 0.85 | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 0.92 | 1.00 | 0.85 |
| Lanes: | 0.00 | 2.00 | 1.00 | 1.00 | 2.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 1.00 |
| Final Sat.: | 0 | 3610 | 1615 | 1805 | 3610 | 0 | 0 | 0 | 0 | 3502 | 0 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.43 | 0.67 | 0.09 | 0.38 | 0.00 | 0.00 | 0.00 | 0.00 | 0.19 | 0.00 | 0.13 |
| Crit Moves: | | | **** | **** | | | | | | **** | | |
| Green/Cycle: | 0.00 | 0.56 | 0.77 | 0.11 | 0.67 | 0.00 | 0.00 | 0.00 | 0.00 | 0.21 | 0.00 | 0.21 |
| Volume/Cap: | 0.00 | 0.77 | 0.87 | 0.87 | 0.57 | 0.00 | 0.00 | 0.00 | 0.00 | 0.87 | 0.00 | 0.61 |
| Delay/Veh: | 0.0 | 19.1 | 14.4 | 74.9 | 9.4 | 0.0 | 0.0 | 0.0 | 0.0 | 48.3 | 0.0 | 38.8 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 19.1 | 14.4 | 74.9 | 9.4 | 0.0 | 0.0 | 0.0 | 0.0 | 48.3 | 0.0 | 38.8 |
| LOS by Move: | A | B | B | E | A | A | A | A | A | D | A | D |
| HCM2kAvgQ: | 0 | 20 | 24 | 6 | 12 | 0 | 0 | 0 | 0 | 11 | 0 | 6 |

Note: Queue reported is the number of cars per lane.

Folsom South of US-50 Annexation
Existing Plus RHD PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #15 Prairie City Rd/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.690
Loss Time (sec): 12 Average Delay (sec/veh): 30.7
Optimal Cycle: 58 Level of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ignore | | | | Ignore | | | | Ignore | | | | Ignore | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 2 | 0 | 1 | 2 | 0 | 3 | 0 | 1 | 2 | 0 | 3 | 0 | 1 | |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 336 | 1006 | 146 | | 405 | 824 | 14 | | 96 | 923 | 431 | | 15 | 180 | 175 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 336 | 1006 | 146 | | 405 | 824 | 14 | | 96 | 923 | 431 | | 15 | 180 | 175 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| PHF Adj: | 0.95 | 0.95 | 0.00 | | 0.95 | 0.95 | 0.00 | | 0.95 | 0.95 | 0.00 | | 0.95 | 0.95 | 0.00 | |
| PHF Volume: | 354 | 1059 | 0 | | 426 | 867 | 0 | | 101 | 972 | 0 | | 16 | 189 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 354 | 1059 | 0 | | 426 | 867 | 0 | | 101 | 972 | 0 | | 16 | 189 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| FinalVolume: | 354 | 1059 | 0 | | 426 | 867 | 0 | | 101 | 972 | 0 | | 16 | 189 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.95 | 1.00 | | 0.92 | 0.91 | 1.00 | | 0.92 | 0.91 | 1.00 | | 0.92 | 0.91 | 1.00 | |
| Lanes: | 2.00 | 2.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | |
| Final Sat.: | 3502 | 3610 | 1900 | | 3502 | 5187 | 1900 | | 3502 | 5187 | 1900 | | 3502 | 5187 | 1900 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.10 | 0.29 | 0.00 | | 0.12 | 0.17 | 0.00 | | 0.03 | 0.19 | 0.00 | | 0.00 | 0.04 | 0.00 | |
| Crit Moves: | | **** | | | **** | | | | | **** | | | **** | | | |
| Green/Cycle: | 0.23 | 0.43 | 0.00 | | 0.18 | 0.38 | 0.00 | | 0.12 | 0.27 | 0.00 | | 0.01 | 0.16 | 0.00 | |
| Volume/Cap: | 0.45 | 0.69 | 0.00 | | 0.69 | 0.45 | 0.00 | | 0.24 | 0.69 | 0.00 | | 0.69 | 0.24 | 0.00 | |
| Delay/Veh: | 33.7 | 24.7 | 0.0 | | 41.9 | 23.6 | 0.0 | | 39.9 | 34.1 | 0.0 | | 112.6 | 37.2 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 33.7 | 24.7 | 0.0 | | 41.9 | 23.6 | 0.0 | | 39.9 | 34.1 | 0.0 | | 112.6 | 37.2 | 0.0 | |
| LOS by Move: | C | C | A | | D | C | A | | D | C | A | | F | D | A | |
| HCM2kAvgQ: | 5 | 14 | 0 | | 6 | 7 | 0 | | 1 | 10 | 0 | | 0 | 2 | 0 | |

Note: Queue reported is the number of cars per lane.





Folsom South of US-50 Annexation
Existing Plus RHD PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #16 Grover Rd/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.362
Loss Time (sec): 12 Average Delay (sec/veh): 9.8
Optimal Cycle: 33 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Split Phase | | | | Split Phase | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 1! | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 3 | 0 | 1 | |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 6 | 1 | 0 | | 63 | 3 | 20 | | 109 | 1346 | 1 | | 5 | 342 | 70 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 6 | 1 | 0 | | 63 | 3 | 20 | | 109 | 1346 | 1 | | 5 | 342 | 70 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 6 | 1 | 0 | | 67 | 3 | 21 | | 116 | 1432 | 1 | | 5 | 364 | 74 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 6 | 1 | 0 | | 67 | 3 | 21 | | 116 | 1432 | 1 | | 5 | 364 | 74 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 6 | 1 | 0 | | 67 | 3 | 21 | | 116 | 1432 | 1 | | 5 | 364 | 74 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.96 | 0.96 | 1.00 | | 0.95 | 0.87 | 0.87 | | 0.95 | 0.91 | 0.85 | | 0.95 | 0.89 | 0.89 | |
| Lanes: | 1.75 | 0.25 | 0.00 | | 1.00 | 0.13 | 0.87 | | 1.00 | 3.00 | 1.00 | | 1.00 | 2.49 | 0.51 | |
| Final Sat.: | 3189 | 456 | 0 | | 1805 | 215 | 1436 | | 1805 | 5187 | 1615 | | 1805 | 4198 | 859 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | | 0.04 | 0.01 | 0.01 | | 0.06 | 0.28 | 0.00 | | 0.00 | 0.09 | 0.09 | |
| Crit Moves: | | **** | | | **** | | | | | **** | | | **** | | | |
| Green/Cycle: | 0.01 | 0.01 | 0.00 | | 0.10 | 0.10 | 0.10 | | 0.33 | 0.76 | 0.76 | | 0.01 | 0.44 | 0.44 | |
| Volume/Cap: | 0.31 | 0.36 | 0.00 | | 0.36 | 0.14 | 0.14 | | 0.20 | 0.36 | 0.00 | | 0.36 | 0.20 | 0.20 | |
| Delay/Veh: | 56.7 | 60.0 | 0.0 | | 43.0 | 41.3 | 41.3 | | 24.3 | 3.9 | 2.8 | | 63.9 | 17.0 | 17.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 56.7 | 60.0 | 0.0 | | 43.0 | 41.3 | 41.3 | | 24.3 | 3.9 | 2.8 | | 63.9 | 17.0 | 17.0 | |
| LOS by Move: | E | E | A | | D | D | D | | C | A | A | | E | B | B | |
| HCM2kAvgQ: | 0 | 1 | 0 | | 2 | 1 | 1 | | 2 | 5 | 0 | | 0 | 3 | 3 | |

Note: Queue reported is the number of cars per lane.

PM Existing Plus RHD Wed Jan 13, 2010 15:27:31 Page 19-1

Folsom South of US-50 Annexation
Existing Plus RHD PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #17 McAdoo Dr/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.418
Loss Time (sec): 12 Average Delay (sec/veh): 16.7
Optimal Cycle: 36 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 2 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | | 132 | 0 | 52 | | 276 | 1344 | 0 | | 0 | 320 | 137 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 0 | 0 | 0 | | 132 | 0 | 52 | | 276 | 1344 | 0 | | 0 | 320 | 137 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.95 | 0.95 | 0.95 | | 0.95 | 0.95 | 0.95 | | 0.95 | 0.95 | 0.95 | | 0.95 | 0.95 | 0.95 | |
| PHF Volume: | 0 | 0 | 0 | | 139 | 0 | 55 | | 291 | 1415 | 0 | | 0 | 337 | 144 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 0 | 0 | | 139 | 0 | 55 | | 291 | 1415 | 0 | | 0 | 337 | 144 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 0 | 0 | 0 | | 139 | 0 | 55 | | 291 | 1415 | 0 | | 0 | 337 | 144 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 1.00 | 1.00 | | 0.77 | 1.00 | 0.85 | | 0.95 | 0.91 | 1.00 | | 1.00 | 0.87 | 0.87 | |
| Lanes: | 0.00 | 0.00 | 0.00 | | 1.00 | 0.00 | 1.00 | | 1.00 | 3.00 | 0.00 | | 0.00 | 2.10 | 0.90 | |
| Final Sat.: | 0 | 0 | 0 | | 1461 | 0 | 1615 | | 1805 | 5187 | 0 | | 0 | 3469 | 1485 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | | 0.10 | 0.00 | 0.03 | | 0.16 | 0.27 | 0.00 | | 0.00 | 0.10 | 0.10 | |
| Crit Moves: | | | | | **** | | | | | **** | | | **** | | | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | | 0.23 | 0.00 | 0.23 | | 0.41 | 0.65 | 0.00 | | 0.00 | 0.25 | 0.25 | |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | | 0.42 | 0.00 | 0.15 | | 0.40 | 0.42 | 0.00 | | 0.00 | 0.40 | 0.40 | |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | | 33.8 | 0.0 | 31.1 | | 21.3 | 8.4 | 0.0 | | 0.0 | 31.7 | 31.7 | |
| 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: | 0.0 | 0.0 | 0.0 | | 33.8 | 0.0 | 31.1 | | 21.3 | 8.4 | 0.0 | | 0.0 | 31.7 | 31.7 | |
| LOS by Move: | A | A | A | | C | A | C | | C | A | A | | A | C | C | |
| HCM2kAvgQ: | 0 | 0 | 0 | | 4 | 0 | 1 | | 6 | 7 | 0 | | 0 | 4 | 4 | |

Note: Queue reported is the number of cars per lane.





PM Existing Plus RHD Wed Jan 13, 2010 15:27:31 Page 20-1

Folsom South of US-50 Annexation
Existing Plus RHD PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #18 Oak Ave Pkwy/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.731
Loss Time (sec): 12 Average Delay (sec/veh): 34.6
Optimal Cycle: 64 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ignore | | | | Ignore | | | | Ovl | | | | Ignore | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 2 | 0 | 1 | 2 | 0 | 2 | 0 | 1 | 2 | 0 | 2 | 0 | 1 | 2 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 132 | 618 | 354 | | 264 | 524 | 56 | | 447 | 861 | 180 | | 463 | 219 | 349 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 132 | 618 | 354 | | 264 | 524 | 56 | | 447 | 861 | 180 | | 463 | 219 | 349 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| PHF Adj: | 0.96 | 0.96 | 0.00 | | 0.96 | 0.96 | 0.00 | | 0.96 | 0.96 | 0.96 | | 0.96 | 0.96 | 0.00 | |
| PHF Volume: | 138 | 644 | 0 | | 275 | 546 | 0 | | 466 | 897 | 188 | | 482 | 228 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 138 | 644 | 0 | | 275 | 546 | 0 | | 466 | 897 | 188 | | 482 | 228 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| FinalVolume: | 138 | 644 | 0 | | 275 | 546 | 0 | | 466 | 897 | 188 | | 482 | 228 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.95 | 1.00 | | 0.92 | 0.95 | 1.00 | | 0.92 | 0.95 | 0.85 | | 0.92 | 0.95 | 1.00 | |
| Lanes: | 2.00 | 2.00 | 1.00 | | 2.00 | 2.00 | 1.00 | | 2.00 | 2.00 | 1.00 | | 2.00 | 2.00 | 1.00 | |
| Final Sat.: | 3502 | 3610 | 1900 | | 3502 | 3610 | 1900 | | 3502 | 3610 | 1615 | | 3502 | 3610 | 1900 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.18 | 0.00 | | 0.08 | 0.15 | 0.00 | | 0.13 | 0.25 | 0.12 | | 0.14 | 0.06 | 0.00 | |
| Crit Moves: | | **** | | | **** | | | | | **** | | | **** | | | |
| Green/Cycle: | 0.07 | 0.24 | 0.00 | | 0.11 | 0.28 | 0.00 | | 0.36 | 0.34 | 0.41 | | 0.19 | 0.17 | 0.00 | |
| Volume/Cap: | 0.54 | 0.73 | 0.00 | | 0.73 | 0.54 | 0.00 | | 0.37 | 0.73 | 0.28 | | 0.73 | 0.37 | 0.00 | |
| Delay/Veh: | 47.2 | 37.9 | 0.0 | | 50.4 | 31.2 | 0.0 | | 23.9 | 31.3 | 19.8 | | 42.4 | 37.1 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 47.2 | 37.9 | 0.0 | | 50.4 | 31.2 | 0.0 | | 23.9 | 31.3 | 19.8 | | 42.4 | 37.1 | 0.0 | |
| LOS by Move: | D | D | A | | D | C | A | | C | C | B | | D | D | A | |
| HCM2kAvgQ: | 2 | 10 | 0 | | 4 | 7 | 0 | | 5 | 13 | 4 | | 7 | 3 | 0 | |

Note: Queue reported is the number of cars per lane.

PM Existing Plus RHD Wed Jan 13, 2010 15:27:31 Page 21-1

Folsom South of US-50 Annexation
Existing Plus RHD PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #19 Rowberry Dr/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.586
Loss Time (sec): 12 Average Delay (sec/veh): 21.5
Optimal Cycle: 47 Level Of Service: C

| Approach: | North Bound | | | | | | South Bound | | | | | | East Bound | | | | | | West Bound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - | R | | L | - | T | - | R | | L | - | T | - | R | | L | - | T | - | R | |
| Control: | Split Phase | | | | | | Split Phase | | | | | | Protected | | | | | | Protected | | | | | |
| Rights: | Ovl | | | | | | Include | | | | | | Ovl | | | | | | Include | | | | | |
| Min. Green: | 0 | 0 | 0 | | | | 0 | 0 | 0 | | | | 0 | 0 | 0 | | | | 0 | 0 | 0 | | | |
| 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 | | | |
| Lanes: | 1 | 1 | 0 | 0 | 1 | | 1 | 0 | 0 | 1 | 0 | | 1 | 0 | 2 | 0 | 1 | | 2 | 0 | 1 | 1 | 0 | |
| Volume Module: | | | | | | | | | | | | | | | | | | | | | | | | |
| Base Vol: | 430 | 112 | 251 | | | | 7 | 68 | 9 | | | | 10 | 965 | 503 | | | | 153 | 626 | 5 | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 | | | |
| Initial Bse: | 430 | 112 | 251 | | | | 7 | 68 | 9 | | | | 10 | 965 | 503 | | | | 153 | 626 | 5 | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 | | | |
| PHF Adj: | 0.97 | 0.97 | 0.97 | | | | 0.97 | 0.97 | 0.97 | | | | 0.97 | 0.97 | 0.97 | | | | 0.97 | 0.97 | 0.97 | | | |
| PHF Volume: | 443 | 115 | 259 | | | | 7 | 70 | 9 | | | | 10 | 995 | 519 | | | | 158 | 645 | 5 | | | |
| Reduct Vol: | 0 | 0 | 0 | | | | 0 | 0 | 0 | | | | 0 | 0 | 0 | | | | 0 | 0 | 0 | | | |
| Reduced Vol: | 443 | 115 | 259 | | | | 7 | 70 | 9 | | | | 10 | 995 | 519 | | | | 158 | 645 | 5 | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 | | | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 | | | |
| FinalVolume: | 443 | 115 | 259 | | | | 7 | 70 | 9 | | | | 10 | 995 | 519 | | | | 158 | 645 | 5 | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | | | 1900 | 1900 | 1900 | | | | 1900 | 1900 | 1900 | | | | 1900 | 1900 | 1900 | | | |
| Adjustment: | 0.96 | 0.96 | 0.85 | | | | 0.95 | 0.98 | 0.98 | | | | 0.95 | 0.95 | 0.85 | | | | 0.92 | 0.95 | 0.95 | | | |
| Lanes: | 1.59 | 0.41 | 1.00 | | | | 1.00 | 0.88 | 0.12 | | | | 1.00 | 2.00 | 1.00 | | | | 2.00 | 1.98 | 0.02 | | | |
| Final Sat.: | 2900 | 755 | 1615 | | | | 1805 | 1648 | 218 | | | | 1805 | 3610 | 1615 | | | | 3502 | 3578 | 29 | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.15 | 0.15 | 0.16 | | | | 0.00 | 0.04 | 0.04 | | | | 0.01 | 0.28 | 0.32 | | | | 0.05 | 0.18 | 0.18 | | | |
| Crit Moves: | **** | | | | | | | **** | | | | | | **** | | | | | **** | | | | | |
| Green/Cycle: | 0.26 | 0.26 | 0.34 | | | | 0.07 | 0.07 | 0.07 | | | | 0.02 | 0.47 | 0.73 | | | | 0.08 | 0.53 | 0.53 | | | |
| Volume/Cap: | 0.59 | 0.59 | 0.47 | | | | 0.06 | 0.59 | 0.59 | | | | 0.34 | 0.59 | 0.44 | | | | 0.59 | 0.34 | 0.34 | | | |
| Delay/Veh: | 33.2 | 33.2 | 26.8 | | | | 43.4 | 51.4 | 51.4 | | | | 55.2 | 19.9 | 5.6 | | | | 48.0 | 13.6 | 13.6 | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 | | | |
| AdjDel/Veh: | 33.2 | 33.2 | 26.8 | | | | 43.4 | 51.4 | 51.4 | | | | 55.2 | 19.9 | 5.6 | | | | 48.0 | 13.6 | 13.6 | | | |
| LOS by Move: | C | C | C | | | | D | D | D | | | | E | B | A | | | | D | B | B | | | |
| HCM2kAvgQ: | 7 | 7 | 6 | | | | 0 | 3 | 3 | | | | 0 | 11 | 6 | | | | 2 | 6 | 6 | | | |

Note: Queue reported is the number of cars per lane.





PM Existing Plus RHD Wed Jan 13, 2010 15:27:31 Page 22-1

Folsom South of US-50 Annexation
Existing Plus RHD PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #20 Broadstone Pkwy/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.559
Loss Time (sec): 12 Average Delay (sec/veh): 19.1
Optimal Cycle: 45 Level Of Service: B

| Approach: | North Bound | | | | | | South Bound | | | | | | East Bound | | | | | | West Bound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - | R | | L | - | T | - | R | | L | - | T | - | R | | L | - | T | - | R | |
| Control: | Split Phase | | | | | | Split Phase | | | | | | Protected | | | | | | Protected | | | | | |
| Rights: | Include | | | | | | Ignore | | | | | | Include | | | | | | Ignore | | | | | |
| Min. Green: | 0 | 0 | 0 | | | | 0 | 0 | 0 | | | | 0 | 0 | 0 | | | | 0 | 0 | 0 | | | |
| 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 | | | |
| Lanes: | 1 | 1 | 0 | 0 | 1 | | 2 | 0 | 1 | 0 | 1 | | 1 | 0 | 2 | 0 | 1 | | 2 | 0 | 3 | 0 | 1 | |
| Volume Module: | | | | | | | | | | | | | | | | | | | | | | | | |
| Base Vol: | 52 | 31 | 51 | | | | 83 | 2 | 434 | | | | 656 | 550 | 8 | | | | 12 | 330 | 66 | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 | | | |
| Initial Bse: | 52 | 31 | 51 | | | | 83 | 2 | 434 | | | | 656 | 550 | 8 | | | | 12 | 330 | 66 | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 0.00 | | | | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 0.00 | | | |
| PHF Adj: | 0.98 | 0.98 | 0.98 | | | | 0.98 | 0.98 | 0.00 | | | | 0.98 | 0.98 | 0.98 | | | | 0.98 | 0.98 | 0.00 | | | |
| PHF Volume: | 53 | 32 | 52 | | | | 85 | 2 | 0 | | | | 669 | 561 | 8 | | | | 12 | 337 | 0 | | | |
| Reduct Vol: | 0 | 0 | 0 | | | | 0 | 0 | 0 | | | | 0 | 0 | 0 | | | | 0 | 0 | 0 | | | |
| Reduced Vol: | 53 | 32 | 52 | | | | 85 | 2 | 0 | | | | 669 | 561 | 8 | | | | 12 | 337 | 0 | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 0.00 | | | | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 0.00 | | | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 0.00 | | | | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 0.00 | | | |
| FinalVolume: | 53 | 32 | 52 | | | | 85 | 2 | 0 | | | | 669 | 561 | 8 | | | | 12 | 337 | 0 | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | | | 1900 | 1900 | 1900 | | | | 1900 | 1900 | 1900 | | | | 1900 | 1900 | 1900 | | | |
| Adjustment: | 0.97 | 0.97 | 0.85 | | | | 0.92 | 1.00 | 1.00 | | | | 0.95 | 0.95 | 0.85 | | | | 0.92 | 0.91 | 1.00 | | | |
| Lanes: | 1.25 | 0.75 | 1.00 | | | | 2.00 | 1.00 | 1.00 | | | | 1.00 | 2.00 | 1.00 | | | | 2.00 | 3.00 | 1.00 | | | |
| Final Sat.: | 2309 | 1377 | 1615 | | | | 3502 | 1900 | 1900 | | | | 1805 | 3610 | 1615 | | | | 3502 | 5187 | 1900 | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.02 | 0.03 | | | | 0.02 | 0.00 | 0.00 | | | | 0.37 | 0.16 | 0.01 | | | | 0.00 | 0.06 | 0.00 | | | |
| Crit Moves: | | | **** | | | | **** | | | | | | **** | | | | | | | **** | | | | |
| Green/Cycle: | 0.06 | 0.06 | 0.06 | | | | 0.04 | 0.04 | 0.00 | | | | 0.66 | 0.76 | 0.76 | | | | 0.02 | 0.12 | 0.00 | | | |
| Volume/Cap: | 0.40 | 0.40 | 0.56 | | | | 0.56 | 0.02 | 0.00 | | | | 0.56 | 0.20 | 0.01 | | | | 0.20 | 0.56 | 0.00 | | | |
| Delay/Veh: | 46.7 | 46.7 | 53.3 | | | | 51.5 | 45.9 | 0.0 | | | | 9.6 | 3.4 | 2.8 | | | | 50.2 | 43.0 | 0.0 | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 | | | | 1.00 | 1.00 | 1.00 | | | |
| AdjDel/Veh: | 46.7 | 46.7 | 53.3 | | | | 51.5 | 45.9 | 0.0 | | | | 9.6 | 3.4 | 2.8 | | | | 50.2 | 43.0 | 0.0 | | | |
| LOS by Move: | D | D | D | | | | D | D | A | | | | A | A | A | | | | D | D | A | | | |
| HCM2kAvgQ: | 2 | 2 | 2 | | | | 2 | 0 | 0 | | | | 11 | 2 | 0 | | | | 0 | 4 | 0 | | | |

Note: Queue reported is the number of cars per lane.

Folsom South of US-50 Annexation
Existing Plus RHD PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #21 East Bidwell St/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.932
Loss Time (sec): 12 Average Delay (sec/veh): 40.0
Optimal Cycle: 127 Level Of Service: D

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ignore | | | | Ignore | | | | Include | | | | Ignore | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 2 | 1 0 | 2 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 374 | 1977 | 290 | | 210 | 1360 | 124 | | 154 | 208 | 384 | | 264 | 93 | 87 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 374 | 1977 | 290 | | 210 | 1360 | 124 | | 154 | 208 | 384 | | 264 | 93 | 87 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| PHF Adj: | 0.93 | 0.93 | 0.00 | | 0.93 | 0.93 | 0.00 | | 0.93 | 0.93 | 0.93 | | 0.93 | 0.93 | 0.00 | |
| PHF Volume: | 402 | 2126 | 0 | | 226 | 1462 | 0 | | 166 | 224 | 413 | | 284 | 100 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 402 | 2126 | 0 | | 226 | 1462 | 0 | | 166 | 224 | 413 | | 284 | 100 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| FinalVolume: | 402 | 2126 | 0 | | 226 | 1462 | 0 | | 166 | 224 | 413 | | 284 | 100 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.91 | 1.00 | | 0.92 | 0.91 | 1.00 | | 0.92 | 0.82 | 0.82 | | 0.92 | 0.91 | 1.00 | |
| Lanes: | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 2.00 | 1.00 | | 2.00 | 3.00 | 1.00 | |
| Final Sat.: | 3502 | 5187 | 1900 | | 3502 | 5187 | 1900 | | 3502 | 3123 | 1561 | | 3502 | 5187 | 1900 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.11 | 0.41 | 0.00 | | 0.06 | 0.28 | 0.00 | | 0.05 | 0.07 | 0.26 | | 0.08 | 0.02 | 0.00 | |
| Crit Moves: | | **** | | | **** | | | | | | **** | | **** | | | |
| Green/Cycle: | 0.15 | 0.44 | 0.00 | | 0.07 | 0.36 | 0.00 | | 0.26 | 0.28 | 0.28 | | 0.09 | 0.11 | 0.00 | |
| Volume/Cap: | 0.78 | 0.93 | 0.00 | | 0.93 | 0.78 | 0.00 | | 0.18 | 0.25 | 0.93 | | 0.93 | 0.18 | 0.00 | |
| Delay/Veh: | 48.5 | 34.2 | 0.0 | | 85.8 | 30.5 | 0.0 | | 28.6 | 27.7 | 54.4 | | 79.4 | 40.8 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 48.5 | 34.2 | 0.0 | | 85.8 | 30.5 | 0.0 | | 28.6 | 27.7 | 54.4 | | 79.4 | 40.8 | 0.0 | |
| LOS by Move: | D | C | A | | F | C | A | | C | C | D | | E | D | A | |
| HCM2kAvgQ: | 6 | 24 | 0 | | 4 | 15 | 0 | | 2 | 3 | 16 | | 6 | 1 | 0 | |

Note: Queue reported is the number of cars per lane.





Folsom South of US-50 Annexation
Existing Plus RHD PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #22 Cavitt Dr/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.426
Loss Time (sec): 12 Average Delay (sec/veh): 20.0
Optimal Cycle: 36 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 1 | 0 | 0 1 | 1 | 1 | 0 | 0 1 | 1 | 0 | 3 | 0 1 | 1 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 248 | 31 | 27 | | 14 | 29 | 21 | | 70 | 302 | 350 | | 9 | 177 | 12 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 248 | 31 | 27 | | 14 | 29 | 21 | | 70 | 302 | 350 | | 9 | 177 | 12 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.96 | 0.96 | 0.96 | | 0.96 | 0.96 | 0.96 | | 0.96 | 0.96 | 0.96 | | 0.96 | 0.96 | 0.96 | |
| PHF Volume: | 258 | 32 | 28 | | 15 | 30 | 22 | | 73 | 315 | 365 | | 9 | 184 | 13 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 258 | 32 | 28 | | 15 | 30 | 22 | | 73 | 315 | 365 | | 9 | 184 | 13 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 258 | 32 | 28 | | 15 | 30 | 22 | | 73 | 315 | 365 | | 9 | 184 | 13 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.53 | 0.53 | 0.85 | | 0.89 | 0.89 | 0.85 | | 0.95 | 0.91 | 0.85 | | 0.95 | 0.91 | 0.85 | |
| Lanes: | 1.78 | 0.22 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 3.00 | 1.00 | | 1.00 | 3.00 | 1.00 | |
| Final Sat.: | 1797 | 225 | 1615 | | 1689 | 1689 | 1615 | | 1805 | 5187 | 1615 | | 1805 | 5187 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.14 | 0.14 | 0.02 | | 0.01 | 0.02 | 0.01 | | 0.04 | 0.06 | 0.23 | | 0.01 | 0.04 | 0.01 | |
| Crit Moves: | | **** | | | | | | | | | **** | | **** | | | |
| Green/Cycle: | 0.34 | 0.34 | 0.34 | | 0.34 | 0.34 | 0.34 | | 0.29 | 0.53 | 0.53 | | 0.01 | 0.25 | 0.25 | |
| Volume/Cap: | 0.43 | 0.43 | 0.05 | | 0.03 | 0.05 | 0.04 | | 0.14 | 0.11 | 0.43 | | 0.43 | 0.14 | 0.03 | |
| Delay/Veh: | 26.0 | 26.0 | 22.4 | | 22.1 | 22.4 | 22.3 | | 26.5 | 11.8 | 14.6 | | 61.8 | 28.9 | 28.1 | |
| 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: | 26.0 | 26.0 | 22.4 | | 22.1 | 22.4 | 22.3 | | 26.5 | 11.8 | 14.6 | | 61.8 | 28.9 | 28.1 | |
| LOS by Move: | C | C | C | | C | C | C | | C | B | B | | E | C | C | |
| HCM2kAvgQ: | 4 | 4 | 1 | | 0 | 1 | 0 | | 2 | 2 | 7 | | 0 | 2 | 0 | |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Existing Plus RHD PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #23 Serpa Way / Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.223
Loss Time (sec): 12 Average Delay (sec/veh): 26.7
Optimal Cycle: 28 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Include | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 1 | 0 1 | 2 | 0 | 0 | 1 0 | 1 | 0 | 3 | 0 1 | 1 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 176 | 18 | 41 | | 19 | 11 | 41 | | 53 | 226 | 86 | | 23 | 90 | 29 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 176 | 18 | 41 | | 19 | 11 | 41 | | 53 | 226 | 86 | | 23 | 90 | 29 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 187 | 19 | 44 | | 20 | 12 | 44 | | 56 | 240 | 91 | | 24 | 96 | 31 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 187 | 19 | 44 | | 20 | 12 | 44 | | 56 | 240 | 91 | | 24 | 96 | 31 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 187 | 19 | 44 | | 20 | 12 | 44 | | 56 | 240 | 91 | | 24 | 96 | 31 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 1.00 | 0.85 | | 0.92 | 0.88 | 0.88 | | 0.95 | 0.91 | 0.85 | | 0.95 | 0.91 | 0.85 | |
| Lanes: | 1.00 | 1.00 | 1.00 | | 2.00 | 0.21 | 0.79 | | 1.00 | 3.00 | 1.00 | | 1.00 | 3.00 | 1.00 | |
| Final Sat.: | 1805 | 1900 | 1615 | | 3502 | 354 | 1321 | | 1805 | 5187 | 1615 | | 1805 | 5187 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.10 | 0.01 | 0.03 | | 0.01 | 0.03 | 0.03 | | 0.03 | 0.05 | 0.06 | | 0.01 | 0.02 | 0.02 | |
| Crit Moves: | **** | | | | | **** | | | | **** | | | **** | | | |
| Green/Cycle: | 0.46 | 0.43 | 0.49 | | 0.18 | 0.15 | 0.15 | | 0.17 | 0.21 | 0.67 | | 0.06 | 0.10 | 0.28 | |
| Volume/Cap: | 0.22 | 0.02 | 0.06 | | 0.03 | 0.22 | 0.22 | | 0.19 | 0.22 | 0.08 | | 0.22 | 0.19 | 0.07 | |
| Delay/Veh: | 16.2 | 16.5 | 13.5 | | 33.5 | 38.0 | 38.0 | | 36.0 | 33.0 | 5.7 | | 45.8 | 41.5 | 26.2 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 16.2 | 16.5 | 13.5 | | 33.5 | 38.0 | 38.0 | | 36.0 | 33.0 | 5.7 | | 45.8 | 41.5 | 26.2 | |
| LOS by Move: | B | B | B | | C | D | D | | D | C | A | | D | D | C | |
| HCM2kAvgQ: | 3 | 0 | 1 | | 0 | 2 | 2 | | 1 | 2 | 1 | | 1 | 1 | 1 | |

Note: Queue reported is the number of cars per lane.





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Folsom South of US-50 Annexation
Existing Plus RHD PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #24 Empire Ranch Road/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.316
Loss Time (sec): 12 Average Delay (sec/veh): 18.5
Optimal Cycle: 32 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 3 | 0 1 | 1 | 0 | 3 | 0 1 | 1 | 0 | 1 | 1 0 | 1 | 0 | 1 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 55 | 854 | 0 | | 5 | 422 | 32 | | 51 | 53 | 173 | | 0 | 27 | 8 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 55 | 854 | 0 | | 5 | 422 | 32 | | 51 | 53 | 173 | | 0 | 27 | 8 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.99 | 0.99 | 0.99 | | 0.99 | 0.99 | 0.99 | | 0.99 | 0.99 | 0.99 | | 0.99 | 0.99 | 0.99 | |
| PHF Volume: | 56 | 863 | 0 | | 5 | 426 | 32 | | 52 | 54 | 175 | | 0 | 27 | 8 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 56 | 863 | 0 | | 5 | 426 | 32 | | 52 | 54 | 175 | | 0 | 27 | 8 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 56 | 863 | 0 | | 5 | 426 | 32 | | 52 | 54 | 175 | | 0 | 27 | 8 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.91 | 1.00 | | 0.95 | 0.91 | 0.85 | | 0.95 | 0.84 | 0.84 | | 1.00 | 0.92 | 0.92 | |
| Lanes: | 1.00 | 3.00 | 1.00 | | 1.00 | 3.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.54 | 0.46 | |
| Final Sat.: | 1805 | 5187 | 1900 | | 1805 | 5187 | 1615 | | 1805 | 1597 | 1597 | | 1900 | 2690 | 797 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.17 | 0.00 | | 0.00 | 0.08 | 0.02 | | 0.03 | 0.03 | 0.11 | | 0.00 | 0.01 | 0.01 | |
| Crit Moves: | | **** | | | **** | | | | | | **** | | **** | | | |
| Green/Cycle: | 0.15 | 0.53 | 0.00 | | 0.01 | 0.39 | 0.64 | | 0.26 | 0.35 | 0.35 | | 0.00 | 0.09 | 0.09 | |
| Volume/Cap: | 0.21 | 0.32 | 0.00 | | 0.32 | 0.21 | 0.03 | | 0.11 | 0.10 | 0.32 | | 0.00 | 0.11 | 0.11 | |
| Delay/Veh: | 38.1 | 13.6 | 0.0 | | 60.3 | 20.4 | 6.5 | | 28.7 | 22.2 | 24.3 | | 0.0 | 41.9 | 41.9 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 38.1 | 13.6 | 0.0 | | 60.3 | 20.4 | 6.5 | | 28.7 | 22.2 | 24.3 | | 0.0 | 41.9 | 41.9 | |
| LOS by Move: | D | B | A | | E | C | A | | C | C | C | | A | D | D | |
| HCM2kAvgQ: | 1 | 5 | 0 | | 1 | 3 | 0 | | 1 | 1 | 4 | | 0 | 1 | 1 | |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Existing Plus RHD PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #25 Prairie City Rd/ High School

Cycle (sec): 100 Critical Vol./Cap. (X): 0.435
Loss Time (sec): 12 Average Delay (sec/veh): 16.7
Optimal Cycle: 37 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 2 | 1 0 | 2 | 0 | 2 | 1 0 | 2 | 0 | 0 | 1 1 | 1 | 0 | 0 | 1 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 91 | 1201 | 17 | | 50 | 1208 | 9 | | 239 | 1 | 188 | | 34 | 1 | 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: | 91 | 1201 | 17 | | 50 | 1208 | 9 | | 239 | 1 | 188 | | 34 | 1 | 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: | 0.90 | 0.90 | 0.90 | | 0.90 | 0.90 | 0.90 | | 0.90 | 0.90 | 0.90 | | 0.90 | 0.90 | 0.90 | |
| PHF Volume: | 101 | 1334 | 19 | | 56 | 1342 | 10 | | 266 | 1 | 209 | | 38 | 1 | 53 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 101 | 1334 | 19 | | 56 | 1342 | 10 | | 266 | 1 | 209 | | 38 | 1 | 53 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 101 | 1334 | 19 | | 56 | 1342 | 10 | | 266 | 1 | 209 | | 38 | 1 | 53 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.91 | 0.91 | | 0.92 | 0.91 | 0.91 | | 0.92 | 0.85 | 0.85 | | 0.95 | 0.85 | 0.85 | |
| Lanes: | 2.00 | 2.96 | 0.04 | | 2.00 | 2.98 | 0.02 | | 2.00 | 0.01 | 1.99 | | 1.00 | 0.04 | 1.96 | |
| Final Sat.: | 3502 | 5104 | 72 | | 3502 | 5143 | 38 | | 3502 | 17 | 3217 | | 1805 | 66 | 3175 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.26 | 0.26 | | 0.02 | 0.26 | 0.26 | | 0.08 | 0.06 | 0.06 | | 0.02 | 0.02 | 0.02 | |
| Crit Moves: | **** | | | | | **** | | | **** | | | | | **** | | |
| Green/Cycle: | 0.07 | 0.63 | 0.63 | | 0.04 | 0.60 | 0.60 | | 0.17 | 0.16 | 0.16 | | 0.05 | 0.04 | 0.04 | |
| Volume/Cap: | 0.43 | 0.42 | 0.42 | | 0.42 | 0.43 | 0.43 | | 0.43 | 0.40 | 0.40 | | 0.40 | 0.43 | 0.43 | |
| Delay/Veh: | 46.2 | 9.4 | 9.4 | | 49.1 | 10.9 | 10.9 | | 37.4 | 38.1 | 38.1 | | 48.7 | 49.4 | 49.4 | |
| 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: | 46.2 | 9.4 | 9.4 | | 49.1 | 10.9 | 10.9 | | 37.4 | 38.1 | 38.1 | | 48.7 | 49.4 | 49.4 | |
| LOS by Move: | D | A | A | | D | B | B | | D | D | D | | D | D | D | |
| HCM2kAvgQ: | 2 | 7 | 7 | | 1 | 8 | 8 | | 4 | 3 | 3 | | 2 | 1 | 1 | |

Note: Queue reported is the number of cars per lane.





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Folsom South of US-50 Annexation
Existing Plus RHD PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #26 East Bidwell / Placerville Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.764
Loss Time (sec): 6 Average Delay (sec/veh): 10.0
Optimal Cycle: 51 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 2 | 1 0 | 1 | 0 | 3 | 0 0 | 0 | 0 | 0 | 0 0 | 0 | 0 | 0 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 2711 | 0 | | 0 | 2007 | 0 | | 0 | 0 | 0 | | 0 | 0 | 250 | |
| Growth Adj: | 1.00 | 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 | 2711 | 0 | | 0 | 2007 | 0 | | 0 | 0 | 0 | | 0 | 0 | 250 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 0 | 2884 | 0 | | 0 | 2135 | 0 | | 0 | 0 | 0 | | 0 | 0 | 266 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 2884 | 0 | | 0 | 2135 | 0 | | 0 | 0 | 0 | | 0 | 0 | 266 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 0 | 2884 | 0 | | 0 | 2135 | 0 | | 0 | 0 | 0 | | 0 | 0 | 266 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.91 | 0.91 | | 1.00 | 0.91 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.87 | |
| Lanes: | 0.00 | 3.00 | 0.00 | | 1.00 | 3.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 1.00 | |
| Final Sat.: | 0 | 5187 | 0 | | 1900 | 5187 | 0 | | 0 | 0 | 0 | | 0 | 0 | 1644 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.56 | 0.00 | | 0.00 | 0.41 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.16 | |
| Crit Moves: | | **** | | | **** | | | | | | | | | | **** | |
| Green/Cycle: | 0.00 | 0.73 | 0.00 | | 0.00 | 0.73 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.21 | |
| Volume/Cap: | 0.00 | 0.76 | 0.00 | | 0.00 | 0.57 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.76 | |
| Delay/Veh: | 0.0 | 9.3 | 0.0 | | 0.0 | 6.5 | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 46.7 | |
| 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: | 0.0 | 9.3 | 0.0 | | 0.0 | 6.5 | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 46.7 | |
| LOS by Move: | A | A | A | | A | A | A | | A | A | A | | A | A | D | |
| HCM2kAvgQ: | 0 | 20 | 0 | | 0 | 11 | 0 | | 0 | 0 | 0 | | 0 | 0 | 10 | |

Note: Queue reported is the number of cars per lane.

Folsom South of US-50 Annexation
Existing Plus RHD PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #27 Prairie City Rd/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.319
Loss Time (sec): 9 Average Delay (sec/veh): 19.4
Optimal Cycle: 26 Level of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Permitted | | | | Permitted | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Ovl | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 2 | 0 | 2 | 0 | 0 | |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | | 233 | 0 | 490 | | 344 | 486 | 0 | | 0 | 283 | 54 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 0 | 0 | 0 | | 233 | 0 | 490 | | 344 | 486 | 0 | | 0 | 283 | 54 | |
| User Adj: | 0.93 | 0.93 | 0.93 | | 0.93 | 0.93 | 0.93 | | 0.93 | 0.93 | 0.93 | | 0.93 | 0.93 | 0.93 | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Volume: | 0 | 0 | 0 | | 217 | 0 | 456 | | 320 | 452 | 0 | | 0 | 263 | 50 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 0 | 0 | | 217 | 0 | 456 | | 320 | 452 | 0 | | 0 | 263 | 50 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 0 | 0 | 0 | | 217 | 0 | 456 | | 320 | 452 | 0 | | 0 | 263 | 50 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 1.00 | 1.00 | | 0.77 | 1.00 | 0.75 | | 0.92 | 0.95 | 1.00 | | 1.00 | 0.91 | 0.85 | |
| Lanes: | 0.00 | 0.00 | 0.00 | | 1.00 | 0.00 | 2.00 | | 2.00 | 2.00 | 0.00 | | 0.00 | 3.00 | 1.00 | |
| Final Sat.: | 0 | 0 | 0 | | 1461 | 0 | 2842 | | 3502 | 3610 | 0 | | 0 | 5187 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | | 0.15 | 0.00 | 0.16 | | 0.09 | 0.13 | 0.00 | | 0.00 | 0.05 | 0.03 | |
| Crit Moves: | | | | | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | | 0.46 | 0.00 | 0.75 | | 0.29 | 0.45 | 0.00 | | 0.00 | 0.16 | 0.16 | |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | | 0.32 | 0.00 | 0.21 | | 0.32 | 0.28 | 0.00 | | 0.00 | 0.32 | 0.20 | |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | | 17.1 | 0.0 | 3.7 | | 28.2 | 17.7 | 0.0 | | 0.0 | 37.5 | 36.9 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | | 17.1 | 0.0 | 3.7 | | 28.2 | 17.7 | 0.0 | | 0.0 | 37.5 | 36.9 | |
| LOS by Move: | A | A | A | | B | A | A | | C | B | A | | A | D | D | |
| HCM2kAvgQ: | 0 | 0 | 0 | | 4 | 0 | 2 | | 4 | 5 | 0 | | 0 | 3 | 1 | |

Note: Queue reported is the number of cars per lane.





Folsom South of US-50 Annexation
Existing Plus RHD PM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #28 Scott Rd (South)/ White Rock Rd

Average Delay (sec/veh): 4.3 Worst Case Level Of Service: D[ 28.1]

| 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 | 3 | 0 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | | | |
| Base Vol: | 45 | 0 | 79 | | 0 | 0 | 0 | | 0 | 592 | 79 | | 216 | 331 | 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: | 45 | 0 | 79 | | 0 | 0 | 0 | | 0 | 592 | 79 | | 216 | 331 | 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: | 0.96 | 0.96 | 0.96 | | 0.96 | 0.96 | 0.96 | | 0.96 | 0.96 | 0.96 | | 0.96 | 0.96 | 0.96 | | | |
| PHF Volume: | 47 | 0 | 82 | | 0 | 0 | 0 | | 0 | 617 | 82 | | 225 | 345 | 0 | | | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | | |
| FinalVolume: | 47 | 0 | 82 | | 0 | 0 | 0 | | 0 | 617 | 82 | | 225 | 345 | 0 | | | |
| Critical Gap Module: | | | | | | | | | | | | | | | | | | |
| Critical Gp: | 6.8 | 6.5 | 6.9 | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | 4.1 | xxxx | xxxxx | | | | | |
| FollowUpTim: | 3.5 | 4.0 | 3.3 | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | 2.2 | xxxx | xxxxx | | | | | |
| Capacity Module: | | | | | | | | | | | | | | | | | | |
| Cnflict Vol: | 1223 | 1453 | 349 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | | 699 | xxxx | xxxxx | | | | | |
| Potent Cap.: | 175 | 132 | 653 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | | 907 | xxxx | xxxxx | | | | | |
| Move Cap.: | 141 | 99 | 653 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | | 907 | xxxx | xxxxx | | | | | |
| Volume/Cap: | 0.33 | 0.00 | 0.13 | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | | 0.25 | xxxx | xxxx | | | | | |
| Level Of Service Module: | | | | | | | | | | | | | | | | | | |
| 2Way95thQ: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | | 1.0 | xxxx | xxxxx | | | | | |
| Control Del: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | 10.3 | xxxx | xxxxx | | | | | |
| LOS by Move: | * | * | * | * | * | * | * | * | * | | B | * | * | | | | | |
| Movement: | LT - | LTR - | RT | LT - | LTR - | RT | LT - | LTR - | RT | LT - | LTR - | RT | | | | | | |
| Shared Cap.: | xxxx | 282 | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | | | | |
| SharedQueue: | xxxxx | 2.3 | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | | | | |
| Shrd ConDel: | xxxxx | 28.1 | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | | | | |
| Shared LOS: | * | D | * | * | * | * | * | * | * | * | * | * | | | | | | |
| ApproachDel: | 28.1 | | | xxxxxx | | | xxxxxx | | | xxxxxx | | | | | | | | |
| ApproachLOS: | D | | | * | | | * | | | * | | | | | | | | |

Note: Queue reported is the number of cars per lane.

PM Existing Plus RHD Wed Jan 13, 2010 15:27:32 Page 31-1

Folsom South of US-50 Annexation
Existing Plus RHD PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #29 Scott Rd (North)/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.513
Loss Time (sec): 9 Average Delay (sec/veh): 23.4
Optimal Cycle: 35 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Permitted | | | | Permitted | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Ovl | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 2 | 0 | 0 | 0 | 3 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 2 | 0 | | 222 | 1 | 189 | | 448 | 291 | 0 | | 0 | 337 | 250 | |
| Growth Adj: | 1.00 | 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 | 2 | 0 | | 222 | 1 | 189 | | 448 | 291 | 0 | | 0 | 337 | 250 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.96 | 0.96 | 0.96 | | 0.96 | 0.96 | 0.96 | | 0.96 | 0.96 | 0.96 | | 0.96 | 0.96 | 0.96 | |
| PHF Volume: | 0 | 2 | 0 | | 231 | 1 | 197 | | 467 | 303 | 0 | | 0 | 351 | 260 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 2 | 0 | | 231 | 1 | 197 | | 467 | 303 | 0 | | 0 | 351 | 260 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 0 | 2 | 0 | | 231 | 1 | 197 | | 467 | 303 | 0 | | 0 | 351 | 260 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 1.00 | 1.00 | | 0.71 | 0.71 | 0.71 | | 0.92 | 0.95 | 1.00 | | 1.00 | 0.91 | 0.85 | |
| Lanes: | 0.00 | 1.00 | 0.00 | | 1.00 | 0.01 | 1.99 | | 2.00 | 2.00 | 0.00 | | 0.00 | 3.00 | 1.00 | |
| Final Sat.: | 0 | 1900 | 0 | | 1343 | 14 | 2671 | | 3502 | 3610 | 0 | | 0 | 5187 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | | 0.17 | 0.07 | 0.07 | | 0.13 | 0.08 | 0.00 | | 0.00 | 0.07 | 0.16 | |
| Crit Moves: | | | | | **** | | | | **** | | | | | | **** | |
| Green/Cycle: | 0.00 | 0.34 | 0.00 | | 0.34 | 0.34 | 0.60 | | 0.26 | 0.57 | 0.00 | | 0.00 | 0.31 | 0.31 | |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | | 0.51 | 0.22 | 0.12 | | 0.51 | 0.15 | 0.00 | | 0.00 | 0.22 | 0.51 | |
| Delay/Veh: | 0.0 | 22.1 | 0.0 | | 27.2 | 23.9 | 8.8 | | 32.1 | 9.9 | 0.0 | | 0.0 | 25.3 | 28.9 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 22.1 | 0.0 | | 27.2 | 23.9 | 8.8 | | 32.1 | 9.9 | 0.0 | | 0.0 | 25.3 | 28.9 | |
| LOS by Move: | A | C | A | | C | C | A | | C | A | A | | A | C | C | |
| HCM2kAvgQ: | 0 | 0 | 0 | | 6 | 2 | 1 | | 6 | 2 | 0 | | 0 | 3 | 6 | |

Note: Queue reported is the number of cars per lane.





PM Existing Plus RHD Wed Jan 13, 2010 15:27:32 Page 32-1

Folsom South of US-50 Annexation
Existing Plus RHD PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #30 Placerville Rd/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.237
Loss Time (sec): 12 Average Delay (sec/veh): 12.5
Optimal Cycle: 29 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Split Phase | | | | Split Phase | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | 2 | 0 | 1 | 1 | 0 | 3 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 2 | | 209 | 0 | 7 | | 13 | 373 | 1 | | 0 | 607 | 171 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 0 | 0 | 2 | | 209 | 0 | 7 | | 13 | 373 | 1 | | 0 | 607 | 171 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.88 | 0.88 | 0.88 | | 0.88 | 0.88 | 0.88 | | 0.88 | 0.88 | 0.88 | | 0.88 | 0.88 | 0.88 | |
| PHF Volume: | 0 | 0 | 2 | | 238 | 0 | 8 | | 15 | 424 | 1 | | 0 | 690 | 194 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 0 | 2 | | 238 | 0 | 8 | | 15 | 424 | 1 | | 0 | 690 | 194 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 0 | 0 | 2 | | 238 | 0 | 8 | | 15 | 424 | 1 | | 0 | 690 | 194 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 1.00 | 0.87 | | 0.95 | 1.00 | 0.85 | | 0.95 | 0.95 | 0.85 | | 1.00 | 0.91 | 0.85 | |
| Lanes: | 0.00 | 0.00 | 1.00 | | 2.00 | 0.00 | 1.00 | | 1.00 | 2.00 | 1.00 | | 1.00 | 3.00 | 1.00 | |
| Final Sat.: | 0 | 0 | 1644 | | 3618 | 0 | 1615 | | 1805 | 3610 | 1615 | | 1900 | 5187 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | | 0.07 | 0.00 | 0.00 | | 0.01 | 0.12 | 0.00 | | 0.00 | 0.13 | 0.12 | |
| Crit Moves: | | | **** | | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.00 | 0.00 | 0.01 | | 0.28 | 0.00 | 0.31 | | 0.03 | 0.60 | 0.60 | | 0.00 | 0.56 | 0.84 | |
| Volume/Cap: | 0.00 | 0.00 | 0.24 | | 0.24 | 0.00 | 0.02 | | 0.24 | 0.20 | 0.00 | | 0.00 | 0.24 | 0.14 | |
| Delay/Veh: | 0.0 | 0.0 | 61.8 | | 28.1 | 0.0 | 23.8 | | 48.9 | 9.3 | 7.9 | | 0.0 | 11.1 | 1.5 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 0.0 | 61.8 | | 28.1 | 0.0 | 23.8 | | 48.9 | 9.3 | 7.9 | | 0.0 | 11.1 | 1.5 | |
| LOS by Move: | A | A | E | | C | A | C | | D | A | A | | A | B | A | |
| HCM2kAvgQ: | 0 | 0 | 0 | | 3 | 0 | 0 | | 0 | 3 | 0 | | 0 | 4 | 1 | |

Note: Queue reported is the number of cars per lane.

Folsom South of US-50 Annexation
Existing Plus RHD PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #31 Empire Ranch Rd/ North Rd

| | | | |
|---|---|---|---|
| Cycle (sec): | 100 | Critical Vol./Cap. (X): | 0.407 |
| Loss Time (sec): | 12 | Average Delay (sec/veh): | 25.1 |
| Optimal Cycle: | 36 | Level Of Service: | C |

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 1 | 0 1 | 2 | 0 | 1 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 484 | 79 | | 218 | 471 | 191 | | 286 | 13 | 0 | | 96 | 11 | 261 | |
| Growth Adj: | 1.00 | 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 | 484 | 79 | | 218 | 471 | 191 | | 286 | 13 | 0 | | 96 | 11 | 261 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 0 | 515 | 84 | | 232 | 501 | 203 | | 304 | 14 | 0 | | 102 | 12 | 278 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 515 | 84 | | 232 | 501 | 203 | | 304 | 14 | 0 | | 102 | 12 | 278 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 0 | 515 | 84 | | 232 | 501 | 203 | | 304 | 14 | 0 | | 102 | 12 | 278 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.97 | 0.91 | 0.85 | | 0.92 | 0.91 | 0.85 | | 0.92 | 1.00 | 1.00 | | 0.92 | 1.00 | 0.85 | |
| Lanes: | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 1.00 | 1.00 | | 2.00 | 1.00 | 1.00 | |
| Final Sat.: | 3686 | 5187 | 1615 | | 3502 | 5187 | 1615 | | 3502 | 1900 | 1900 | | 3502 | 1900 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.10 | 0.05 | | 0.07 | 0.10 | 0.13 | | 0.09 | 0.01 | 0.00 | | 0.03 | 0.01 | 0.17 | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | | **** | |
| Green/Cycle: | 0.00 | 0.24 | 0.62 | | 0.16 | 0.41 | 0.62 | | 0.21 | 0.09 | 0.00 | | 0.38 | 0.26 | 0.42 | |
| Volume/Cap: | 0.00 | 0.41 | 0.08 | | 0.41 | 0.24 | 0.20 | | 0.41 | 0.08 | 0.00 | | 0.08 | 0.02 | 0.41 | |
| Delay/Veh: | 0.0 | 31.9 | 7.5 | | 38.0 | 19.5 | 8.3 | | 34.2 | 41.5 | 0.0 | | 19.9 | 27.6 | 20.5 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 31.9 | 7.5 | | 38.0 | 19.5 | 8.3 | | 34.2 | 41.5 | 0.0 | | 19.9 | 27.6 | 20.5 | |
| LOS by Move: | A | C | A | | D | B | A | | C | D | A | | B | C | C | |
| HCM2kAvgQ: | 0 | 5 | 1 | | 3 | 4 | 3 | | 4 | 0 | 0 | | 1 | 0 | 6 | |

Note: Queue reported is the number of cars per lane.





Folsom South of US-50 Annexation
Existing Plus RHD PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #32 Prairie City Rd/ Easton Valley Pkwy

| | | | |
|---|---|---|---|
| Cycle (sec): | 100 | Critical Vol./Cap. (X): | 0.516 |
| Loss Time (sec): | 9 | Average Delay (sec/veh): | 18.5 |
| Optimal Cycle: | 35 | Level Of Service: | B |

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 0 | 2 | 0 | 3 | 0 1 | 2 | 0 | 0 | 0 2 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 597 | 198 | | 742 | 777 | 0 | | 0 | 0 | 0 | | 244 | 0 | 636 | |
| Growth Adj: | 1.00 | 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 | 597 | 198 | | 742 | 777 | 0 | | 0 | 0 | 0 | | 244 | 0 | 636 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 0 | 635 | 211 | | 789 | 827 | 0 | | 0 | 0 | 0 | | 260 | 0 | 677 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 635 | 211 | | 789 | 827 | 0 | | 0 | 0 | 0 | | 260 | 0 | 677 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 0 | 635 | 211 | | 789 | 827 | 0 | | 0 | 0 | 0 | | 260 | 0 | 677 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.91 | 0.85 | | 0.92 | 0.91 | 1.00 | | 0.97 | 0.91 | 1.00 | | 0.60 | 1.00 | 0.75 | |
| Lanes: | 0.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 0.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 0.00 | 2.00 | |
| Final Sat.: | 0 | 5187 | 1615 | | 3502 | 5187 | 0 | | 3686 | 5187 | 1900 | | 2285 | 0 | 2842 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.12 | 0.13 | | 0.23 | 0.16 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.11 | 0.00 | 0.24 | |
| Crit Moves: | | | **** | | **** | | | | | | | | **** | | | |
| Green/Cycle: | 0.00 | 0.25 | 0.25 | | 0.44 | 0.69 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.22 | 0.00 | 0.66 | |
| Volume/Cap: | 0.00 | 0.48 | 0.52 | | 0.52 | 0.23 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.52 | 0.00 | 0.36 | |
| Delay/Veh: | 0.0 | 32.1 | 33.2 | | 20.8 | 5.8 | 0.0 | | 0.0 | 0.0 | 0.0 | | 35.2 | 0.0 | 7.8 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 32.1 | 33.2 | | 20.8 | 5.8 | 0.0 | | 0.0 | 0.0 | 0.0 | | 35.2 | 0.0 | 7.8 | |
| LOS by Move: | A | C | C | | C | A | A | | A | A | A | | D | A | A | |
| HCM2kAvgQ: | 0 | 6 | 5 | | 9 | 3 | 0 | | 0 | 0 | 0 | | 4 | 0 | 5 | |

Note: Queue reported is the number of cars per lane.

Folsom South of US-50 Annexation
Existing Plus RHD PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #33 Oak Ave Pkwy/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.521
Loss Time (sec): 12 Average Delay (sec/veh): 25.9
Optimal Cycle: 42 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 2 | 0 1 | 2 | 0 | 2 | 0 1 | 2 | 0 | 2 | 0 1 | 2 | 0 | 2 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 92 | 261 | 70 | | 286 | 368 | 262 | | 311 | 624 | 201 | | 87 | 460 | 436 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 92 | 261 | 70 | | 286 | 368 | 262 | | 311 | 624 | 201 | | 87 | 460 | 436 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 98 | 278 | 74 | | 304 | 391 | 279 | | 331 | 664 | 214 | | 93 | 489 | 464 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 98 | 278 | 74 | | 304 | 391 | 279 | | 331 | 664 | 214 | | 93 | 489 | 464 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 98 | 278 | 74 | | 304 | 391 | 279 | | 331 | 664 | 214 | | 93 | 489 | 464 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.95 | 0.85 | | 0.92 | 0.95 | 0.85 | | 0.92 | 0.95 | 0.85 | | 0.92 | 0.95 | 0.85 | |
| Lanes: | 2.00 | 2.00 | 1.00 | | 2.00 | 2.00 | 1.00 | | 2.00 | 2.00 | 1.00 | | 2.00 | 2.00 | 1.00 | |
| Final Sat.: | 3502 | 3610 | 1615 | | 3502 | 3610 | 1615 | | 3502 | 3610 | 1615 | | 3502 | 3610 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.08 | 0.05 | | 0.09 | 0.11 | 0.17 | | 0.09 | 0.18 | 0.13 | | 0.03 | 0.14 | 0.29 | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | | **** | |
| Green/Cycle: | 0.06 | 0.15 | 0.22 | | 0.17 | 0.25 | 0.43 | | 0.18 | 0.49 | 0.56 | | 0.07 | 0.38 | 0.55 | |
| Volume/Cap: | 0.43 | 0.52 | 0.21 | | 0.52 | 0.43 | 0.40 | | 0.52 | 0.37 | 0.24 | | 0.37 | 0.35 | 0.52 | |
| Delay/Veh: | 46.4 | 40.3 | 32.3 | | 38.9 | 31.9 | 19.9 | | 37.8 | 15.8 | 11.3 | | 45.3 | 22.1 | 14.7 | |
| 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: | 46.4 | 40.3 | 32.3 | | 38.9 | 31.9 | 19.9 | | 37.8 | 15.8 | 11.3 | | 45.3 | 22.1 | 14.7 | |
| LOS by Move: | D | D | C | | D | C | B | | D | B | B | | D | C | B | |
| HCM2kAvgQ: | 2 | 5 | 2 | | 4 | 5 | 6 | | 5 | 6 | 3 | | 1 | 5 | 9 | |

Note: Queue reported is the number of cars per lane.





Folsom South of US-50 Annexation
Existing Plus RHD PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #34 RowberryDr/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.600
Loss Time (sec): 12 Average Delay (sec/veh): 19.9
Optimal Cycle: 48 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Split Phase | | | | Split Phase | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 1! 0 | 0 | 1 | 1 | 0 | 0 1 | 2 | 0 | 2 | 0 1 | 1 | 0 | 2 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 6 | 6 | 11 | | 679 | 10 | 28 | | 104 | 866 | 10 | | 16 | 949 | 523 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 6 | 6 | 11 | | 679 | 10 | 28 | | 104 | 866 | 10 | | 16 | 949 | 523 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 6 | 6 | 12 | | 722 | 11 | 30 | | 111 | 921 | 11 | | 17 | 1010 | 556 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 6 | 6 | 12 | | 722 | 11 | 30 | | 111 | 921 | 11 | | 17 | 1010 | 556 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 6 | 6 | 12 | | 722 | 11 | 30 | | 111 | 921 | 11 | | 17 | 1010 | 556 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.92 | 0.92 | | 0.95 | 0.95 | 0.85 | | 0.92 | 0.95 | 0.85 | | 0.95 | 0.95 | 0.85 | |
| Lanes: | 0.26 | 0.26 | 0.48 | | 1.97 | 0.03 | 1.00 | | 2.00 | 2.00 | 1.00 | | 1.00 | 2.00 | 1.00 | |
| Final Sat.: | 457 | 457 | 839 | | 3569 | 53 | 1615 | | 3502 | 3610 | 1615 | | 1805 | 3610 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.01 | 0.01 | | 0.20 | 0.20 | 0.02 | | 0.03 | 0.26 | 0.01 | | 0.01 | 0.28 | 0.34 | |
| Crit Moves: | | **** | | | | **** | | | **** | | | | | **** | | |
| Green/Cycle: | 0.02 | 0.02 | 0.02 | | 0.34 | 0.34 | 0.39 | | 0.05 | 0.50 | 0.52 | | 0.02 | 0.47 | 0.80 | |
| Volume/Cap: | 0.60 | 0.60 | 0.60 | | 0.60 | 0.60 | 0.05 | | 0.60 | 0.51 | 0.01 | | 0.51 | 0.60 | 0.43 | |
| Delay/Veh: | 70.7 | 70.7 | 70.7 | | 28.3 | 28.3 | 19.0 | | 51.7 | 17.0 | 11.4 | | 61.1 | 20.4 | 3.2 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 70.7 | 70.7 | 70.7 | | 28.3 | 28.3 | 19.0 | | 51.7 | 17.0 | 11.4 | | 61.1 | 20.4 | 3.2 | |
| LOS by Move: | E | E | E | | C | C | B | | D | B | B | | E | C | A | |
| HCM2kAvgQ: | 2 | 2 | 2 | | 9 | 9 | 1 | | 2 | 10 | 0 | | 1 | 12 | 5 | |

Note: Queue reported is the number of cars per lane.

Folsom South of US-50 Annexation
Existing Plus RHD PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #35 1st St/ Easton Valley Pkwy

| | | | |
|---|---|---|---|
| Cycle (sec): | 100 | Critical Vol./Cap. (X): | 0.587 |
| Loss Time (sec): | 12 | Average Delay (sec/veh): | 25.7 |
| Optimal Cycle: | 47 | Level Of Service: | C |

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Ovl | | | | Include | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 0 | 1 0 | 1 | 0 | 1 | 0 1 | 1 | 0 | 2 | 1 0 | 1 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 263 | 63 | 0 | | 241 | 94 | 312 | | 269 | 891 | 342 | | 0 | 734 | 167 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 263 | 63 | 0 | | 241 | 94 | 312 | | 269 | 891 | 342 | | 0 | 734 | 167 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 280 | 67 | 0 | | 256 | 100 | 332 | | 286 | 948 | 364 | | 0 | 781 | 178 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 280 | 67 | 0 | | 256 | 100 | 332 | | 286 | 948 | 364 | | 0 | 781 | 178 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 280 | 67 | 0 | | 256 | 100 | 332 | | 286 | 948 | 364 | | 0 | 781 | 178 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 1.00 | 1.00 | | 0.95 | 1.00 | 0.85 | | 0.95 | 0.87 | 0.87 | | 1.00 | 0.91 | 0.85 | |
| Lanes: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 2.17 | 0.83 | | 1.00 | 3.00 | 1.00 | |
| Final Sat.: | 1805 | 1900 | 0 | | 1805 | 1900 | 1615 | | 1805 | 3591 | 1378 | | 1900 | 5187 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.16 | 0.04 | 0.00 | | 0.14 | 0.05 | 0.21 | | 0.16 | 0.26 | 0.26 | | 0.00 | 0.15 | 0.11 | |
| Crit Moves: | **** | | | | | **** | | | **** | | | | | **** | | |
| Green/Cycle: | 0.26 | 0.07 | 0.00 | | 0.28 | 0.09 | 0.36 | | 0.27 | 0.53 | 0.53 | | 0.00 | 0.26 | 0.54 | |
| Volume/Cap: | 0.59 | 0.50 | 0.00 | | 0.50 | 0.59 | 0.57 | | 0.59 | 0.50 | 0.50 | | 0.00 | 0.59 | 0.20 | |
| Delay/Veh: | 34.0 | 47.8 | 0.0 | | 30.7 | 49.0 | 27.2 | | 33.5 | 15.4 | 15.4 | | 0.0 | 33.2 | 12.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 34.0 | 47.8 | 0.0 | | 30.7 | 49.0 | 27.2 | | 33.5 | 15.4 | 15.4 | | 0.0 | 33.2 | 12.0 | |
| LOS by Move: | C | D | A | | C | D | C | | C | B | B | | A | C | B | |
| HCM2kAvgQ: | 8 | 3 | 0 | | 7 | 4 | 9 | | 7 | 9 | 9 | | 0 | 8 | 3 | |

Note: Queue reported is the number of cars per lane.





Folsom South of US-50 Annexation
Existing Plus RHD PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #36 2nd St/ Easton Valley Pkwy

| | | | |
|---|---|---|---|
| Cycle (sec): | 100 | Critical Vol./Cap. (X): | 0.465 |
| Loss Time (sec): | 12 | Average Delay (sec/veh): | 24.3 |
| Optimal Cycle: | 39 | Level Of Service: | C |

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 0 | 1 0 | 2 | 0 | 1 | 0 1 | 1 | 0 | 2 | 1 0 | 1 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 57 | 24 | | 337 | 89 | 223 | | 198 | 890 | 0 | | 31 | 697 | 244 | |
| Growth Adj: | 1.00 | 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 | 57 | 24 | | 337 | 89 | 223 | | 198 | 890 | 0 | | 31 | 697 | 244 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 0 | 61 | 26 | | 359 | 95 | 237 | | 211 | 947 | 0 | | 33 | 741 | 260 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 61 | 26 | | 359 | 95 | 237 | | 211 | 947 | 0 | | 33 | 741 | 260 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 0 | 61 | 26 | | 359 | 95 | 237 | | 211 | 947 | 0 | | 33 | 741 | 260 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.96 | 0.96 | | 0.92 | 1.00 | 0.85 | | 0.95 | 0.91 | 0.91 | | 0.95 | 0.91 | 0.85 | |
| Lanes: | 1.00 | 0.70 | 0.30 | | 2.00 | 1.00 | 1.00 | | 1.00 | 3.00 | 0.00 | | 1.00 | 3.00 | 1.00 | |
| Final Sat.: | 1900 | 1278 | 538 | | 3502 | 1900 | 1615 | | 1805 | 5187 | 0 | | 1805 | 5187 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.05 | 0.05 | | 0.10 | 0.05 | 0.15 | | 0.12 | 0.18 | 0.00 | | 0.02 | 0.14 | 0.16 | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.00 | 0.10 | 0.10 | | 0.22 | 0.32 | 0.32 | | 0.25 | 0.51 | 0.00 | | 0.05 | 0.31 | 0.53 | |
| Volume/Cap: | 0.00 | 0.47 | 0.47 | | 0.47 | 0.15 | 0.46 | | 0.47 | 0.36 | 0.00 | | 0.36 | 0.47 | 0.30 | |
| Delay/Veh: | 0.0 | 44.2 | 44.2 | | 34.3 | 24.3 | 27.6 | | 32.5 | 14.9 | 0.0 | | 48.3 | 28.2 | 13.5 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 44.2 | 44.2 | | 34.3 | 24.3 | 27.6 | | 32.5 | 14.9 | 0.0 | | 48.3 | 28.2 | 13.5 | |
| LOS by Move: | A | D | D | | C | C | C | | C | B | A | | D | C | B | |
| HCM2kAvgQ: | 0 | 3 | 3 | | 5 | 2 | 6 | | 5 | 6 | 0 | | 1 | 7 | 4 | |

Note: Queue reported is the number of cars per lane.

Folsom South of US-50 Annexation
Existing Plus RHD PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #37 3rd St/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.555
Loss Time (sec): 12 Average Delay (sec/veh): 22.4
Optimal Cycle: 45 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Include | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 1 | 0 | 1 | 2 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 3 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | | |
| Base Vol: | 89 | 12 | 134 | | 296 | 14 | 190 | | 57 | 1153 | 109 | | 139 | 781 | 150 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 89 | 12 | 134 | | 296 | 14 | 190 | | 57 | 1153 | 109 | | 139 | 781 | 150 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 95 | 13 | 143 | | 315 | 15 | 202 | | 61 | 1227 | 116 | | 148 | 831 | 160 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 95 | 13 | 143 | | 315 | 15 | 202 | | 61 | 1227 | 116 | | 148 | 831 | 160 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 95 | 13 | 143 | | 315 | 15 | 202 | | 61 | 1227 | 116 | | 148 | 831 | 160 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 1.00 | 0.85 | | 0.92 | 1.00 | 0.85 | | 0.95 | 0.90 | 0.90 | | 0.95 | 0.91 | 0.85 | |
| Lanes: | 1.00 | 1.00 | 1.00 | | 2.00 | 1.00 | 1.00 | | 1.00 | 2.74 | 0.26 | | 1.00 | 3.00 | 1.00 | |
| Final Sat.: | 1805 | 1900 | 1615 | | 3502 | 1900 | 1615 | | 1805 | 4677 | 442 | | 1805 | 5187 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.05 | 0.01 | 0.09 | | 0.09 | 0.01 | 0.13 | | 0.03 | 0.26 | 0.26 | | 0.08 | 0.16 | 0.10 | |
| Crit Moves: | **** | | | | | | **** | | | **** | | | **** | | | |
| Green/Cycle: | 0.09 | 0.02 | 0.17 | | 0.24 | 0.17 | 0.27 | | 0.11 | 0.47 | 0.47 | | 0.15 | 0.51 | 0.75 | |
| Volume/Cap: | 0.55 | 0.37 | 0.53 | | 0.37 | 0.05 | 0.46 | | 0.31 | 0.55 | 0.55 | | 0.55 | 0.31 | 0.13 | |
| Delay/Veh: | 47.2 | 55.2 | 40.2 | | 31.9 | 35.2 | 31.0 | | 42.1 | 19.1 | 19.1 | | 42.1 | 14.2 | 3.4 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 47.2 | 55.2 | 40.2 | | 31.9 | 35.2 | 31.0 | | 42.1 | 19.1 | 19.1 | | 42.1 | 14.2 | 3.4 | |
| LOS by Move: | D | E | D | | C | D | C | | D | B | B | | D | B | A | |
| HCM2kAvgQ: | 4 | 1 | 5 | | 4 | 0 | 5 | | 2 | 11 | 11 | | 4 | 5 | 1 | |

Note: Queue reported is the number of cars per lane.





Folsom South of US-50 Annexation
Existing Plus RHD PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #38 Scott Rd (North)/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.897
Loss Time (sec): 12 Average Delay (sec/veh): 38.6
Optimal Cycle: 108 Level Of Service: D

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 3 | 0 | 1 | 2 | 0 | 3 | 0 | 1 | 2 | 0 | 3 | 0 | 1 | |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 233 | 878 | 80 | | 684 | 728 | 389 | | 1021 | 326 | 236 | | 190 | 447 | 269 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 233 | 878 | 80 | | 684 | 728 | 389 | | 1021 | 326 | 236 | | 190 | 447 | 269 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 248 | 934 | 85 | | 728 | 774 | 414 | | 1086 | 347 | 251 | | 202 | 476 | 286 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 248 | 934 | 85 | | 728 | 774 | 414 | | 1086 | 347 | 251 | | 202 | 476 | 286 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 248 | 934 | 85 | | 728 | 774 | 414 | | 1086 | 347 | 251 | | 202 | 476 | 286 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.91 | 0.85 | | 0.92 | 0.91 | 0.85 | | 0.92 | 0.91 | 0.85 | | 0.92 | 0.91 | 0.85 | |
| Lanes: | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | |
| Final Sat.: | 3502 | 5187 | 1615 | | 3502 | 5187 | 1615 | | 3502 | 5187 | 1615 | | 3502 | 5187 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.07 | 0.18 | 0.05 | | 0.21 | 0.15 | 0.26 | | 0.31 | 0.07 | 0.16 | | 0.06 | 0.09 | 0.18 | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.14 | 0.20 | 0.38 | | 0.23 | 0.29 | 0.64 | | 0.35 | 0.27 | 0.41 | | 0.18 | 0.10 | 0.33 | |
| Volume/Cap: | 0.51 | 0.90 | 0.14 | | 0.90 | 0.51 | 0.40 | | 0.90 | 0.25 | 0.38 | | 0.32 | 0.90 | 0.53 | |
| Delay/Veh: | 40.8 | 49.3 | 20.2 | | 50.0 | 29.7 | 9.0 | | 40.1 | 28.9 | 21.3 | | 35.8 | 62.3 | 28.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 40.8 | 49.3 | 20.2 | | 50.0 | 29.7 | 9.0 | | 40.1 | 28.9 | 21.3 | | 35.8 | 62.3 | 28.0 | |
| LOS by Move: | D | D | C | | D | C | A | | D | C | C | | D | E | C | |
| HCM2kAvgQ: | 3 | 11 | 2 | | 12 | 7 | 6 | | 18 | 3 | 5 | | 3 | 8 | 8 | |

Note: Queue reported is the number of cars per lane.

PM Existing Plus RHD Wed Jan 13, 2010 15:27:32 Page 41-1

Folsom South of US-50 Annexation
Existing Plus RHD PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #39 4th St/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.319
Loss Time (sec): 12 Average Delay (sec/veh): 28.3
Optimal Cycle: 32 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Include | | | | Include | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 2 | 0 | 1 | 0 | 1 | 0 | 3 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | | | |
| Base Vol: | 74 | 98 | 68 | | 84 | 121 | 32 | | 351 | 409 | 137 | | 78 | 305 | 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: | 74 | 98 | 68 | | 84 | 121 | 32 | | 351 | 409 | 137 | | 78 | 305 | 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: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 79 | 104 | 72 | | 89 | 129 | 34 | | 373 | 435 | 146 | | 83 | 324 | 131 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 79 | 104 | 72 | | 89 | 129 | 34 | | 373 | 435 | 146 | | 83 | 324 | 131 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 79 | 104 | 72 | | 89 | 129 | 34 | | 373 | 435 | 146 | | 83 | 324 | 131 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 1.00 | 0.85 | | 0.95 | 1.00 | 0.85 | | 0.92 | 0.88 | 0.88 | | 0.95 | 0.91 | 0.85 | |
| Lanes: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 2.00 | 2.25 | 0.75 | | 1.00 | 3.00 | 1.00 | |
| Final Sat.: | 1805 | 1900 | 1615 | | 1805 | 1900 | 1615 | | 3502 | 3738 | 1252 | | 1805 | 5187 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.05 | 0.04 | | 0.05 | 0.07 | 0.02 | | 0.11 | 0.12 | 0.12 | | 0.05 | 0.06 | 0.08 | |
| Crit Moves: | **** | | | | | **** | | | **** | | | | | **** | | |
| Green/Cycle: | 0.14 | 0.18 | 0.33 | | 0.17 | 0.21 | 0.21 | | 0.33 | 0.38 | 0.38 | | 0.15 | 0.20 | 0.36 | |
| Volume/Cap: | 0.32 | 0.30 | 0.13 | | 0.30 | 0.32 | 0.10 | | 0.32 | 0.31 | 0.31 | | 0.31 | 0.32 | 0.22 | |
| Delay/Veh: | 39.7 | 35.7 | 23.3 | | 37.2 | 33.7 | 31.8 | | 24.9 | 21.8 | 21.8 | | 38.5 | 34.6 | 22.3 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 39.7 | 35.7 | 23.3 | | 37.2 | 33.7 | 31.8 | | 24.9 | 21.8 | 21.8 | | 38.5 | 34.6 | 22.3 | |
| LOS by Move: | D | D | C | | D | C | C | | C | C | C | | D | C | C | |
| HCM2kAvgQ: | 2 | 3 | 2 | | 3 | 3 | 1 | | 4 | 4 | 4 | | 2 | 3 | 3 | |

Note: Queue reported is the number of cars per lane.





PM Existing Plus RHD Wed Jan 13, 2010 15:27:33 Page 42-1

Folsom South of US-50 Annexation
Existing Plus RHD PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #40 Placerville Rd/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.298
Loss Time (sec): 12 Average Delay (sec/veh): 12.7
Optimal Cycle: 31 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Ovl | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 90 | 31 | | 0 | 0 | 0 | | 1 | 473 | 87 | | 39 | 506 | 69 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 0 | 90 | 31 | | 0 | 0 | 0 | | 1 | 473 | 87 | | 39 | 506 | 69 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 0 | 96 | 33 | | 0 | 0 | 0 | | 1 | 503 | 93 | | 41 | 538 | 73 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 96 | 33 | | 0 | 0 | 0 | | 1 | 503 | 93 | | 41 | 538 | 73 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 0 | 96 | 33 | | 0 | 0 | 0 | | 1 | 503 | 93 | | 41 | 538 | 73 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.96 | 0.96 | | 1.00 | 1.00 | 1.00 | | 0.92 | 0.93 | 0.93 | | 0.95 | 0.93 | 0.93 | |
| Lanes: | 1.00 | 0.74 | 0.26 | | 1.00 | 1.00 | 1.00 | | 2.00 | 1.69 | 0.31 | | 1.00 | 1.76 | 0.24 | |
| Final Sat.: | 1900 | 1360 | 468 | | 1900 | 1900 | 1900 | | 3502 | 2979 | 548 | | 1805 | 3120 | 425 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.07 | 0.07 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.17 | 0.17 | | 0.02 | 0.17 | 0.17 | |
| Crit Moves: | | **** | | | | | | | | **** | | | **** | | | |
| Green/Cycle: | 0.00 | 0.24 | 0.24 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.57 | 0.57 | | 0.08 | 0.64 | 0.64 | |
| Volume/Cap: | 0.00 | 0.30 | 0.30 | | 0.00 | 0.00 | 0.00 | | 0.27 | 0.30 | 0.30 | | 0.30 | 0.27 | 0.27 | |
| Delay/Veh: | 0.0 | 31.8 | 31.8 | | 0.0 | 0.0 | 0.0 | | 83.2 | 11.4 | 11.4 | | 44.8 | 7.8 | 7.8 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 31.8 | 31.8 | | 0.0 | 0.0 | 0.0 | | 83.2 | 11.4 | 11.4 | | 44.8 | 7.8 | 7.8 | |
| LOS by Move: | A | C | C | | A | A | A | | F | B | B | | D | A | A | |
| HCM2kAvgQ: | 0 | 3 | 3 | | 0 | 0 | 0 | | 0 | 5 | 5 | | 1 | 4 | 4 | |

Note: Queue reported is the number of cars per lane.

Folsom South of US-50 Annexation
Existing Plus RHD PM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #41 Hillside Dr/ Easton Valley Pkwy

Average Delay (sec/veh): 5.3 Worst Case Level Of Service: D[ 30.0]

| 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 | | | | Ignore | | | | Include | | | | Ignore | | | |
| Lanes: | 0 | 0 | 0 | 0 0 | 1 | 0 | 0 | 0 1 | 1 | 0 | 1 | 0 0 | 0 | 0 | 1 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 121 | 0 | 196 | 123 | 272 | 0 | 0 | 367 | 55 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 0 | 0 | 0 | 121 | 0 | 196 | 123 | 272 | 0 | 0 | 367 | 55 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | | | | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.00 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.00 | | | | |
| PHF Volume: | 0 | 0 | 0 | 129 | 0 | 0 | 131 | 289 | 0 | 0 | 390 | 0 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| FinalVolume: | 0 | 0 | 0 | 129 | 0 | 0 | 131 | 289 | 0 | 0 | 390 | 0 | | | | |
| Critical Gap Module: | | | | | | | | | | | | | | | | |
| Critical Gp: | xxxxx | xxxx | xxxxx | 6.4 | xxxx | 6.2 | 4.1 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | | |
| FollowUpTim: | xxxxx | xxxx | xxxxx | 3.5 | xxxx | 3.3 | 2.2 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | | |
| Capacity Module: | | | | | | | | | | | | | | | | |
| Cnflict Vol: | xxxx | xxxx | xxxxx | 941 | xxxx | 390 | 390 | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | | |
| Potent Cap.: | xxxx | xxxx | xxxxx | 294 | xxxx | 662 | 1179 | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | | |
| Move Cap.: | xxxx | xxxx | xxxxx | 269 | xxxx | 662 | 1179 | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | | |
| Volume/Cap: | xxxx | xxxx | xxxx | 0.48 | xxxx | 0.00 | 0.11 | xxxx | xxxx | xxxx | xxxx | xxxx | | | | |
| Level Of Service Module: | | | | | | | | | | | | | | | | |
| 2Way95thQ: | xxxx | xxxx | xxxxx | 2.4 | xxxx | xxxxx | 0.4 | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | | |
| Control Del: | xxxxx | xxxx | xxxxx | 30.0 | xxxx | xxxxx | 8.4 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | | |
| LOS by Move: | * | * | * | D | * | * | A | * | * | * | * | * | | | | |
| Movement: | LT - | LTR - | RT | LT - | LTR - | RT | LT - | LTR - | RT | LT - | LTR - | RT | | | | |
| Shared Cap.: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | | |
| SharedQueue: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | | |
| Shrd ConDel: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | | |
| Shared LOS: | * | * | * | * | * | * | * | * | * | * | * | * | | | | |
| ApproachDel: | xxxxxx | | | 30.0 | | | xxxxxx | | | xxxxxx | | | | | | |
| ApproachLOS: | * | | | D | | | * | | | * | | | | | | |

Note: Queue reported is the number of cars per lane.





Folsom South of US-50 Annexation
Existing Plus RHD PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #42 Empire Ranch Rd/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.319
Loss Time (sec): 12 Average Delay (sec/veh): 25.2
Optimal Cycle: 32 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Split Phase | | | | Split Phase | | | |
| Rights: | Include | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 2 | 1 0 | 1 | 0 | 3 | 0 1 | 1 | 1 | 0 | 0 1 | 0 | 1 | 0 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 36 | 162 | 25 | | 174 | 169 | 224 | | 202 | 81 | 38 | | 33 | 67 | 199 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 36 | 162 | 25 | | 174 | 169 | 224 | | 202 | 81 | 38 | | 33 | 67 | 199 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 38 | 172 | 27 | | 185 | 180 | 238 | | 215 | 86 | 40 | | 35 | 71 | 212 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 38 | 172 | 27 | | 185 | 180 | 238 | | 215 | 86 | 40 | | 35 | 71 | 212 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 38 | 172 | 27 | | 185 | 180 | 238 | | 215 | 86 | 40 | | 35 | 71 | 212 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.89 | 0.89 | | 0.95 | 0.91 | 0.85 | | 0.97 | 0.97 | 0.85 | | 0.98 | 0.98 | 0.85 | |
| Lanes: | 1.00 | 2.60 | 0.40 | | 1.00 | 3.00 | 1.00 | | 1.43 | 0.57 | 1.00 | | 0.33 | 0.67 | 1.00 | |
| Final Sat.: | 1805 | 4404 | 680 | | 1805 | 5187 | 1615 | | 2620 | 1051 | 1615 | | 617 | 1253 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.04 | 0.04 | | 0.10 | 0.03 | 0.15 | | 0.08 | 0.08 | 0.03 | | 0.06 | 0.06 | 0.13 | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | **** | | | |
| Green/Cycle: | 0.11 | 0.12 | 0.12 | | 0.32 | 0.34 | 0.59 | | 0.26 | 0.26 | 0.37 | | 0.18 | 0.18 | 0.50 | |
| Volume/Cap: | 0.20 | 0.32 | 0.32 | | 0.32 | 0.10 | 0.25 | | 0.32 | 0.32 | 0.07 | | 0.32 | 0.32 | 0.26 | |
| Delay/Veh: | 41.1 | 40.3 | 40.3 | | 26.0 | 22.9 | 9.9 | | 30.2 | 30.2 | 20.7 | | 36.3 | 36.3 | 14.6 | |
| 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: | 41.1 | 40.3 | 40.3 | | 26.0 | 22.9 | 9.9 | | 30.2 | 30.2 | 20.7 | | 36.3 | 36.3 | 14.6 | |
| LOS by Move: | D | D | D | | C | C | A | | C | C | C | | D | D | B | |
| HCM2kAvgQ: | 1 | 2 | 2 | | 4 | 1 | 3 | | 4 | 4 | 1 | | 3 | 3 | 4 | |

Note: Queue reported is the number of cars per lane.

Folsom South of US-50 Annexation
Existing Plus RHD PM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #43 Prairie City Rd/Middle Rd

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: B[ 11.9]

| 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 | 2 | 1 0 | 1 | 0 | 3 | 0 0 | 0 | 0 | 0 | 0 0 | 1 | 0 | 0 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 677 | | 7 | 41 | 933 | | 0 | 0 | | 0 | 0 | 5 | | 0 | 33 |
| Growth Adj: | 1.00 | 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 | 677 | | 7 | 41 | 933 | | 0 | 0 | | 0 | 0 | 5 | | 0 | 33 |
| User Adj: | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 |
| PHF Volume: | 0 | 720 | | 7 | 44 | 993 | | 0 | 0 | | 0 | 0 | 5 | | 0 | 35 |
| Reduct Vol: | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 |
| FinalVolume: | 0 | 720 | | 7 | 44 | 993 | | 0 | 0 | | 0 | 0 | 5 | | 0 | 35 |
| Critical Gap Module: | | | | | | | | | | | | | | | | |
| Critical Gp: | xxxxx | xxxx | xxxxx | | 4.1 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | 6.8 | xxxx | | 6.9 |
| FollowUpTim: | xxxxx | xxxx | xxxxx | | 2.2 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | 3.5 | xxxx | | 3.3 |
| Capacity Module: | | | | | | | | | | | | | | | | |
| Cnflict Vol: | xxxx | xxxx | xxxxx | | 728 | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | 1142 | xxxx | | 244 |
| Potent Cap.: | xxxx | xxxx | xxxxx | | 885 | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | 197 | xxxx | | 763 |
| Move Cap.: | xxxx | xxxx | xxxxx | | 885 | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | 190 | xxxx | | 763 |
| Volume/Cap: | xxxx | xxxx | | xxxx | 0.05 | xxxx | | xxxx | xxxx | xxxx | | xxxx | 0.03 | xxxx | | 0.05 |
| Level Of Service Module: | | | | | | | | | | | | | | | | |
| 2Way95thQ: | xxxx | xxxx | xxxxx | | 0.2 | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | 0.1 | xxxx | | 0.1 |
| Control Del: | xxxxx | xxxx | xxxxx | | 9.3 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | 24.5 | xxxx | | 9.9 |
| LOS by Move: | * | * | | * | A | * | | * | * | | * | | C | * | | A |
| Movement: | LT - | LTR - | | RT | LT - | LTR - | | RT | LT - | LTR - | | RT | LT - | LTR - | | RT |
| Shared Cap.: | xxxx | xxxx | xxxxx | | xxxx | xxxx | xxxxx | | xxxx | xxxx | xxxxx | | xxxx | xxxx | xxxxx | |
| SharedQueue: | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | |
| Shrd ConDel: | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | |
| Shared LOS: | * | * | | * | * | * | | * | * | | * | | * | * | | * |
| ApproachDel: | xxxxxx | | | | xxxxxx | | | | xxxxxx | | | | 11.9 | | | |
| ApproachLOS: | * | | | | * | | | | * | | | | B | | | |

Note: Queue reported is the number of cars per lane.





Folsom South of US-50 Annexation
Existing Plus RHD PM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #44 Oak Ave Pkwy/Middle Rd

Average Delay (sec/veh): 3.1 Worst Case Level Of Service: E[ 35.4]

| 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 | | | | Ignore | | | | Include | | | |
| Lanes: | 1 | 0 | 1 | 1 0 | 1 | 0 | 1 | 1 0 | 1 | 0 | 1 | 0 1 | 1 | 0 | 0 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 38 | 330 | | 10 | 89 | 525 | | 43 | 43 | | 5 | 43 | 8 | | 3 | 51 |
| Growth Adj: | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| Initial Bse: | 38 | 330 | | 10 | 89 | 525 | | 43 | 43 | | 5 | 43 | 8 | | 3 | 51 |
| User Adj: | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 0.00 | 1.00 | | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | | 0.94 | 0.00 | 0.94 | | 0.94 | 0.94 |
| PHF Volume: | 40 | 351 | | 11 | 95 | 559 | | 46 | 46 | | 5 | 0 | 9 | | 3 | 54 |
| Reduct Vol: | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 |
| FinalVolume: | 40 | 351 | | 11 | 95 | 559 | | 46 | 46 | | 5 | 0 | 9 | | 3 | 54 |
| Critical Gap Module: | | | | | | | | | | | | | | | | |
| Critical Gp: | 4.1 | xxxx | xxxxx | | 4.1 | xxxx | xxxxx | | 7.5 | 6.5 | | 6.9 | 7.5 | 6.5 | | 6.9 |
| FollowUpTim: | 2.2 | xxxx | xxxxx | | 2.2 | xxxx | xxxxx | | 3.5 | 4.0 | | 3.3 | 3.5 | 4.0 | | 3.3 |
| Capacity Module: | | | | | | | | | | | | | | | | |
| Cnflict Vol: | 604 | xxxx | xxxxx | | 362 | xxxx | xxxxx | | 1029 | 1213 | | 302 | 909 | 1231 | | 181 |
| Potent Cap.: | 983 | xxxx | xxxxx | | 1208 | xxxx | xxxxx | | 191 | 183 | | 700 | 233 | 179 | | 837 |
| Move Cap.: | 983 | xxxx | xxxxx | | 1208 | xxxx | xxxxx | | 160 | 162 | | 700 | 207 | 158 | | 837 |
| Volume/Cap: | 0.04 | xxxx | | xxxx | 0.08 | xxxx | | xxxx | 0.29 | 0.03 | | 0.00 | 0.04 | 0.02 | | 0.06 |
| Level Of Service Module: | | | | | | | | | | | | | | | | |
| 2Way95thQ: | 0.1 | xxxx | xxxxx | | 0.3 | xxxx | xxxxx | | 1.1 | 0.1 | xxxxx | | 0.1 | xxxx | xxxxx | |
| Control Del: | 8.8 | xxxx | xxxxx | | 8.2 | xxxx | xxxxx | | 36.2 | 28.0 | xxxxx | | 23.1 | xxxx | xxxxx | |
| LOS by Move: | A | * | | * | A | * | | * | E | D | | * | C | * | | * |
| Movement: | LT - | LTR - | | RT | LT - | LTR - | | RT | LT - | LTR - | | RT | LT - | LTR - | | RT |
| Shared Cap.: | xxxx | xxxx | xxxxx | | xxxx | xxxx | xxxxx | | xxxx | xxxx | xxxxx | | xxxx | xxxx | | 676 |
| SharedQueue: | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | | 0.3 |
| Shrd ConDel: | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | | 10.8 |
| Shared LOS: | * | * | | * | * | * | | * | * | | * | | * | * | | B |
| ApproachDel: | xxxxxx | | | | xxxxxx | | | | 35.4 | | | | 12.4 | | | |
| ApproachLOS: | * | | | | * | | | | E | | | | B | | | |

Note: Queue reported is the number of cars per lane.

PM Existing Plus RHD Wed Jan 13, 2010 15:27:33 Page 47-1

Folsom South of US-50 Annexation
Existing Plus RHD PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #45 Scott Rd (North)/ Street "B"

| | | | |
|---|---|---|---|
| Cycle (sec): | 100 | Critical Vol./Cap. (X): | 0.747 |
| Loss Time (sec): | 12 | Average Delay (sec/veh): | 31.8 |
| Optimal Cycle: | 67 | Level Of Service: | C |

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 3 | 0 1 | 1 | 0 | 3 | 0 1 | 1 | 0 | 0 | 1 0 | 1 | 0 | 0 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 48 | 913 | 56 | 426 | 726 | 1 | 22 | 73 | 63 | 72 | 69 | 256 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 48 | 913 | 56 | 426 | 726 | 1 | 22 | 73 | 63 | 72 | 69 | 256 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | | | | |
| PHF Volume: | 51 | 971 | 60 | 453 | 772 | 1 | 23 | 78 | 67 | 77 | 73 | 272 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 51 | 971 | 60 | 453 | 772 | 1 | 23 | 78 | 67 | 77 | 73 | 272 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| 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: | 51 | 971 | 60 | 453 | 772 | 1 | 23 | 78 | 67 | 77 | 73 | 272 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 0.95 | 0.91 | 0.85 | 0.95 | 0.91 | 0.85 | 0.95 | 0.93 | 0.93 | 0.95 | 0.88 | 0.88 | | | | |
| Lanes: | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 | 1.00 | 0.54 | 0.46 | 1.00 | 0.21 | 0.79 | | | | |
| Final Sat.: | 1805 | 5187 | 1615 | 1805 | 5187 | 1615 | 1805 | 949 | 819 | 1805 | 356 | 1320 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.19 | 0.04 | 0.25 | 0.15 | 0.00 | 0.01 | 0.08 | 0.08 | 0.04 | 0.21 | 0.21 | | | | |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | | | | | |
| Green/Cycle: | 0.09 | 0.25 | 0.25 | 0.34 | 0.49 | 0.49 | 0.02 | 0.19 | 0.19 | 0.10 | 0.28 | 0.28 | | | | |
| Volume/Cap: | 0.30 | 0.75 | 0.15 | 0.75 | 0.30 | 0.00 | 0.75 | 0.42 | 0.42 | 0.42 | 0.75 | 0.75 | | | | |
| Delay/Veh: | 43.3 | 37.0 | 29.3 | 34.5 | 15.2 | 12.9 | 114.3 | 36.3 | 36.3 | 43.9 | 39.6 | 39.6 | | | | |
| 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: | 43.3 | 37.0 | 29.3 | 34.5 | 15.2 | 12.9 | 114.3 | 36.3 | 36.3 | 43.9 | 39.6 | 39.6 | | | | |
| LOS by Move: | D | D | C | C | B | B | F | D | D | D | D | D | | | | |
| HCM2kAvgQ: | 1 | 10 | 1 | 12 | 5 | 0 | 2 | 4 | 4 | 3 | 11 | 11 | | | | |

Note: Queue reported is the number of cars per lane.





PM Existing Plus RHD Wed Jan 13, 2010 15:27:33 Page 48-1

Folsom South of US-50 Annexation
Existing Plus RHD PM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #46 East Rd/Street "B"

| | | | |
|---|---|---|---|
| Cycle (sec): | 100 | Critical Vol./Cap. (X): | 0.842 |
| Loss Time (sec): | 12 | Average Delay (sec/veh): | 21.1 |
| Optimal Cycle: | 0 | Level Of Service: | C |

| 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 | 0 | 0 | 0 | 0 |
| Lanes: | 1 | 0 | 0 | 1 0 | 1 | 0 | 0 | 1 0 | 1 | 0 | 0 | 1 0 | 1 | 0 | 0 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 73 | 95 | 17 | 29 | 132 | 63 | 48 | 330 | 119 | 14 | 213 | 54 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 73 | 95 | 17 | 29 | 132 | 63 | 48 | 330 | 119 | 14 | 213 | 54 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | | | | |
| PHF Volume: | 78 | 101 | 18 | 31 | 140 | 67 | 51 | 351 | 127 | 15 | 227 | 57 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 78 | 101 | 18 | 31 | 140 | 67 | 51 | 351 | 127 | 15 | 227 | 57 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| 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: | 78 | 101 | 18 | 31 | 140 | 67 | 51 | 351 | 127 | 15 | 227 | 57 | | | | |
| 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 | 0.85 | 0.15 | 1.00 | 0.68 | 0.32 | 1.00 | 0.73 | 0.27 | 1.00 | 0.80 | 0.20 | | | | |
| Final Sat.: | 426 | 389 | 70 | 435 | 323 | 154 | 505 | 417 | 150 | 471 | 415 | 105 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.18 | 0.26 | 0.26 | 0.07 | 0.44 | 0.44 | 0.10 | 0.84 | 0.84 | 0.03 | 0.55 | 0.55 | | | | |
| Crit Moves: | | | **** | | | **** | | | **** | | **** | | | | | |
| Delay/Veh: | 12.2 | 12.2 | 12.2 | 11.0 | 14.5 | 14.5 | 10.4 | 32.5 | 32.5 | 10.2 | 16.4 | 16.4 | | | | |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| AdjDel/Veh: | 12.2 | 12.2 | 12.2 | 11.0 | 14.5 | 14.5 | 10.4 | 32.5 | 32.5 | 10.2 | 16.4 | 16.4 | | | | |
| LOS by Move: | B | B | B | B | B | B | B | D | D | B | C | C | | | | |
| ApproachDel: | 12.2 | | | 14.0 | | | 30.4 | | | 16.1 | | | | | | |
| Delay Adj: | 1.00 | | | 1.00 | | | 1.00 | | | 1.00 | | | | | | |
| ApprAdjDel: | 12.2 | | | 14.0 | | | 30.4 | | | 16.1 | | | | | | |
| LOS by Appr: | B | | | B | | | D | | | C | | | | | | |
| AllWayAvgQ: | 0.2 | 0.3 | 0.3 | 0.1 | 0.6 | 0.6 | 0.1 | 3.7 | 3.7 | 0.0 | 1.0 | 1.0 | | | | |

Note: Queue reported is the number of cars per lane.

Folsom South of US-50 Annexation
Existing Plus RHD PM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #47 Prairie City Rd/Street "A"

Average Delay (sec/veh): 2.3 Worst Case Level Of Service: C[ 21.4]

| 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 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 602 | | 62 | | 159 | 778 | | 0 | | 0 | | 0 | | 0 | 29 | | 0 | | 83 |
| Growth Adj: | 1.00 | 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 | 602 | | 62 | | 159 | 778 | | 0 | | 0 | | 0 | | 0 | 29 | | 0 | | 83 |
| User Adj: | 1.00 | 1.00 | | 1.00 | | 1.00 | 1.00 | | 1.00 | | 1.00 | | 1.00 | | 1.00 | 1.00 | | 1.00 | | 1.00 |
| PHF Adj: | 0.94 | 0.94 | | 0.94 | | 0.94 | 0.94 | | 0.94 | | 0.94 | | 0.94 | | 0.94 | 0.94 | | 0.94 | | 0.94 |
| PHF Volume: | 0 | 640 | | 66 | | 169 | 828 | | 0 | | 0 | | 0 | | 0 | 31 | | 0 | | 88 |
| Reduct Vol: | 0 | 0 | | 0 | | 0 | 0 | | 0 | | 0 | | 0 | | 0 | 0 | | 0 | | 0 |
| FinalVolume: | 0 | 640 | | 66 | | 169 | 828 | | 0 | | 0 | | 0 | | 0 | 31 | | 0 | | 88 |
| Critical Gap Module: | | | | | | | | | | | | | | | | | | | | |
| Critical Gp: | xxxxx | xxxx | | xxxxx | | 4.1 | xxxx | | xxxxx | | xxxxx | | xxxx | | xxxxx | 6.8 | | xxxx | | 6.9 |
| FollowUpTim: | xxxxx | xxxx | | xxxxx | | 2.2 | xxxx | | xxxxx | | xxxxx | | xxxx | | xxxxx | 3.5 | | xxxx | | 3.3 |
| Capacity Module: | | | | | | | | | | | | | | | | | | | | |
| Cnflict Vol: | xxxx | xxxx | | xxxxx | | 706 | xxxx | | xxxxx | | xxxx | | xxxx | | xxxxx | 1426 | | xxxx | | 353 |
| Potent Cap.: | xxxx | xxxx | | xxxxx | | 901 | xxxx | | xxxxx | | xxxx | | xxxx | | xxxxx | 129 | | xxxx | | 649 |
| Move Cap.: | xxxx | xxxx | | xxxxx | | 901 | xxxx | | xxxxx | | xxxx | | xxxx | | xxxxx | 110 | | xxxx | | 649 |
| Volume/Cap: | xxxx | xxxx | | xxxx | | 0.19 | xxxx | | xxxx | | xxxx | | xxxx | | xxxx | 0.28 | | xxxx | | 0.14 |
| Level Of Service Module: | | | | | | | | | | | | | | | | | | | | |
| 2Way95thQ: | xxxx | xxxx | | xxxxx | | 0.7 | xxxx | | xxxxx | | xxxx | | xxxx | | xxxxx | 1.1 | | xxxx | | 0.5 |
| Control Del: | xxxxx | xxxx | | xxxxx | | 9.9 | xxxx | | xxxxx | | xxxxx | | xxxx | | xxxxx | 49.9 | | xxxx | | 11.4 |
| LOS by Move: | * | * | | * | | A | * | | * | | * | | * | | * | E | | * | | B |
| Movement: | LT | - | LTR | - | RT | LT | - | LTR | - | RT | LT | - | LTR | - | RT | LT | - | LTR | - | RT |
| Shared Cap.: | xxxx | xxxx | | xxxxx | | xxxx | xxxx | | xxxxx | | xxxx | | xxxx | | xxxxx | xxxx | | xxxx | | xxxxx |
| SharedQueue: | xxxxx | xxxx | | xxxxx | | xxxxx | xxxx | | xxxxx | | xxxxx | | xxxx | | xxxxx | xxxxx | | xxxx | | xxxxx |
| Shrd ConDel: | xxxxx | xxxx | | xxxxx | | xxxxx | xxxx | | xxxxx | | xxxxx | | xxxx | | xxxxx | xxxxx | | xxxx | | xxxxx |
| Shared LOS: | * | * | | * | | * | * | | * | | * | | * | | * | * | | * | | * |
| ApproachDel: | xxxxxx | | | | | xxxxxx | | | | | xxxxxx | | | | | 21.4 | | | | |
| ApproachLOS: | * | | | | | * | | | | | * | | | | | C | | | | |

Note: Queue reported is the number of cars per lane.





Folsom South of US-50 Annexation
Existing Plus RHD PM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #48 Oak Ave Pkwy/Street "A"

Cycle (sec): 100 Critical Vol./Cap. (X): 0.585
Loss Time (sec): 12 Average Delay (sec/veh): 15.2
Optimal Cycle: 0 Level Of Service: C

| 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 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | | | | | |
| Base Vol: | 51 | 183 | | 83 | | 160 | 277 | | 100 | | 65 | 97 | | 40 | | 87 | 133 | | 135 | |
| Growth Adj: | 1.00 | 1.00 | | 1.00 | | 1.00 | 1.00 | | 1.00 | | 1.00 | 1.00 | | 1.00 | | 1.00 | 1.00 | | 1.00 | |
| Initial Bse: | 51 | 183 | | 83 | | 160 | 277 | | 100 | | 65 | 97 | | 40 | | 87 | 133 | | 135 | |
| User Adj: | 1.00 | 1.00 | | 1.00 | | 1.00 | 1.00 | | 1.00 | | 1.00 | 1.00 | | 1.00 | | 1.00 | 1.00 | | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | | 0.94 | | 0.94 | 0.94 | | 0.94 | | 0.94 | 0.94 | | 0.94 | | 0.94 | 0.94 | | 0.94 | |
| PHF Volume: | 54 | 195 | | 88 | | 170 | 295 | | 106 | | 69 | 103 | | 43 | | 93 | 141 | | 144 | |
| Reduct Vol: | 0 | 0 | | 0 | | 0 | 0 | | 0 | | 0 | 0 | | 0 | | 0 | 0 | | 0 | |
| Reduced Vol: | 54 | 195 | | 88 | | 170 | 295 | | 106 | | 69 | 103 | | 43 | | 93 | 141 | | 144 | |
| PCE Adj: | 1.00 | 1.00 | | 1.00 | | 1.00 | 1.00 | | 1.00 | | 1.00 | 1.00 | | 1.00 | | 1.00 | 1.00 | | 1.00 | |
| 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: | 54 | 195 | | 88 | | 170 | 295 | | 106 | | 69 | 103 | | 43 | | 93 | 141 | | 144 | |
| 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 | 1.38 | | 0.62 | | 1.00 | 1.47 | | 0.53 | | 1.00 | 0.71 | | 0.29 | | 1.00 | 0.50 | | 0.50 | |
| Final Sat.: | 397 | 591 | | 278 | | 431 | 685 | | 255 | | 408 | 316 | | 130 | | 432 | 242 | | 246 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.14 | 0.33 | | 0.32 | | 0.40 | 0.43 | | 0.42 | | 0.17 | 0.33 | | 0.33 | | 0.21 | 0.58 | | 0.58 | |
| Crit Moves: | | **** | | | | | **** | | | | | | | **** | | | | | **** | |
| Delay/Veh: | 12.6 | 14.3 | | 13.6 | | 15.7 | 15.4 | | 14.7 | | 12.6 | 13.7 | | 13.7 | | 12.8 | 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: | 12.6 | 14.3 | | 13.6 | | 15.7 | 15.4 | | 14.7 | | 12.6 | 13.7 | | 13.7 | | 12.8 | 18.7 | | 18.7 | |
| LOS by Move: | B | B | | B | | C | C | | B | | B | B | | B | | B | C | | C | |
| ApproachDel: | 13.8 | | | | | 15.4 | | | | | 13.3 | | | | | 17.3 | | | | |
| Delay Adj: | 1.00 | | | | | 1.00 | | | | | 1.00 | | | | | 1.00 | | | | |
| ApprAdjDel: | 13.8 | | | | | 15.4 | | | | | 13.3 | | | | | 17.3 | | | | |
| LOS by Appr: | B | | | | | C | | | | | B | | | | | C | | | | |
| AllWayAvgQ: | 0.1 | 0.4 | | 0.4 | | 0.6 | 0.7 | | 0.6 | | 0.2 | 0.4 | | 0.4 | | 0.2 | 1.2 | | 1.2 | |

Note: Queue reported is the number of cars per lane.

Folsom South of US-50 Annexation
Existing Plus RHD PM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #49 West Rd/Street "A"

Cycle (sec): 100 Critical Vol./Cap. (X): 0.588
Loss Time (sec): 9 Average Delay (sec/veh): 13.5
Optimal Cycle: 0 Level Of Service: B

| 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: | Ignore | | | | Ignore | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Lanes: | 0 | 1 | 0 | 0 1 | 0 | 1 | 0 | 0 1 | 1 | 0 | 0 | 1 0 | 1 | 0 | 0 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 6 | 16 | 20 | | 146 | 27 | 167 | | 147 | 255 | 8 | | 29 | 250 | 101 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 6 | 16 | 20 | | 146 | 27 | 167 | | 147 | 255 | 8 | | 29 | 250 | 101 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 6 | 17 | 0 | | 155 | 29 | 0 | | 156 | 271 | 9 | | 31 | 266 | 107 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 6 | 17 | 0 | | 155 | 29 | 0 | | 156 | 271 | 9 | | 31 | 266 | 107 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 6 | 17 | 0 | | 155 | 29 | 0 | | 156 | 271 | 9 | | 31 | 266 | 107 | |
| 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: | 0.27 | 0.73 | 1.00 | | 0.84 | 0.16 | 1.00 | | 1.00 | 0.97 | 0.03 | | 1.00 | 0.71 | 0.29 | |
| Final Sat.: | 125 | 334 | 513 | | 411 | 76 | 571 | | 567 | 602 | 19 | | 558 | 452 | 183 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.05 | 0.05 | 0.00 | | 0.38 | 0.38 | 0.00 | | 0.28 | 0.45 | 0.45 | | 0.06 | 0.59 | 0.59 | |
| Crit Moves: | | **** | | | | **** | | | | **** | | | | **** | | |
| Delay/Veh: | 10.1 | 10.1 | 0.0 | | 13.5 | 13.5 | 0.0 | | 11.2 | 12.8 | 12.8 | | 9.3 | 15.6 | 15.6 | |
| Delay Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 10.1 | 10.1 | 0.0 | | 13.5 | 13.5 | 0.0 | | 11.2 | 12.8 | 12.8 | | 9.3 | 15.6 | 15.6 | |
| LOS by Move: | B | B | * | | B | B | * | | B | B | B | | A | C | C | |
| ApproachDel: | 10.1 | | | | 13.5 | | | | 12.2 | | | | 15.1 | | | |
| Delay Adj: | 1.00 | | | | 1.00 | | | | 1.00 | | | | 1.00 | | | |
| ApprAdjDel: | 10.1 | | | | 13.5 | | | | 12.2 | | | | 15.1 | | | |
| LOS by Appr: | B | | | | B | | | | B | | | | C | | | |
| AllWayAvgQ: | 0.0 | 0.0 | 0.0 | | 0.5 | 0.5 | 0.0 | | 0.4 | 0.8 | 0.8 | | 0.1 | 1.3 | 1.3 | |

Note: Queue reported is the number of cars per lane.





Folsom South of US-50 Annexation
Existing Plus RHD PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #50 Scott Rd (North)/ Street "A"

Cycle (sec): 100 Critical Vol./Cap. (X): 0.673
Loss Time (sec): 12 Average Delay (sec/veh): 31.6
Optimal Cycle: 56 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 2 | 0 1 | 1 | 0 | 2 | 0 1 | 1 | 0 | 1 | 0 1 | 1 | 0 | 1 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 33 | 627 | 92 | | 290 | 419 | 224 | | 197 | 186 | 39 | | 60 | 135 | 183 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 33 | 627 | 92 | | 290 | 419 | 224 | | 197 | 186 | 39 | | 60 | 135 | 183 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 35 | 667 | 98 | | 309 | 446 | 238 | | 210 | 198 | 41 | | 64 | 144 | 195 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 35 | 667 | 98 | | 309 | 446 | 238 | | 210 | 198 | 41 | | 64 | 144 | 195 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 35 | 667 | 98 | | 309 | 446 | 238 | | 210 | 198 | 41 | | 64 | 144 | 195 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.95 | 0.85 | | 0.95 | 0.95 | 0.85 | | 0.95 | 1.00 | 0.85 | | 0.95 | 1.00 | 0.85 | |
| Lanes: | 1.00 | 2.00 | 1.00 | | 1.00 | 2.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Final Sat.: | 1805 | 3610 | 1615 | | 1805 | 3610 | 1615 | | 1805 | 1900 | 1615 | | 1805 | 1900 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.18 | 0.06 | | 0.17 | 0.12 | 0.15 | | 0.12 | 0.10 | 0.03 | | 0.04 | 0.08 | 0.12 | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | | **** | |
| Green/Cycle: | 0.06 | 0.27 | 0.27 | | 0.25 | 0.47 | 0.47 | | 0.17 | 0.26 | 0.26 | | 0.09 | 0.18 | 0.18 | |
| Volume/Cap: | 0.32 | 0.67 | 0.22 | | 0.67 | 0.26 | 0.32 | | 0.67 | 0.40 | 0.10 | | 0.40 | 0.42 | 0.67 | |
| Delay/Veh: | 46.5 | 34.1 | 28.3 | | 37.5 | 16.3 | 16.9 | | 44.4 | 30.9 | 28.0 | | 44.6 | 37.3 | 44.4 | |
| 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: | 46.5 | 34.1 | 28.3 | | 37.5 | 16.3 | 16.9 | | 44.4 | 30.9 | 28.0 | | 44.6 | 37.3 | 44.4 | |
| LOS by Move: | D | C | C | | D | B | B | | D | C | C | | D | D | D | |
| HCM2kAvgQ: | 1 | 10 | 2 | | 9 | 4 | 4 | | 7 | 5 | 1 | | 2 | 4 | 7 | |

Note: Queue reported is the number of cars per lane.

Folsom South of US-50 Annexation
Existing Plus RHD PM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #51 East Rd/Street "A"

Cycle (sec): 100 Critical Vol./Cap. (X): 0.485
Loss Time (sec): 12 Average Delay (sec/veh): 11.0
Optimal Cycle: 0 Level Of Service: B

| 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 | 0 | 1 0 | 1 | 0 | 0 | 1 0 | 1 | 0 | 0 | 1 0 | 1 | 0 | 0 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 63 | 20 | 18 | | 40 | 22 | 61 | | 71 | 238 | 65 | | 14 | 165 | 19 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 63 | 20 | 18 | | 40 | 22 | 61 | | 71 | 238 | 65 | | 14 | 165 | 19 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 67 | 21 | 19 | | 43 | 23 | 65 | | 76 | 253 | 69 | | 15 | 176 | 20 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 67 | 21 | 19 | | 43 | 23 | 65 | | 76 | 253 | 69 | | 15 | 176 | 20 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 67 | 21 | 19 | | 43 | 23 | 65 | | 76 | 253 | 69 | | 15 | 176 | 20 | |
| 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 | 0.53 | 0.47 | | 1.00 | 0.27 | 0.73 | | 1.00 | 0.79 | 0.21 | | 1.00 | 0.90 | 0.10 | |
| Final Sat.: | 500 | 297 | 267 | | 503 | 156 | 431 | | 589 | 522 | 143 | | 564 | 560 | 64 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.13 | 0.07 | 0.07 | | 0.08 | 0.15 | 0.15 | | 0.13 | 0.48 | 0.48 | | 0.03 | 0.31 | 0.31 | |
| Crit Moves: | **** | | | | | **** | | | | **** | | | | **** | | |
| Delay/Veh: | 10.4 | 9.0 | 9.0 | | 10.0 | 9.3 | 9.3 | | 9.5 | 12.7 | 12.7 | | 9.0 | 10.7 | 10.7 | |
| 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: | 10.4 | 9.0 | 9.0 | | 10.0 | 9.3 | 9.3 | | 9.5 | 12.7 | 12.7 | | 9.0 | 10.7 | 10.7 | |
| LOS by Move: | B | A | A | | A | A | A | | A | B | B | | A | B | B | |
| ApproachDel: | 9.8 | | | | 9.5 | | | | 12.1 | | | | 10.6 | | | |
| Delay Adj: | 1.00 | | | | 1.00 | | | | 1.00 | | | | 1.00 | | | |
| ApprAdjDel: | 9.8 | | | | 9.5 | | | | 12.1 | | | | 10.6 | | | |
| LOS by Appr: | A | | | | A | | | | B | | | | B | | | |
| AllWayAvgQ: | 0.1 | 0.1 | 0.1 | | 0.1 | 0.1 | 0.1 | | 0.1 | 0.9 | 0.9 | | 0.0 | 0.4 | 0.4 | |

Note: Queue reported is the number of cars per lane.





Folsom South of US-50 Annexation
Existing Plus RHD PM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #52 Placerville Rd/ Street "A"

Cycle (sec): 100 Critical Vol./Cap. (X): 0.369
Loss Time (sec): 12 Average Delay (sec/veh): 10.6
Optimal Cycle: 0 Level Of Service: B

| 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 | 0 | 1 0 | 1 | 0 | 0 | 1 0 | 1 | 0 | 0 | 1 0 | 1 | 0 | 0 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 71 | 196 | 20 | | 119 | 182 | 2 | | 2 | 40 | 69 | | 13 | 42 | 83 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 71 | 196 | 20 | | 119 | 182 | 2 | | 2 | 40 | 69 | | 13 | 42 | 83 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 76 | 209 | 21 | | 127 | 194 | 2 | | 2 | 43 | 73 | | 14 | 45 | 88 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 76 | 209 | 21 | | 127 | 194 | 2 | | 2 | 43 | 73 | | 14 | 45 | 88 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 76 | 209 | 21 | | 127 | 194 | 2 | | 2 | 43 | 73 | | 14 | 45 | 88 | |
| 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 | 0.91 | 0.09 | | 1.00 | 0.99 | 0.01 | | 1.00 | 0.37 | 0.63 | | 1.00 | 0.34 | 0.66 | |
| Final Sat.: | 564 | 566 | 58 | | 569 | 613 | 7 | | 494 | 209 | 361 | | 500 | 194 | 384 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.13 | 0.37 | 0.37 | | 0.22 | 0.32 | 0.32 | | 0.00 | 0.20 | 0.20 | | 0.03 | 0.23 | 0.23 | |
| Crit Moves: | | **** | | | | **** | | | | **** | | | | | **** | |
| Delay/Veh: | 9.8 | 11.3 | 11.3 | | 10.5 | 10.8 | 10.8 | | 9.5 | 9.9 | 9.9 | | 9.6 | 10.1 | 10.1 | |
| Delay Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 9.8 | 11.3 | 11.3 | | 10.5 | 10.8 | 10.8 | | 9.5 | 9.9 | 9.9 | | 9.6 | 10.1 | 10.1 | |
| LOS by Move: | A | B | B | | B | B | B | | A | A | A | | A | B | B | |
| ApproachDel: | 11.0 | | | | 10.7 | | | | 9.9 | | | | 10.0 | | | |
| Delay Adj: | 1.00 | | | | 1.00 | | | | 1.00 | | | | 1.00 | | | |
| ApprAdjDel: | 11.0 | | | | 10.7 | | | | 9.9 | | | | 10.0 | | | |
| LOS by Appr: | B | | | | B | | | | A | | | | B | | | |
| AllWayAvgQ: | 0.1 | 0.5 | 0.5 | | 0.3 | 0.4 | 0.4 | | 0.0 | 0.2 | 0.2 | | 0.0 | 0.3 | 0.3 | |

Note: Queue reported is the number of cars per lane.

Folsom South of US-50 Annexation
Existing Plus RHD PM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #53 Empire Ranch Rd/Street "A"

Average Delay (sec/veh): 2.8 Worst Case Level Of Service: B[ 11.5]

| 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 | 1 | 1 0 | 1 | 0 | 1 | 1 0 | 1 | 0 | 0 | 1 0 | 1 | 0 | 0 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 11 | 135 | 8 | | 23 | 129 | 74 | | 47 | 12 | 9 | | 5 | 8 | 13 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 11 | 135 | 8 | | 23 | 129 | 74 | | 47 | 12 | 9 | | 5 | 8 | 13 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 12 | 144 | 9 | | 24 | 137 | 79 | | 50 | 13 | 10 | | 5 | 9 | 14 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| FinalVolume: | 12 | 144 | 9 | | 24 | 137 | 79 | | 50 | 13 | 10 | | 5 | 9 | 14 | |
| Critical Gap Module: | | | | | | | | | | | | | | | | |
| Critical Gp: | 4.1 | xxxx | xxxxx | | 4.1 | xxxx | xxxxx | | 7.5 | 6.5 | 6.9 | | 7.5 | 6.5 | 6.9 | |
| FollowUpTim: | 2.2 | xxxx | xxxxx | | 2.2 | xxxx | xxxxx | | 3.5 | 4.0 | 3.3 | | 3.5 | 4.0 | 3.3 | |
| Capacity Module: | | | | | | | | | | | | | | | | |
| Cnflict Vol: | 216 | xxxx | xxxxx | | 152 | xxxx | xxxxx | | 325 | 401 | 108 | | 295 | 436 | 76 | |
| Potent Cap.: | 1366 | xxxx | xxxxx | | 1441 | xxxx | xxxxx | | 610 | 541 | 932 | | 640 | 517 | 976 | |
| Move Cap.: | 1366 | xxxx | xxxxx | | 1441 | xxxx | xxxxx | | 582 | 527 | 932 | | 609 | 504 | 976 | |
| Volume/Cap: | 0.01 | xxxx | xxxx | | 0.02 | xxxx | xxxx | | 0.09 | 0.02 | 0.01 | | 0.01 | 0.02 | 0.01 | |
| Level Of Service Module: | | | | | | | | | | | | | | | | |
| 2Way95thQ: | 0.0 | xxxx | xxxxx | | 0.1 | xxxx | xxxxx | | 0.3 | xxxx | xxxxx | | 0.0 | xxxx | xxxxx | |
| Control Del: | 7.7 | xxxx | xxxxx | | 7.5 | xxxx | xxxxx | | 11.8 | xxxx | xxxxx | | 11.0 | xxxx | xxxxx | |
| LOS by Move: | A | * | * | | A | * | * | | B | * | * | | B | * | * | |
| Movement: | LT - | LTR - | RT | | LT - | LTR - | RT | | LT - | LTR - | RT | | LT - | LTR - | RT | |
| Shared Cap.: | xxxx | xxxx | xxxxx | | xxxx | xxxx | xxxxx | | xxxx | xxxx | 647 | | xxxx | xxxx | 719 | |
| SharedQueue: | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | 0.1 | | xxxxx | xxxx | 0.1 | |
| Shrd ConDel: | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | 10.8 | | xxxxx | xxxx | 10.2 | |
| Shared LOS: | * | * | * | | * | * | * | | * | * | B | | * | * | B | |
| ApproachDel: | xxxxxx | | | | xxxxxx | | | | 11.5 | | | | 10.3 | | | |
| ApproachLOS: | * | | | | * | | | | B | | | | B | | | |

Note: Queue reported is the number of cars per lane.





Folsom South of US-50 Annexation
Existing Plus RHD PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #54 Scott Rd (North)/South Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.434
Loss Time (sec): 12 Average Delay (sec/veh): 29.1
Optimal Cycle: 37 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 2 | 0 1 | 1 | 0 | 2 | 0 1 | 0 | 1 | 0 | 0 1 | 0 | 1 | 0 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 85 | 525 | 88 | | 130 | 269 | 120 | | 84 | 13 | 66 | | 76 | 13 | 143 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 85 | 525 | 88 | | 130 | 269 | 120 | | 84 | 13 | 66 | | 76 | 13 | 143 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 90 | 559 | 94 | | 138 | 286 | 128 | | 89 | 14 | 70 | | 81 | 14 | 152 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 90 | 559 | 94 | | 138 | 286 | 128 | | 89 | 14 | 70 | | 81 | 14 | 152 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 90 | 559 | 94 | | 138 | 286 | 128 | | 89 | 14 | 70 | | 81 | 14 | 152 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.95 | 0.85 | | 0.95 | 0.95 | 0.85 | | 0.96 | 0.96 | 0.85 | | 0.96 | 0.96 | 0.85 | |
| Lanes: | 1.00 | 2.00 | 1.00 | | 1.00 | 2.00 | 1.00 | | 0.87 | 0.13 | 1.00 | | 0.85 | 0.15 | 1.00 | |
| Final Sat.: | 1805 | 3610 | 1615 | | 1805 | 3610 | 1615 | | 1576 | 244 | 1615 | | 1556 | 266 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.05 | 0.15 | 0.06 | | 0.08 | 0.08 | 0.08 | | 0.06 | 0.06 | 0.04 | | 0.05 | 0.05 | 0.09 | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | | **** | |
| Green/Cycle: | 0.21 | 0.36 | 0.36 | | 0.18 | 0.33 | 0.33 | | 0.13 | 0.18 | 0.18 | | 0.17 | 0.22 | 0.22 | |
| Volume/Cap: | 0.24 | 0.43 | 0.16 | | 0.43 | 0.24 | 0.24 | | 0.43 | 0.31 | 0.24 | | 0.31 | 0.24 | 0.43 | |
| Delay/Veh: | 33.5 | 24.8 | 22.1 | | 37.7 | 24.8 | 24.9 | | 41.3 | 36.1 | 35.5 | | 37.3 | 32.7 | 34.7 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 33.5 | 24.8 | 22.1 | | 37.7 | 24.8 | 24.9 | | 41.3 | 36.1 | 35.5 | | 37.3 | 32.7 | 34.7 | |
| LOS by Move: | C | C | C | | D | C | C | | D | D | D | | D | C | C | |
| HCM2kAvgQ: | 2 | 7 | 2 | | 4 | 3 | 3 | | 3 | 3 | 2 | | 3 | 2 | 4 | |

Note: Queue reported is the number of cars per lane.

Folsom South of US-50 Annexation
Existing Plus RHD PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #55 Oak Ave Pkwy/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.270
Loss Time (sec): 9 Average Delay (sec/veh): 17.9
Optimal Cycle: 25 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Ovl | | | | Include | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 2 | 0 | 2 | 0 | 0 | |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | | 192 | 0 | 176 | | 124 | 527 | 0 | | 0 | 386 | 115 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 0 | 0 | 0 | | 192 | 0 | 176 | | 124 | 527 | 0 | | 0 | 386 | 115 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 0 | 0 | 0 | | 204 | 0 | 187 | | 132 | 561 | 0 | | 0 | 411 | 122 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 0 | 0 | | 204 | 0 | 187 | | 132 | 561 | 0 | | 0 | 411 | 122 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 0 | 0 | 0 | | 204 | 0 | 187 | | 132 | 561 | 0 | | 0 | 411 | 122 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 1.00 | 1.00 | | 0.59 | 1.00 | 0.85 | | 0.92 | 0.95 | 1.00 | | 1.00 | 0.91 | 0.85 | |
| Lanes: | 0.00 | 0.00 | 0.00 | | 2.00 | 0.00 | 1.00 | | 2.00 | 2.00 | 0.00 | | 0.00 | 3.00 | 1.00 | |
| Final Sat.: | 0 | 0 | 0 | | 2252 | 0 | 1615 | | 3502 | 3610 | 0 | | 0 | 5187 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | | 0.09 | 0.00 | 0.12 | | 0.04 | 0.16 | 0.00 | | 0.00 | 0.08 | 0.08 | |
| Crit Moves: | | | | | **** | | | | | **** | | | **** | | | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | | 0.34 | 0.00 | 0.52 | | 0.19 | 0.57 | 0.00 | | 0.00 | 0.39 | 0.39 | |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | | 0.27 | 0.00 | 0.22 | | 0.20 | 0.27 | 0.00 | | 0.00 | 0.20 | 0.19 | |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | | 24.5 | 0.0 | 13.1 | | 34.6 | 10.8 | 0.0 | | 0.0 | 20.3 | 20.3 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | | 24.5 | 0.0 | 13.1 | | 34.6 | 10.8 | 0.0 | | 0.0 | 20.3 | 20.3 | |
| LOS by Move: | A | A | A | | C | A | B | | C | B | A | | A | C | C | |
| HCM2kAvgQ: | 0 | 0 | 0 | | 3 | 0 | 3 | | 2 | 4 | 0 | | 0 | 3 | 2 | |

Note: Queue reported is the number of cars per lane.





Folsom South of US-50 Annexation
Existing Plus RHD PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #56 Empire Ranch Rd/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.284
Loss Time (sec): 9 Average Delay (sec/veh): 7.8
Optimal Cycle: 25 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Ovl | | | | Include | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | | 115 | 0 | 20 | | 7 | 697 | 0 | | 0 | 547 | 145 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 0 | 0 | 0 | | 115 | 0 | 20 | | 7 | 697 | 0 | | 0 | 547 | 145 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 0 | 0 | 0 | | 122 | 0 | 21 | | 7 | 741 | 0 | | 0 | 582 | 154 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 0 | 0 | | 122 | 0 | 21 | | 7 | 741 | 0 | | 0 | 582 | 154 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 0 | 0 | 0 | | 122 | 0 | 21 | | 7 | 741 | 0 | | 0 | 582 | 154 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 1.00 | 1.00 | | 0.61 | 1.00 | 0.85 | | 0.95 | 0.95 | 1.00 | | 1.00 | 0.91 | 0.85 | |
| Lanes: | 0.00 | 0.00 | 0.00 | | 2.00 | 0.00 | 1.00 | | 1.00 | 2.00 | 0.00 | | 0.00 | 3.00 | 1.00 | |
| Final Sat.: | 0 | 0 | 0 | | 2304 | 0 | 1615 | | 1805 | 3610 | 0 | | 0 | 5187 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | | 0.05 | 0.00 | 0.01 | | 0.00 | 0.21 | 0.00 | | 0.00 | 0.11 | 0.10 | |
| Crit Moves: | | | | | **** | | | | | **** | | | **** | | | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | | 0.19 | 0.00 | 0.21 | | 0.03 | 0.72 | 0.00 | | 0.00 | 0.70 | 0.70 | |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | | 0.28 | 0.00 | 0.06 | | 0.16 | 0.28 | 0.00 | | 0.00 | 0.16 | 0.14 | |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | | 35.3 | 0.0 | 31.5 | | 49.3 | 4.9 | 0.0 | | 0.0 | 5.2 | 5.1 | |
| 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: | 0.0 | 0.0 | 0.0 | | 35.3 | 0.0 | 31.5 | | 49.3 | 4.9 | 0.0 | | 0.0 | 5.2 | 5.1 | |
| LOS by Move: | A | A | A | | D | A | C | | D | A | A | | A | A | A | |
| HCM2kAvgQ: | 0 | 0 | 0 | | 2 | 0 | 0 | | 0 | 4 | 0 | | 0 | 2 | 2 | |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Existing Plus RHD PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #57 Hazel Blvd/ Gold Country

Cycle (sec): 100 Critical Vol./Cap. (X): 1.045
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - | R | L | - T | - | R | L | - T | - | R | L | - T | - | R |
| Control: | Protected | | | | Protected | | | | Split Phase | | | | Split Phase | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 3 | 0 | 1 | 1 | 0 | 3 | 0 | 1 | 2 | 0 | 0 | 1 | 1 | |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 149 | 2935 | 48 | | 16 | 1224 | 164 | | 316 | 18 | 314 | | 24 | 14 | 13 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 149 | 2935 | 48 | | 16 | 1224 | 164 | | 316 | 18 | 314 | | 24 | 14 | 13 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Volume: | 149 | 2935 | 48 | | 16 | 1224 | 164 | | 316 | 18 | 314 | | 24 | 14 | 13 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 149 | 2935 | 48 | | 16 | 1224 | 164 | | 316 | 18 | 314 | | 24 | 14 | 13 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 149 | 2935 | 48 | | 16 | 1224 | 164 | | 316 | 18 | 314 | | 24 | 14 | 13 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | |
| Adjustment: | 1.00 | 0.72 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Lanes: | 2.00 | 3.00 | 1.00 | | 1.00 | 3.00 | 1.00 | | 2.00 | 0.11 | 1.89 | | 1.00 | 0.52 | 0.48 | |
| Final Sat.: | 3000 | 3240 | 1500 | | 1500 | 4500 | 1500 | | 3000 | 163 | 2837 | | 1500 | 778 | 722 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.05 | 0.91 | 0.03 | | 0.01 | 0.27 | 0.11 | | 0.11 | 0.11 | 0.11 | | 0.02 | 0.02 | 0.02 | |
| Crit Volume: | | 978 | | | 16 | | | | | 166 | | | | | 27 | |
| Crit Moves: | | **** | | | **** | | | | | **** | | | | | **** | |





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Folsom South of US-50 Annexation
Existing Plus RHD PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #58 Hazel Ave/ Folsom Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.993
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - | R | L | - T | - | R | L | - T | - | R | L | - T | - | R |
| Control: | Split Phase | | | | Split Phase | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 2 | 0 | 1 | 1 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 38 | 254 | 10 | | 440 | 2 | 241 | | 613 | 640 | 4 | | 7 | 319 | 844 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 38 | 254 | 10 | | 440 | 2 | 241 | | 613 | 640 | 4 | | 7 | 319 | 844 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Volume: | 38 | 254 | 10 | | 440 | 2 | 241 | | 613 | 640 | 4 | | 7 | 319 | 844 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 38 | 254 | 10 | | 440 | 2 | 241 | | 613 | 640 | 4 | | 7 | 319 | 844 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 38 | 254 | 10 | | 440 | 2 | 241 | | 613 | 640 | 4 | | 7 | 319 | 844 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | |
| Adjustment: | 0.95 | 0.95 | 0.95 | | 0.95 | 0.95 | 0.95 | | 0.95 | 0.95 | 0.95 | | 0.95 | 0.95 | 0.95 | |
| Lanes: | 1.00 | 0.96 | 0.04 | | 2.00 | 0.02 | 1.98 | | 2.00 | 1.99 | 0.01 | | 1.00 | 1.00 | 1.00 | |
| Final Sat.: | 1425 | 1371 | 54 | | 2850 | 23 | 2827 | | 2850 | 2832 | 18 | | 1425 | 1425 | 1425 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.19 | 0.19 | | 0.15 | 0.09 | 0.09 | | 0.22 | 0.23 | 0.23 | | 0.00 | 0.22 | 0.59 | |
| Crit Volume: | | | 264 | | 0 | | | | 307 | | | | | | 844 | |
| Crit Moves: | | | **** | | **** | | | | **** | | | | | | **** | |

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-------------------------------------------------------------------------------
                        Folsom South of US-50 Annexation
                              Existing Plus RHD PM
-------------------------------------------------------------------------------
                      Level Of Service Computation Report
              2000 HCM Unsignalized Method (Base Volume Alternative)
*******************************************************************************
Intersection #59 Grant Line Rd/ White Rock Rd
*******************************************************************************
Average Delay (sec/veh):    235.9       Worst Case Level Of Service: F[668.8]
*******************************************************************************
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  1  0  0  0    0  0  0  1  0    0  0  1! 0  0    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       6  392     0     0  697    78   417    0   222     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:    6  392     0     0  697    78   417    0   222     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:     6  392     0     0  697    78   417    0   222     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    6  392     0     0  697    78   417    0   222     0    0     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.4  6.5   6.2 xxxxx xxxx xxxxx
FollowUpTim:  2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5  4.0   3.3 xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  775 xxxx xxxxx  xxxx xxxx xxxxx  1140 1140   736  xxxx xxxx xxxxx
Potent Cap.:  850 xxxx xxxxx  xxxx xxxx xxxxx   224  203   422  xxxx xxxx xxxxx
Move Cap.:    850 xxxx xxxxx  xxxx xxxx xxxxx   223  201   422  xxxx xxxx xxxxx
Volume/Cap:  0.01 xxxx  xxxx  xxxx xxxx  xxxx  1.87 0.00  0.53  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.0 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:  9.3 xxxx xxxxx xxxxx 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
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  267 xxxxx  xxxx xxxx xxxxx
SharedQueue:  0.0 xxxx xxxxx xxxxx xxxx xxxxx xxxxx 51.2 xxxxx xxxxx xxxx xxxxx
Shrd ConDel:  9.3 xxxx xxxxx xxxxx xxxx xxxxx xxxxx  669 xxxxx xxxxx xxxx xxxxx
Shared LOS:     A    *     *     *    *     *     *    F     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx            668.8           xxxxxx
ApproachLOS:         *                *                F                *
*******************************************************************************
Note: Queue reported is the number of cars per lane.
*******************************************************************************
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PM Existing Plus RHD       Wed Jan 13, 2010 15:27:33                Page 62-1
-------------------------------------------------------------------------------
                        Folsom South of US-50 Annexation
                              Existing Plus RHD PM
-------------------------------------------------------------------------------
                      Level Of Service Computation Report
           Circular 212 Planning Method (Base Volume Alternative)
*******************************************************************************
Intersection #60 Grantline Rd/ Sunrise Rd
*******************************************************************************
Cycle (sec):          100                Critical Vol./Cap. (X):         0.824
Loss Time (sec):        0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        130                Level Of Service:                   D
*******************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase      Protected        Protected
Rights:           Include          Include          Ovl              Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
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
Lanes:        0  0  1! 0  0    0  0  1! 0  0    1  0  1  0  1    1  0  1  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       8    2     5     8   17   733    10  305   245    11  453     5
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    8    2     5     8   17   733    10  305   245    11  453     5
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 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    2     5     8   17   733    10  305   245    11  453     5
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    8    2     5     8   17   733    10  305   245    11  453     5
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    8    2     5     8   17   733    10  305   245    11  453     5
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
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:       0.54 0.13  0.33  0.01 0.02  0.97  1.00 1.00  1.00  1.00 1.00  1.00
Final Sat.:   800  200   500    16   34  1451  1500 1500  1500  1500 1500  1500
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 0.01  0.01  0.51 0.51  0.51  0.01 0.20  0.16  0.01 0.30  0.00
Crit Volume:        15               758         10                   453
Crit Moves:       ****              ****       ****                  ****
*******************************************************************************
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Folsom South of US-50 Annexation
Existing Plus RHD PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #65 Sunrise Blvd/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.707
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 78 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Ovl | | | Ovl | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 2 | 0 | 3 | 0 | 1 | 2 | 0 | 3 | 0 | 1 | 2 | 0 | 2 | 0 | 1 | 2 | 0 | 3 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | | | | | |
| Base Vol: | 398 | 776 | 56 | 190 | 971 | 185 | 414 | 534 | 661 | 153 | 376 | 233 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 398 | 776 | 56 | 190 | 971 | 185 | 414 | 534 | 661 | 153 | 376 | 233 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 398 | 776 | 56 | 190 | 971 | 185 | 414 | 534 | 661 | 153 | 376 | 233 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 398 | 776 | 56 | 190 | 971 | 185 | 414 | 534 | 661 | 153 | 376 | 233 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 398 | 776 | 56 | 190 | 971 | 185 | 414 | 534 | 661 | 153 | 376 | 233 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 |
| 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: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 2.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3000 | 4500 | 1500 | 3000 | 4500 | 1500 | 3000 | 3000 | 1500 | 3000 | 4500 | 1500 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.13 | 0.17 | 0.04 | 0.06 | 0.22 | 0.12 | 0.14 | 0.18 | 0.44 | 0.05 | 0.08 | 0.16 |
| Crit Volume: | 0 | | | | 324 | | | | 661 | 77 | | |
| Crit Moves: | **** | | | | **** | | | | **** | **** | | |

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Folsom South of US-50 Annexation
Existing Plus RHD PM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #66 Fitzgerald Road / White Rock Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.816
Loss Time (sec): 0 Average Delay (sec/veh): 19.5
Optimal Cycle: 0 Level Of Service: C

| 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: | 0 | 0 | 1! | 0 | 0 | 0 | 0 | 1! | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1! | 0 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | | | | | |
| Base Vol: | 173 | 38 | 38 | 25 | 13 | 48 | 19 | 444 | 65 | 7 | 176 | 26 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 173 | 38 | 38 | 25 | 13 | 48 | 19 | 444 | 65 | 7 | 176 | 26 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 173 | 38 | 38 | 25 | 13 | 48 | 19 | 444 | 65 | 7 | 176 | 26 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 173 | 38 | 38 | 25 | 13 | 48 | 19 | 444 | 65 | 7 | 176 | 26 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 173 | 38 | 38 | 25 | 13 | 48 | 19 | 444 | 65 | 7 | 176 | 26 |
| 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: | 0.70 | 0.15 | 0.15 | 0.29 | 0.15 | 0.56 | 1.00 | 0.87 | 0.13 | 0.03 | 0.85 | 0.12 |
| Final Sat.: | 384 | 84 | 84 | 152 | 79 | 291 | 567 | 544 | 80 | 20 | 496 | 73 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.45 | 0.45 | 0.45 | 0.16 | 0.16 | 0.16 | 0.03 | 0.82 | 0.82 | 0.35 | 0.35 | 0.35 |
| Crit Moves: | | **** | | | | **** | | | **** | | **** | |
| Delay/Veh: | 13.4 | 13.4 | 13.4 | 10.2 | 10.2 | 10.2 | 9.2 | 27.6 | 27.6 | 11.6 | 11.6 | 11.6 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 13.4 | 13.4 | 13.4 | 10.2 | 10.2 | 10.2 | 9.2 | 27.6 | 27.6 | 11.6 | 11.6 | 11.6 |
| LOS by Move: | B | B | B | B | B | B | A | D | D | B | B | B |
| ApproachDel: | 13.4 | | | 10.2 | | | 26.9 | | | 11.6 | | |
| Delay Adj: | 1.00 | | | 1.00 | | | 1.00 | | | 1.00 | | |
| ApprAdjDel: | 13.4 | | | 10.2 | | | 26.9 | | | 11.6 | | |
| LOS by Appr: | B | | | B | | | D | | | B | | |
| AllWayAvgQ: | 0.7 | 0.7 | 0.7 | 0.2 | 0.2 | 0.2 | 0.0 | 3.3 | 3.3 | 0.5 | 0.5 | 0.5 |

Note: Queue reported is the number of cars per lane.

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PM Existing Plus RHD Wed Jan 13, 2010 15:27:34 Page 65-1

Folsom South of US-50 Annexation
Existing Plus RHD PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #67 Sunrise Blvd/ Douglas Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.692
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 74 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Split Phase | | | | Split Phase | | | |
| Rights: | Include | | | | Ovl | | | | Include | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 1 | 1 0 | 1 | 0 | 2 | 0 1 | 0 | 0 | 1! | 0 0 | 0 | 1 | 0 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 27 | 442 | 26 | | 85 | 1261 | 210 | | 86 | 70 | 144 | | 39 | 42 | 71 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 27 | 442 | 26 | | 85 | 1261 | 210 | | 86 | 70 | 144 | | 39 | 42 | 71 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Volume: | 27 | 442 | 26 | | 85 | 1261 | 210 | | 86 | 70 | 144 | | 39 | 42 | 71 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 27 | 442 | 26 | | 85 | 1261 | 210 | | 86 | 70 | 144 | | 39 | 42 | 71 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 27 | 442 | 26 | | 85 | 1261 | 210 | | 86 | 70 | 144 | | 39 | 42 | 71 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | |
| 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 | 1.89 | 0.11 | | 1.00 | 2.00 | 1.00 | | 0.29 | 0.23 | 0.48 | | 0.48 | 0.52 | 1.00 | |
| Final Sat.: | 1500 | 2833 | 167 | | 1500 | 3000 | 1500 | | 430 | 350 | 720 | | 722 | 778 | 1500 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.16 | 0.16 | | 0.06 | 0.42 | 0.14 | | 0.20 | 0.20 | 0.20 | | 0.05 | 0.05 | 0.05 | |
| Crit Volume: | 27 | | | | | 631 | | | | 300 | | | | 81 | | |
| Crit Moves: | **** | | | | | **** | | | | **** | | | | **** | | |





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Folsom South of US-50 Annexation
Existing Plus RHD PM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #68 Grant Line Rd/ Douglas Rd

Average Delay (sec/veh): 4.3 Worst Case Level Of Service: D[ 30.2]

| 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 | 1 | 0 | 0 0 | 0 | 0 | 0 | 1 0 | 0 | 0 | 1! | 0 0 | 0 | 0 | 0 | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 47 | 349 | 0 | | 0 | 578 | 79 | | 73 | 0 | 85 | | 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: | 47 | 349 | 0 | | 0 | 578 | 79 | | 73 | 0 | 85 | | 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: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 50 | 371 | 0 | | 0 | 615 | 84 | | 78 | 0 | 90 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| FinalVolume: | 50 | 371 | 0 | | 0 | 615 | 84 | | 78 | 0 | 90 | | 0 | 0 | 0 | |
| Critical Gap Module: | | | | | | | | | | | | | | | | |
| Critical Gp: | 4.1 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | 6.4 | 6.5 | | 6.2 | xxxxx | xxxx | xxxxx | |
| FollowUpTim: | 2.2 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | 3.5 | 4.0 | | 3.3 | xxxxx | xxxx | xxxxx | |
| Capacity Module: | | | | | | | | | | | | | | | | |
| Cnflict Vol: | 699 | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | 1128 | 1128 | | 657 | xxxx | xxxx | xxxxx | |
| Potent Cap.: | 907 | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | 228 | 206 | | 468 | xxxx | xxxx | xxxxx | |
| Move Cap.: | 907 | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | 218 | 194 | | 468 | xxxx | xxxx | xxxxx | |
| Volume/Cap: | 0.06 | xxxx | xxxx | xxxx | xxxx | xxxx | | | 0.36 | 0.00 | | 0.19 | xxxx | xxxx | xxxx | |
| Level Of Service Module: | | | | | | | | | | | | | | | | |
| 2Way95thQ: | 0.2 | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | xxxx | xxxx | xxxxx | | xxxx | xxxx | xxxxx | |
| Control Del: | 9.2 | xxxx | xxxxx | xxxxx | 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 | | | |
| Shared Cap.: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | xxxx | 306 | xxxxx | | xxxx | xxxx | xxxxx | |
| SharedQueue: | 0.2 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | xxxxx | 3.1 | xxxxx | | xxxxx | xxxx | xxxxx | |
| Shrd ConDel: | 9.2 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | xxxxx | 30.2 | xxxxx | | xxxxx | xxxx | xxxxx | |
| Shared LOS: | A | * | | * | * | * | | | * | D | | * | * | * | | * |
| ApproachDel: | xxxxxx | | | | xxxxxx | | | | | 30.2 | | | | xxxxxx | | |
| ApproachLOS: | | * | | | | * | | | | D | | | | * | | |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Existing Plus RHD PM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #69 Grant Line Road / Kiefer Boulevard

Cycle (sec): 100 Critical Vol./Cap. (X): 0.868
Loss Time (sec): 0 Average Delay (sec/veh): 22.4
Optimal Cycle: 0 Level Of Service: C

| 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 | 0 | 0 | 0 | 0 |
| Lanes: | 0 | 0 | 0 | 1 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1! | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 420 | | 3 | 110 | 583 | | 0 | 0 | 0 | | 1 | 14 | | 0 | 21 |
| Growth Adj: | 1.00 | 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 | 420 | | 3 | 110 | 583 | | 0 | 0 | 0 | | 1 | 14 | | 0 | 21 |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 1.00 | 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 | 420 | | 3 | 110 | 583 | | 0 | 0 | 0 | | 1 | 14 | | 0 | 21 |
| Reduct Vol: | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 |
| Reduced Vol: | 0 | 420 | | 3 | 110 | 583 | | 0 | 0 | 0 | | 1 | 14 | | 0 | 21 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 0 | 420 | | 3 | 110 | 583 | | 0 | 0 | 0 | | 1 | 14 | | 0 | 21 |
| 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: | 0.00 | 0.99 | 0.01 | | 0.16 | 0.84 | 0.00 | | 0.00 | 0.00 | 1.00 | | 0.40 | 0.00 | 0.60 | |
| Final Sat.: | 0 | 748 | | 5 | 127 | 672 | | 0 | 0 | 0 | 578 | | 226 | 0 | 340 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | xxxx | 0.56 | 0.56 | | 0.87 | 0.87 | xxxx | | xxxx | xxxx | 0.00 | | 0.06 | xxxx | 0.06 | |
| Crit Moves: | | **** | | | **** | | | | | | **** | | | | **** | |
| Delay/Veh: | 0.0 | 13.4 | 13.4 | | 28.7 | 28.7 | 0.0 | | 0.0 | 0.0 | 8.7 | | 9.2 | 0.0 | 9.2 | |
| Delay Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 13.4 | 13.4 | | 28.7 | 28.7 | 0.0 | | 0.0 | 0.0 | 8.7 | | 9.2 | 0.0 | 9.2 | |
| LOS by Move: | * | B | B | | D | D | * | | * | * | A | | A | * | A | |
| ApproachDel: | | 13.4 | | | 28.7 | | | | | 8.7 | | | | 9.2 | | |
| Delay Adj: | | 1.00 | | | 1.00 | | | | | 1.00 | | | | 1.00 | | |
| ApprAdjDel: | | 13.4 | | | 28.7 | | | | | 8.7 | | | | 9.2 | | |
| LOS by Appr: | | B | | | D | | | | | A | | | | A | | |
| AllWayAvgQ: | 1.2 | 1.2 | 1.2 | | 4.7 | 4.7 | 4.7 | | 0.0 | 0.0 | 0.0 | | 0.1 | 0.1 | 0.1 | |

Note: Queue reported is the number of cars per lane.





PM Existing Plus RHD Wed Jan 13, 2010 15:27:34 Page 68-1

Folsom South of US-50 Annexation
Existing Plus RHD PM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #83 White Rock Rd/ Carson Crossing Rd

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: E[ 43.5]

| 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 | 0 | 0 | 1 0 | 1 | 0 | 1 | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 11 | | 0 | 6 | 0 | | 0 | 0 | 0 | 710 | | 21 | 9 | 914 | | 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: | 11 | | 0 | 6 | 0 | | 0 | 0 | 0 | 710 | | 21 | 9 | 914 | | 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: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 12 | | 0 | 7 | 0 | | 0 | 0 | 0 | 798 | | 24 | 10 | 1027 | | 0 |
| Reduct Vol: | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 |
| FinalVolume: | 12 | | 0 | 7 | 0 | | 0 | 0 | 0 | 798 | | 24 | 10 | 1027 | | 0 |
| Critical Gap Module: | | | | | | | | | | | | | | | | |
| Critical Gp: | 6.4 | 6.5 | | 6.2 | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | 4.1 | xxxx | xxxxx | |
| FollowUpTim: | 3.5 | 4.0 | | 3.3 | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | 2.2 | xxxx | xxxxx | |
| Capacity Module: | | | | | | | | | | | | | | | | |
| Cnflict Vol: | 1857 | 1857 | | 810 | xxxx | xxxx | xxxxx | | xxxx | xxxx | xxxxx | | 821 | xxxx | xxxxx | |
| Potent Cap.: | 82 | 74 | | 383 | xxxx | xxxx | xxxxx | | xxxx | xxxx | xxxxx | | 817 | xxxx | xxxxx | |
| Move Cap.: | 81 | 74 | | 383 | xxxx | xxxx | xxxxx | | xxxx | xxxx | xxxxx | | 817 | xxxx | xxxxx | |
| Volume/Cap: | 0.15 | 0.00 | | 0.02 | xxxx | xxxx | xxxx | | xxxx | xxxx | xxxx | | 0.01 | xxxx | xxxx | |
| Level Of Service Module: | | | | | | | | | | | | | | | | |
| 2Way95thQ: | xxxx | xxxx | | xxxxx | xxxx | xxxx | xxxxx | | xxxx | xxxx | xxxxx | | 0.0 | xxxx | xxxxx | |
| Control Del: | xxxxx | xxxx | | xxxxx | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | 9.5 | xxxx | xxxxx | |
| LOS by Move: | * | * | | * | * | * | * | | * | * | * | | A | * | * | |
| Movement: | LT - LTR - RT | | | | LT - LTR - RT | | | | LT - LTR - RT | | | | LT - LTR - RT | | | |
| Shared Cap.: | xxxx | 112 | | xxxxx | xxxx | xxxx | xxxxx | | xxxx | xxxx | xxxxx | | xxxx | xxxx | xxxxx | |
| SharedQueue: | xxxxx | 0.6 | | xxxxx | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | |
| Shrd ConDel: | xxxxx | 43.5 | | xxxxx | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | |
| Shared LOS: | * | E | | * | * | * | * | | * | * | * | | * | * | * | |
| ApproachDel: | | 43.5 | | | xxxxxx | | | | xxxxxx | | | | xxxxxx | | | |
| ApproachLOS: | | E | | | * | | | | * | | | | * | | | |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Existing Plus RHD PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #84 White Rock Rd/ Stonebriar Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.712
Loss Time (sec): 12 Average Delay (sec/veh): 20.7
Optimal Cycle: 61 Level of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Split Phase | | | | Split Phase | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 0 | 1 0 | 1 | 0 | 1 | 0 1 | 1 | 0 | 0 | 1 0 | 0 | 0 | 1! | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 100 | 637 | 22 | 42 | 727 | 36 | 27 | 3 | 119 | 15 | 2 | 23 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 100 | 637 | 22 | 42 | 727 | 36 | 27 | 3 | 119 | 15 | 2 | 23 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | | | | |
| PHF Volume: | 115 | 732 | 25 | 48 | 836 | 41 | 31 | 3 | 137 | 17 | 2 | 26 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 115 | 732 | 25 | 48 | 836 | 41 | 31 | 3 | 137 | 17 | 2 | 26 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| 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: | 115 | 732 | 25 | 48 | 836 | 41 | 31 | 3 | 137 | 17 | 2 | 26 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 0.93 | 0.98 | 0.98 | 0.93 | 0.98 | 0.83 | 0.95 | 0.85 | 0.85 | 0.91 | 0.91 | 0.91 | | | | |
| Lanes: | 1.00 | 0.97 | 0.03 | 1.00 | 1.00 | 1.00 | 1.00 | 0.02 | 0.98 | 0.38 | 0.05 | 0.57 | | | | |
| Final Sat.: | 1769 | 1791 | 62 | 1769 | 1862 | 1583 | 1805 | 40 | 1583 | 645 | 86 | 989 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.06 | 0.41 | 0.41 | 0.03 | 0.45 | 0.03 | 0.02 | 0.09 | 0.09 | 0.03 | 0.03 | 0.03 | | | | |
| Crit Moves: | **** | | | | **** | | | | **** | | **** | | | | | |
| Green/Cycle: | 0.09 | 0.68 | 0.68 | 0.05 | 0.63 | 0.63 | 0.12 | 0.12 | 0.12 | 0.04 | 0.04 | 0.04 | | | | |
| Volume/Cap: | 0.71 | 0.60 | 0.60 | 0.60 | 0.71 | 0.04 | 0.14 | 0.71 | 0.71 | 0.71 | 0.71 | 0.71 | | | | |
| Delay/Veh: | 58.1 | 9.7 | 9.7 | 59.4 | 14.5 | 7.0 | 39.6 | 53.8 | 53.8 | 78.6 | 78.6 | 78.6 | | | | |
| 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: | 58.1 | 9.7 | 9.7 | 59.4 | 14.5 | 7.0 | 39.6 | 53.8 | 53.8 | 78.6 | 78.6 | 78.6 | | | | |
| LOS by Move: | E | A | A | E | B | A | D | D | D | E | E | E | | | | |
| HCM2kAvgQ: | 5 | 13 | 13 | 2 | 18 | 0 | 1 | 4 | 4 | 2 | 2 | 2 | | | | |

Note: Queue reported is the number of cars per lane.





PM Existing Plus RHD Wed Jan 13, 2010 15:27:34 Page 70-1

Folsom South of US-50 Annexation
Existing Plus RHD PM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #85 White Rock Rd/ Windfield Way

Average Delay (sec/veh): 87.7 Worst Case Level Of Service: F[319.0]

| 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 | 0 | 1 | 0 | 1 0 | 1 | 0 | 2 | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 369 | 0 | 40 | | 0 | 0 | 0 | | 14 | 382 | 195 | | 32 | 461 | 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: | 369 | 0 | 40 | | 0 | 0 | 0 | | 14 | 382 | 195 | | 32 | 461 | 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: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 415 | 0 | 45 | | 0 | 0 | 0 | | 16 | 429 | 219 | | 36 | 518 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| FinalVolume: | 415 | 0 | 45 | | 0 | 0 | 0 | | 16 | 429 | 219 | | 36 | 518 | 0 | |
| Critical Gap Module: | | | | | | | | | | | | | | | | |
| Critical Gp: | 6.8 | 6.5 | 6.9 | xxxxx | xxxx | xxxxx | | | 4.1 | xxxx | xxxxx | | 4.1 | xxxx | xxxxx | |
| FollowUpTim: | 3.5 | 4.0 | 3.3 | xxxxx | xxxx | xxxxx | | | 2.2 | xxxx | xxxxx | | 2.2 | xxxx | xxxxx | |
| Capacity Module: | | | | | | | | | | | | | | | | |
| Cnflict Vol: | 901 | 1160 | 324 | xxxx | xxxx | xxxxx | | | 518 | xxxx | xxxxx | | 648 | xxxx | xxxxx | |
| Potent Cap.: | 281 | 197 | 677 | xxxx | xxxx | xxxxx | | | 1058 | xxxx | xxxxx | | 947 | xxxx | xxxxx | |
| Move Cap.: | 270 | 186 | 677 | xxxx | xxxx | xxxxx | | | 1058 | xxxx | xxxxx | | 947 | xxxx | xxxxx | |
| Volume/Cap: | 1.54 | 0.00 | 0.07 | xxxx | xxxx | xxxx | | | 0.01 | xxxx | xxxx | | 0.04 | xxxx | xxxx | |
| Level Of Service Module: | | | | | | | | | | | | | | | | |
| 2Way95thQ: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | 0.0 | xxxx | xxxxx | | 0.1 | xxxx | xxxxx | |
| Control Del: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | 8.5 | xxxx | xxxxx | | 9.0 | xxxx | xxxxx | |
| LOS by Move: | * | * | * | * | * | * | | | A | * | * | | A | * | * | |
| Movement: | LT - | LTR - | RT | LT - | LTR - | RT | | | LT - | LTR - | RT | | LT - | LTR - | RT | |
| Shared Cap.: | xxxx | 287 | xxxxx | xxxx | xxxx | xxxxx | | | xxxx | xxxx | xxxxx | | xxxx | xxxx | xxxxx | |
| SharedQueue: | xxxxx | 27.8 | xxxxx | xxxxx | xxxx | xxxxx | | | 0.0 | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | |
| Shrd ConDel: | xxxxx | 319 | xxxxx | xxxxx | xxxx | xxxxx | | | 8.5 | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | |
| Shared LOS: | * | F | * | * | * | * | | | A | * | * | | * | * | * | |
| ApproachDel: | 319.0 | | | xxxxxx | | | | | xxxxxx | | | | xxxxxx | | | |
| ApproachLOS: | F | | | * | | | | | * | | | | * | | | |

Note: Queue reported is the number of cars per lane.

Folsom South of US-50 Annexation
Existing Plus RHD PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #86 White Rock Rd/ Latrobe Rd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.403
Loss Time (sec): 12 Average Delay (sec/veh): 31.7
Optimal Cycle: 36 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Include | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 4 | 0 | 1 | 2 | 0 | 3 | 0 | 1 | 2 | 0 | 1 | 1 | 0 | |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 96 | 902 | 210 | | 288 | 339 | 266 | | 240 | 288 | 31 | | 112 | 102 | 122 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 96 | 902 | 210 | | 288 | 339 | 266 | | 240 | 288 | 31 | | 112 | 102 | 122 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 102 | 960 | 223 | | 306 | 361 | 283 | | 255 | 306 | 33 | | 119 | 109 | 130 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 102 | 960 | 223 | | 306 | 361 | 283 | | 255 | 306 | 33 | | 119 | 109 | 130 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 102 | 960 | 223 | | 306 | 361 | 283 | | 255 | 306 | 33 | | 119 | 109 | 130 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.93 | 0.89 | 0.83 | | 0.90 | 0.89 | 0.83 | | 0.90 | 0.92 | 0.92 | | 0.92 | 0.95 | 0.85 | |
| Lanes: | 1.00 | 4.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 1.81 | 0.19 | | 2.00 | 2.00 | 1.00 | |
| Final Sat.: | 1769 | 6778 | 1583 | | 3432 | 5083 | 1583 | | 3432 | 3146 | 339 | | 3502 | 3610 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.06 | 0.14 | 0.14 | | 0.09 | 0.07 | 0.18 | | 0.07 | 0.10 | 0.10 | | 0.03 | 0.03 | 0.08 | |
| Crit Moves: | | **** | | | **** | | | | | **** | | | **** | | | |
| Green/Cycle: | 0.20 | 0.35 | 0.44 | | 0.22 | 0.37 | 0.60 | | 0.23 | 0.24 | 0.24 | | 0.08 | 0.09 | 0.32 | |
| Volume/Cap: | 0.28 | 0.40 | 0.32 | | 0.40 | 0.19 | 0.30 | | 0.32 | 0.40 | 0.40 | | 0.40 | 0.32 | 0.25 | |
| Delay/Veh: | 40.8 | 29.5 | 22.5 | | 40.2 | 25.7 | 11.8 | | 38.4 | 38.5 | 38.5 | | 53.0 | 51.3 | 30.8 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 40.8 | 29.5 | 22.5 | | 40.2 | 25.7 | 11.8 | | 38.4 | 38.5 | 38.5 | | 53.0 | 51.3 | 30.8 | |
| LOS by Move: | D | C | C | | D | C | B | | D | D | D | | D | D | C | |
| HCM2kAvgQ: | 3 | 7 | 5 | | 5 | 3 | 5 | | 4 | 5 | 5 | | 2 | 2 | 3 | |

Note: Queue reported is the number of cars per lane.





Folsom South of US-50 Annexation
Existing Plus RHD PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #87 White Rock Rd/ Valley View Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.608
Loss Time (sec): 12 Average Delay (sec/veh): 22.4
Optimal Cycle: 49 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Split Phase | | | | Split Phase | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 87 | 21 | 14 | | 177 | 38 | 52 | | 57 | 583 | 127 | | 9 | 221 | 79 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 87 | 21 | 14 | | 177 | 38 | 52 | | 57 | 583 | 127 | | 9 | 221 | 79 | |
| User Adj: | 0.93 | 0.93 | 0.93 | | 0.93 | 0.93 | 0.93 | | 0.93 | 0.93 | 0.93 | | 0.93 | 0.93 | 0.93 | |
| PHF Adj: | 0.93 | 0.93 | 0.93 | | 0.93 | 0.93 | 0.93 | | 0.93 | 0.93 | 0.93 | | 0.93 | 0.93 | 0.93 | |
| PHF Volume: | 87 | 21 | 14 | | 177 | 38 | 52 | | 57 | 583 | 127 | | 9 | 221 | 79 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 87 | 21 | 14 | | 177 | 38 | 52 | | 57 | 583 | 127 | | 9 | 221 | 79 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 87 | 21 | 14 | | 177 | 38 | 52 | | 57 | 583 | 127 | | 9 | 221 | 79 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.94 | 0.94 | | 0.95 | 0.91 | 0.91 | | 0.95 | 0.97 | 0.97 | | 0.95 | 0.96 | 0.96 | |
| Lanes: | 1.00 | 0.60 | 0.40 | | 1.00 | 0.42 | 0.58 | | 1.00 | 0.82 | 0.18 | | 1.00 | 0.74 | 0.26 | |
| Final Sat.: | 1805 | 1072 | 714 | | 1805 | 732 | 1002 | | 1805 | 1518 | 331 | | 1805 | 1345 | 481 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.05 | 0.02 | 0.02 | | 0.10 | 0.05 | 0.05 | | 0.03 | 0.38 | 0.38 | | 0.00 | 0.16 | 0.16 | |
| Crit Moves: | **** | | | | **** | | | | | **** | | | **** | | | |
| Green/Cycle: | 0.08 | 0.08 | 0.08 | | 0.16 | 0.16 | 0.16 | | 0.10 | 0.63 | 0.63 | | 0.01 | 0.54 | 0.54 | |
| Volume/Cap: | 0.61 | 0.25 | 0.25 | | 0.61 | 0.32 | 0.32 | | 0.31 | 0.61 | 0.61 | | 0.61 | 0.31 | 0.31 | |
| Delay/Veh: | 51.9 | 44.2 | 44.2 | | 42.7 | 37.8 | 37.8 | | 42.5 | 12.0 | 12.0 | | 105.7 | 13.0 | 13.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 51.9 | 44.2 | 44.2 | | 42.7 | 37.8 | 37.8 | | 42.5 | 12.0 | 12.0 | | 105.7 | 13.0 | 13.0 | |
| LOS by Move: | D | D | D | | D | D | D | | D | B | B | | F | B | B | |
| HCM2kAvgQ: | 4 | 1 | 1 | | 6 | 3 | 3 | | 2 | 13 | 13 | | 0 | 5 | 5 | |

Note: Queue reported is the number of cars per lane.

PM Existing Plus RHD Wed Jan 13, 2010 15:27:34 Page 73-1

Folsom South of US-50 Annexation
Existing Plus RHD PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #88 El Dorado Hills Blvd/Serrano Prky

Cycle (sec): 100 Critical Vol./Cap. (X): 0.671
Loss Time (sec): 12 Average Delay (sec/veh): 25.4
Optimal Cycle: 56 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Split Phase | | | Split Phase | | |
| Rights: | Ignore | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 | 0 | 2 | 0 1 | 1 | 0 | 1 1 | 0 | 1 | 0 0 | 1 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 134 | 1235 | 547 | 34 | 719 | 27 | 24 | 26 | 42 | 454 | 19 | 62 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 134 | 1235 | 547 | 34 | 719 | 27 | 24 | 26 | 42 | 454 | 19 | 62 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.97 | 0.97 | 0.00 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 |
| PHF Volume: | 138 | 1273 | 0 | 35 | 741 | 28 | 25 | 27 | 43 | 468 | 20 | 64 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 138 | 1273 | 0 | 35 | 741 | 28 | 25 | 27 | 43 | 468 | 20 | 64 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 138 | 1273 | 0 | 35 | 741 | 28 | 25 | 27 | 43 | 468 | 20 | 64 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 | 0.95 | 0.95 | 0.91 | 0.91 | 0.94 | 0.94 | 0.94 |
| Lanes: | 1.00 | 2.00 | 1.00 | 1.00 | 1.93 | 0.07 | 1.00 | 0.38 | 0.62 | 1.74 | 0.06 | 0.20 |
| Final Sat.: | 1805 | 3610 | 1900 | 1805 | 3462 | 130 | 1805 | 659 | 1064 | 3111 | 110 | 361 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.08 | 0.35 | 0.00 | 0.02 | 0.21 | 0.21 | 0.01 | 0.04 | 0.04 | 0.15 | 0.18 | 0.18 |
| Crit Moves: | | **** | | **** | | | | | **** | | | **** |
| Green/Cycle: | 0.15 | 0.53 | 0.00 | 0.03 | 0.41 | 0.41 | 0.06 | 0.06 | 0.06 | 0.26 | 0.26 | 0.26 |
| Volume/Cap: | 0.52 | 0.67 | 0.00 | 0.67 | 0.52 | 0.52 | 0.23 | 0.67 | 0.67 | 0.57 | 0.67 | 0.67 |
| Delay/Veh: | 41.4 | 18.3 | 0.0 | 77.0 | 22.6 | 22.6 | 45.8 | 61.6 | 61.6 | 32.7 | 35.0 | 35.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 41.4 | 18.3 | 0.0 | 77.0 | 22.6 | 22.6 | 45.8 | 61.6 | 61.6 | 32.7 | 35.0 | 35.0 |
| LOS by Move: | D | B | A | E | C | C | D | E | E | C | D | D |
| HCM2kAvgQ: | 4 | 14 | 0 | 2 | 10 | 10 | 1 | 3 | 3 | 8 | 10 | 10 |

Note: Queue reported is the number of cars per lane.





PM Existing Plus RHD Wed Jan 13, 2010 15:27:34 Page 74-1

Folsom South of US-50 Annexation
Existing Plus RHD PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #89 El Dorado Hills Blvd/Saratoga Way

Cycle (sec): 100 Critical Vol./Cap. (X): 0.999
Loss Time (sec): 12 Average Delay (sec/veh): 53.1
Optimal Cycle: 180 Level Of Service: D

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Split Phase | | | Split Phase | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 | 0 | 2 | 1 0 | 1 | 0 | 1 1 | 0 | 1 | 0 0 | 1 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 113 | 1483 | 90 | 275 | 955 | 13 | 25 | 10 | 90 | 87 | 13 | 409 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 113 | 1483 | 90 | 275 | 955 | 13 | 25 | 10 | 90 | 87 | 13 | 409 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| PHF Volume: | 128 | 1685 | 102 | 313 | 1085 | 15 | 28 | 11 | 102 | 99 | 15 | 465 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 128 | 1685 | 102 | 313 | 1085 | 15 | 28 | 11 | 102 | 99 | 15 | 465 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 128 | 1685 | 102 | 313 | 1085 | 15 | 28 | 11 | 102 | 99 | 15 | 465 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.90 | 0.90 | 0.95 | 0.95 | 0.95 | 0.97 | 0.97 | 0.85 | 0.95 | 0.86 | 0.86 |
| Lanes: | 1.00 | 2.83 | 0.17 | 1.00 | 1.97 | 0.03 | 1.43 | 0.57 | 1.00 | 1.00 | 0.03 | 0.97 |
| Final Sat.: | 1805 | 4846 | 294 | 1805 | 3554 | 48 | 2622 | 1049 | 1615 | 1805 | 50 | 1574 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.07 | 0.35 | 0.35 | 0.17 | 0.31 | 0.31 | 0.01 | 0.01 | 0.06 | 0.05 | 0.30 | 0.30 |
| Crit Moves: | | **** | | **** | | | | | **** | | | **** |
| Green/Cycle: | 0.10 | 0.35 | 0.35 | 0.17 | 0.42 | 0.42 | 0.06 | 0.06 | 0.06 | 0.30 | 0.30 | 0.30 |
| Volume/Cap: | 0.72 | 1.00 | 1.00 | 1.00 | 0.72 | 0.72 | 0.17 | 0.17 | 1.00 | 0.19 | 1.00 | 1.00 |
| Delay/Veh: | 57.3 | 53.7 | 53.7 | 92.0 | 25.7 | 25.7 | 44.7 | 44.7 | 135.6 | 26.4 | 76.1 | 76.1 |
| 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: | 57.3 | 53.7 | 53.7 | 92.0 | 25.7 | 25.7 | 44.7 | 44.7 | 135.6 | 26.4 | 76.1 | 76.1 |
| LOS by Move: | E | D | D | F | C | C | D | D | F | C | E | E |
| HCM2kAvgQ: | 4 | 24 | 24 | 12 | 15 | 15 | 1 | 1 | 6 | 2 | 21 | 21 |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Existing Plus RHD PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #90 El Dorado Hills Blvd/Park Drive

Cycle (sec): 100 Critical Vol./Cap. (X): 0.621
Loss Time (sec): 9 Average Delay (sec/veh): 12.9
Optimal Cycle: 43 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 2 | 1 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1608 | 336 | | 82 | 1038 | 0 | | 0 | 0 | 0 | | 245 | 0 | 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: | 0 | 1608 | 336 | | 82 | 1038 | 0 | | 0 | 0 | 0 | | 245 | 0 | 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: | 0.95 | 0.95 | 0.95 | | 0.95 | 0.95 | 0.95 | | 0.95 | 0.95 | 0.95 | | 0.95 | 0.95 | 0.95 | |
| PHF Volume: | 0 | 1693 | 354 | | 86 | 1093 | 0 | | 0 | 0 | 0 | | 258 | 0 | 129 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 1693 | 354 | | 86 | 1093 | 0 | | 0 | 0 | 0 | | 258 | 0 | 129 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 0 | 1693 | 354 | | 86 | 1093 | 0 | | 0 | 0 | 0 | | 258 | 0 | 129 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.89 | 0.89 | | 0.95 | 0.91 | 1.00 | | 1.00 | 1.00 | 1.00 | | 0.61 | 1.00 | 0.85 | |
| Lanes: | 0.00 | 2.48 | 0.52 | | 1.00 | 3.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 2.00 | 0.00 | 1.00 | |
| Final Sat.: | 0 | 4179 | 873 | | 1805 | 5187 | 0 | | 0 | 0 | 0 | | 2304 | 0 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.41 | 0.41 | | 0.05 | 0.21 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.11 | 0.00 | 0.08 | |
| Crit Moves: | | **** | | | **** | | | | | | | | **** | | | |
| Green/Cycle: | 0.00 | 0.65 | 0.65 | | 0.08 | 0.73 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.18 | 0.00 | 0.18 | |
| Volume/Cap: | 0.00 | 0.62 | 0.62 | | 0.62 | 0.29 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.62 | 0.00 | 0.44 | |
| Delay/Veh: | 0.0 | 10.5 | 10.5 | | 53.1 | 4.7 | 0.0 | | 0.0 | 0.0 | 0.0 | | 40.7 | 0.0 | 37.6 | |
| 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: | 0.0 | 10.5 | 10.5 | | 53.1 | 4.7 | 0.0 | | 0.0 | 0.0 | 0.0 | | 40.7 | 0.0 | 37.6 | |
| LOS by Move: | A | B | B | | D | A | A | | A | A | A | | D | A | D | |
| HCM2kAvgQ: | 0 | 13 | 13 | | 3 | 4 | 0 | | 0 | 0 | 0 | | 5 | 0 | 4 | |

Note: Queue reported is the number of cars per lane.





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Folsom South of US-50 Annexation
Existing Plus RHD PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #91 Latrobe Rd/ Town Center Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 1.046
Loss Time (sec): 12 Average Delay (sec/veh): 62.4
Optimal Cycle: 180 Level Of Service: E

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 2 | 0 | 1 | 2 | 0 | 2 | 0 | 1 | 2 | 0 | 1 | 1 | 0 | 1 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | | | |
| Base Vol: | 7 | 1325 | 77 | | 546 | 832 | 29 | | 325 | 65 | 64 | | 66 | 8 | 658 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 7 | 1325 | 77 | | 546 | 832 | 29 | | 325 | 65 | 64 | | 66 | 8 | 658 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.95 | 0.95 | 0.95 | | 0.95 | 0.95 | 0.95 | | 0.95 | 0.95 | 0.95 | | 0.95 | 0.95 | 0.95 | |
| PHF Volume: | 7 | 1395 | 81 | | 575 | 876 | 31 | | 342 | 68 | 67 | | 69 | 8 | 693 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 7 | 1395 | 81 | | 575 | 876 | 31 | | 342 | 68 | 67 | | 69 | 8 | 693 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 7 | 1395 | 81 | | 575 | 876 | 31 | | 342 | 68 | 67 | | 69 | 8 | 693 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.90 | 0.93 | 0.83 | | 0.90 | 0.93 | 0.83 | | 0.92 | 0.88 | 0.88 | | 0.95 | 1.00 | 0.85 | |
| Lanes: | 2.00 | 2.00 | 1.00 | | 2.00 | 2.00 | 1.00 | | 2.00 | 1.01 | 0.99 | | 1.00 | 1.00 | 1.00 | |
| Final Sat.: | 3432 | 3538 | 1583 | | 3432 | 3538 | 1583 | | 3502 | 1684 | 1658 | | 1805 | 1900 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.39 | 0.05 | | 0.17 | 0.25 | 0.02 | | 0.10 | 0.04 | 0.04 | | 0.04 | 0.00 | 0.43 | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | | **** | |
| Green/Cycle: | 0.00 | 0.38 | 0.38 | | 0.16 | 0.53 | 0.53 | | 0.09 | 0.18 | 0.18 | | 0.17 | 0.25 | 0.41 | |
| Volume/Cap: | 0.47 | 1.05 | 0.14 | | 1.05 | 0.47 | 0.04 | | 1.05 | 0.23 | 0.23 | | 0.23 | 0.02 | 1.05 | |
| Delay/Veh: | 69.7 | 68.9 | 20.6 | | 93.1 | 14.7 | 11.2 | | 107.7 | 35.6 | 35.6 | | 36.5 | 28.3 | 77.2 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 69.7 | 68.9 | 20.6 | | 93.1 | 14.7 | 11.2 | | 107.7 | 35.6 | 35.6 | | 36.5 | 28.3 | 77.2 | |
| LOS by Move: | E | E | C | | F | B | B | | F | D | D | | D | C | E | |
| HCM2kAvgQ: | 0 | 30 | 2 | | 13 | 9 | 0 | | 10 | 2 | 2 | | 2 | 0 | 31 | |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Existing Plus RHD PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #92 Hazel Blvd/ Tributary- WB US 50 Ramps

| | | | |
|---|---|---|---|
| Cycle (sec): | 100 | Critical Vol./Cap. (X): | 0.833 |
| Loss Time (sec): | 9 | Average Delay (sec/veh): | 25.7 |
| Optimal Cycle: | 77 | Level Of Service: | C |

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Ignore | | | | Ovl | | | | Ovl | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 3 | 0 1 | 0 | 0 | 3 | 0 1 | 0 | 0 | 0 | 0 1 | 1 | 0 | 0 | 1 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 189 | 2346 | 323 | | 0 | 882 | 94 | | 0 | 0 | 600 | | 82 | 221 | 744 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 189 | 2346 | 323 | | 0 | 882 | 94 | | 0 | 0 | 600 | | 82 | 221 | 744 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 201 | 2496 | 0 | | 0 | 938 | 100 | | 0 | 0 | 638 | | 87 | 235 | 791 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 201 | 2496 | 0 | | 0 | 938 | 100 | | 0 | 0 | 638 | | 87 | 235 | 791 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 201 | 2496 | 0 | | 0 | 938 | 100 | | 0 | 0 | 638 | | 87 | 235 | 791 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.91 | 1.00 | | 1.00 | 0.91 | 0.85 | | 1.00 | 1.00 | 0.87 | | 0.80 | 0.88 | 0.88 | |
| Lanes: | 1.00 | 3.00 | 1.00 | | 0.00 | 3.00 | 1.00 | | 0.00 | 0.00 | 1.00 | | 1.00 | 0.46 | 1.54 | |
| Final Sat.: | 1805 | 5187 | 1900 | | 0 | 5187 | 1615 | | 0 | 0 | 1644 | | 1520 | 769 | 2590 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.11 | 0.48 | 0.00 | | 0.00 | 0.18 | 0.06 | | 0.00 | 0.00 | 0.39 | | 0.06 | 0.31 | 0.31 | |
| Crit Moves: | | **** | | | **** | | | | | | **** | | | | | |
| Green/Cycle: | 0.22 | 0.58 | 0.00 | | 0.00 | 0.36 | 0.36 | | 0.00 | 0.00 | 0.55 | | 0.33 | 0.33 | 0.33 | |
| Volume/Cap: | 0.51 | 0.83 | 0.00 | | 0.00 | 0.51 | 0.17 | | 0.00 | 0.00 | 0.70 | | 0.17 | 0.92 | 0.92 | |
| Delay/Veh: | 35.3 | 19.3 | 0.0 | | 0.0 | 25.4 | 22.2 | | 0.0 | 0.0 | 18.9 | | 23.8 | 44.1 | 44.1 | |
| 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: | 35.3 | 19.3 | 0.0 | | 0.0 | 25.4 | 22.2 | | 0.0 | 0.0 | 18.9 | | 23.8 | 44.1 | 44.1 | |
| LOS by Move: | D | B | A | | A | C | C | | A | A | B | | C | D | D | |
| HCM2kAvgQ: | 5 | 24 | 0 | | 0 | 8 | 2 | | 0 | 0 | 15 | | 2 | 19 | 19 | |

Note: Queue reported is the number of cars per lane.





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Folsom South of US-50 Annexation
Existing Plus RHD PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #93 Hazel Ave/ EB US-50 Ramps

| | | | |
|---|---|---|---|
| Cycle (sec): | 100 | Critical Vol./Cap. (X): | 0.805 |
| Loss Time (sec): | 9 | Average Delay (sec/veh): | 21.4 |
| Optimal Cycle: | 70 | Level Of Service: | C |

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Ignore | | | | Ignore | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 2 | 0 1 | 0 | 0 | 2 | 0 1 | 1 | 0 | 1! | 0 1 | 0 | 0 | 0 | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1555 | 259 | | 0 | 588 | 659 | | 1387 | 0 | 95 | | 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 | 1555 | 259 | | 0 | 588 | 659 | | 1387 | 0 | 95 | | 0 | 0 | 0 | |
| User Adj: | 1.00 | 0.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 0 | 0 | 0 | | 0 | 626 | 0 | | 1476 | 0 | 101 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 0 | 0 | | 0 | 626 | 0 | | 1476 | 0 | 101 | | 0 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 0 | 0 | | 0 | 626 | 0 | | 1476 | 0 | 101 | | 0 | 0 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.95 | 1.00 | | 1.00 | 0.95 | 1.00 | | 0.72 | 1.00 | 0.72 | | 1.00 | 1.00 | 1.00 | |
| Lanes: | 0.00 | 2.00 | 1.00 | | 0.00 | 2.00 | 1.00 | | 1.94 | 0.00 | 1.06 | | 0.00 | 0.00 | 0.00 | |
| Final Sat.: | 0 | 3610 | 1900 | | 0 | 3610 | 1900 | | 2636 | 0 | 1449 | | 0 | 0 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | | 0.00 | 0.17 | 0.00 | | 0.56 | 0.00 | 0.07 | | 0.00 | 0.00 | 0.00 | |
| Crit Moves: | | | | | | **** | | | **** | | | | | | | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | | 0.00 | 0.22 | 0.00 | | 0.69 | 0.00 | 0.69 | | 0.00 | 0.00 | 0.00 | |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | | 0.00 | 0.81 | 0.00 | | 0.81 | 0.00 | 0.10 | | 0.00 | 0.00 | 0.00 | |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | | 0.0 | 43.4 | 0.0 | | 13.1 | 0.0 | 5.0 | | 0.0 | 0.0 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | | 0.0 | 43.4 | 0.0 | | 13.1 | 0.0 | 5.0 | | 0.0 | 0.0 | 0.0 | |
| LOS by Move: | A | A | A | | A | D | A | | B | A | A | | A | A | A | |
| HCM2kAvgQ: | 0 | 0 | 0 | | 0 | 10 | 0 | | 18 | 0 | 1 | | 0 | 0 | 0 | |

Note: Queue reported is the number of cars per lane.

Folsom South of US-50 Annexation
Existing Plus RHD PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #94 Folsom Blvd/ WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.585
Loss Time (sec): 9 Average Delay (sec/veh): 10.4
Optimal Cycle: 40 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Ignore | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 3 | 0 0 | 0 | 0 | 3 | 0 1 | 1 | 0 | 1! | 0 1 | 0 | 0 | 0 | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 37 | 2126 | 0 | 0 | 743 | 1242 | 166 | 0 | 201 | 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: | 37 | 2126 | 0 | 0 | 743 | 1242 | 166 | 0 | 201 | 0 | 0 | 0 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.00 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | | | | |
| PHF Volume: | 39 | 2262 | 0 | 0 | 790 | 0 | 177 | 0 | 214 | 0 | 0 | 0 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 39 | 2262 | 0 | 0 | 790 | 0 | 177 | 0 | 214 | 0 | 0 | 0 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| FinalVolume: | 39 | 2262 | 0 | 0 | 790 | 0 | 177 | 0 | 214 | 0 | 0 | 0 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 0.95 | 0.91 | 1.00 | 1.00 | 0.91 | 1.00 | 0.75 | 1.00 | 0.75 | 1.00 | 1.00 | 1.00 | | | | |
| Lanes: | 1.00 | 3.00 | 0.00 | 0.00 | 3.00 | 1.00 | 1.45 | 0.00 | 1.55 | 0.00 | 0.00 | 0.00 | | | | |
| Final Sat.: | 1805 | 5187 | 0 | 0 | 5187 | 1900 | 2077 | 0 | 2214 | 0 | 0 | 0 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.44 | 0.00 | 0.00 | 0.15 | 0.00 | 0.09 | 0.00 | 0.10 | 0.00 | 0.00 | 0.00 | | | | |
| Crit Moves: | | **** | | **** | | | | | **** | | | | | | | |
| Green/Cycle: | 0.09 | 0.74 | 0.00 | 0.00 | 0.65 | 0.00 | 0.17 | 0.00 | 0.17 | 0.00 | 0.00 | 0.00 | | | | |
| Volume/Cap: | 0.23 | 0.59 | 0.00 | 0.00 | 0.23 | 0.00 | 0.52 | 0.00 | 0.59 | 0.00 | 0.00 | 0.00 | | | | |
| Delay/Veh: | 42.7 | 6.0 | 0.0 | 0.0 | 7.2 | 0.0 | 38.7 | 0.0 | 39.9 | 0.0 | 0.0 | 0.0 | | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| AdjDel/Veh: | 42.7 | 6.0 | 0.0 | 0.0 | 7.2 | 0.0 | 38.7 | 0.0 | 39.9 | 0.0 | 0.0 | 0.0 | | | | |
| LOS by Move: | D | A | A | A | A | A | D | A | D | A | A | A | | | | |
| HCM2kAvgQ: | 1 | 11 | 0 | 0 | 4 | 0 | 4 | 0 | 5 | 0 | 0 | 0 | | | | |

Note: Queue reported is the number of cars per lane.





Folsom South of US-50 Annexation
Existing Plus RHD PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #95 Folsom Blvd/ EB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 1.127
Loss Time (sec): 9 Average Delay (sec/veh): 78.7
Optimal Cycle: 180 Level Of Service: E

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Ignore | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 2 | 0 0 | 0 | 0 | 2 | 0 1 | 3 | 0 | 0 | 0 1 | 0 | 0 | 0 | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 543 | 1141 | 0 | 0 | 706 | 238 | 1297 | 0 | 46 | 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: | 543 | 1141 | 0 | 0 | 706 | 238 | 1297 | 0 | 46 | 0 | 0 | 0 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.00 | 0.94 | 0.94 | 0.94 | | | | |
| PHF Volume: | 578 | 1214 | 0 | 0 | 751 | 253 | 1380 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 578 | 1214 | 0 | 0 | 751 | 253 | 1380 | 0 | 0 | 0 | 0 | 0 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | | | | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | | | | |
| FinalVolume: | 578 | 1214 | 0 | 0 | 751 | 253 | 1380 | 0 | 0 | 0 | 0 | 0 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 0.95 | 0.95 | 1.00 | 1.00 | 0.95 | 0.85 | 0.49 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Lanes: | 1.00 | 2.00 | 0.00 | 0.00 | 2.00 | 1.00 | 3.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | | | | |
| Final Sat.: | 1805 | 3610 | 0 | 0 | 3610 | 1615 | 2776 | 0 | 1900 | 0 | 0 | 0 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.32 | 0.34 | 0.00 | 0.00 | 0.21 | 0.16 | 0.50 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | | | |
| Crit Moves: | **** | | | | **** | | **** | | | | | | | | | |
| Green/Cycle: | 0.28 | 0.47 | 0.00 | 0.00 | 0.18 | 0.18 | 0.44 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | | | |
| Volume/Cap: | 1.13 | 0.72 | 0.00 | 0.00 | 1.13 | 0.85 | 1.13 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | | | |
| Delay/Veh: | 115.2 | 22.8 | 0.0 | 0.0 | 116 | 59.3 | 95.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| AdjDel/Veh: | 115.2 | 22.8 | 0.0 | 0.0 | 116 | 59.3 | 95.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | |
| LOS by Move: | F | C | A | A | F | E | F | A | A | A | A | A | | | | |
| HCM2kAvgQ: | 30 | 17 | 0 | 0 | 19 | 8 | 22 | 0 | 0 | 0 | 0 | 0 | | | | |

Note: Queue reported is the number of cars per lane.

PM Existing Plus RHD Wed Jan 13, 2010 15:27:34 Page 81-1

Folsom South of US-50 Annexation
Existing Plus RHD PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #96 Prairie City/ WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.397
Loss Time (sec): 6 Average Delay (sec/veh): 14.9
Optimal Cycle: 23 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Ignore | | | | Ignore | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1014 | 303 | | 0 | 948 | 92 | | 0 | 0 | 0 | | 25 | 0 | 410 | |
| Growth Adj: | 1.00 | 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 | 1014 | 303 | | 0 | 948 | 92 | | 0 | 0 | 0 | | 25 | 0 | 410 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.91 | 0.91 | 0.00 | | 0.91 | 0.91 | 0.00 | | 0.91 | 0.91 | 0.91 | | 0.91 | 0.91 | 0.91 | |
| PHF Volume: | 0 | 1114 | 0 | | 0 | 1042 | 0 | | 0 | 0 | 0 | | 27 | 0 | 451 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 1114 | 0 | | 0 | 1042 | 0 | | 0 | 0 | 0 | | 27 | 0 | 451 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 1114 | 0 | | 0 | 1042 | 0 | | 0 | 0 | 0 | | 27 | 0 | 451 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.91 | 1.00 | | 1.00 | 0.91 | 1.00 | | 1.00 | 1.00 | 1.00 | | 0.75 | 1.00 | 0.75 | |
| Lanes: | 0.00 | 3.00 | 1.00 | | 0.00 | 3.00 | 1.00 | | 0.00 | 0.00 | 0.00 | | 2.00 | 0.00 | 2.00 | |
| Final Sat.: | 0 | 5187 | 1900 | | 0 | 5187 | 1900 | | 0 | 0 | 0 | | 2846 | 0 | 2842 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.21 | 0.00 | | 0.00 | 0.20 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.01 | 0.00 | 0.16 | |
| Crit Moves: | | **** | | | | | | | | | | | | | **** | |
| Green/Cycle: | 0.00 | 0.54 | 0.00 | | 0.00 | 0.54 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.40 | 0.00 | 0.40 | |
| Volume/Cap: | 0.00 | 0.40 | 0.00 | | 0.00 | 0.37 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.02 | 0.00 | 0.40 | |
| Delay/Veh: | 0.0 | 13.5 | 0.0 | | 0.0 | 13.3 | 0.0 | | 0.0 | 0.0 | 0.0 | | 18.2 | 0.0 | 21.7 | |
| 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: | 0.0 | 13.5 | 0.0 | | 0.0 | 13.3 | 0.0 | | 0.0 | 0.0 | 0.0 | | 18.2 | 0.0 | 21.7 | |
| LOS by Move: | A | B | A | | A | B | A | | A | A | A | | B | A | C | |
| HCM2kAvgQ: | 0 | 7 | 0 | | 0 | 6 | 0 | | 0 | 0 | 0 | | 0 | 0 | 6 | |

Note: Queue reported is the number of cars per lane.





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Folsom South of US-50 Annexation
Existing Plus RHD PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #97 Prairie City/ EB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.569
Loss Time (sec): 6 Average Delay (sec/veh): 15.5
Optimal Cycle: 31 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 2 | 0 | 1 | 1 | 1 | 0 | 0 | 2 | |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1123 | 74 | | 0 | 975 | 0 | | 206 | 2 | 499 | | 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 | 1123 | 74 | | 0 | 975 | 0 | | 206 | 2 | 499 | | 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: | 0.91 | 0.91 | 0.91 | | 0.91 | 0.91 | 0.91 | | 0.91 | 0.91 | 0.91 | | 0.91 | 0.91 | 0.91 | |
| PHF Volume: | 0 | 1234 | 81 | | 0 | 1071 | 0 | | 226 | 2 | 548 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 1234 | 81 | | 0 | 1071 | 0 | | 226 | 2 | 548 | | 0 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 1234 | 81 | | 0 | 1071 | 0 | | 226 | 2 | 548 | | 0 | 0 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.95 | 0.85 | | 1.00 | 0.95 | 1.00 | | 0.96 | 0.96 | 0.75 | | 1.00 | 1.00 | 1.00 | |
| Lanes: | 0.00 | 2.00 | 1.00 | | 0.00 | 2.00 | 1.00 | | 1.98 | 0.02 | 2.00 | | 0.00 | 0.00 | 0.00 | |
| Final Sat.: | 0 | 3610 | 1615 | | 0 | 3610 | 1900 | | 3598 | 35 | 2842 | | 0 | 0 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.34 | 0.05 | | 0.00 | 0.30 | 0.00 | | 0.06 | 0.06 | 0.19 | | 0.00 | 0.00 | 0.00 | |
| Crit Moves: | | **** | | | | | | | | | **** | | | | | |
| Green/Cycle: | 0.00 | 0.60 | 0.60 | | 0.00 | 0.60 | 0.00 | | 0.34 | 0.34 | 0.34 | | 0.00 | 0.00 | 0.00 | |
| Volume/Cap: | 0.00 | 0.57 | 0.08 | | 0.00 | 0.49 | 0.00 | | 0.19 | 0.19 | 0.57 | | 0.00 | 0.00 | 0.00 | |
| Delay/Veh: | 0.0 | 12.5 | 8.4 | | 0.0 | 11.5 | 0.0 | | 23.4 | 23.4 | 27.9 | | 0.0 | 0.0 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 12.5 | 8.4 | | 0.0 | 11.5 | 0.0 | | 23.4 | 23.4 | 27.9 | | 0.0 | 0.0 | 0.0 | |
| LOS by Move: | A | B | A | | A | B | A | | C | C | C | | A | A | A | |
| HCM2kAvgQ: | 0 | 12 | 1 | | 0 | 10 | 0 | | 2 | 2 | 8 | | 0 | 0 | 0 | |

Note: Queue reported is the number of cars per lane.

PM Existing Plus RHD Wed Jan 13, 2010 15:27:34 Page 83-1

Folsom South of US-50 Annexation
Existing Plus RHD PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #98 East Bidwell St/ WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.735
Loss Time (sec): 6 Average Delay (sec/veh): 21.5
Optimal Cycle: 47 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Ignore | | | | Ignore | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1395 | 614 | | 0 | 1699 | 270 | | 0 | 0 | 0 | | 336 | 0 | 916 | |
| Growth Adj: | 1.00 | 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 | 1395 | 614 | | 0 | 1699 | 270 | | 0 | 0 | 0 | | 336 | 0 | 916 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 0 | 1484 | 0 | | 0 | 1807 | 0 | | 0 | 0 | 0 | | 357 | 0 | 974 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 1484 | 0 | | 0 | 1807 | 0 | | 0 | 0 | 0 | | 357 | 0 | 974 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 1484 | 0 | | 0 | 1807 | 0 | | 0 | 0 | 0 | | 357 | 0 | 974 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.91 | 1.00 | | 1.00 | 0.91 | 1.00 | | 1.00 | 1.00 | 1.00 | | 0.59 | 1.00 | 0.75 | |
| Lanes: | 0.00 | 3.00 | 1.00 | | 0.00 | 3.00 | 1.00 | | 0.00 | 0.00 | 0.00 | | 2.00 | 0.00 | 2.00 | |
| Final Sat.: | 0 | 5187 | 1900 | | 0 | 5187 | 1900 | | 0 | 0 | 0 | | 2237 | 0 | 2842 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.29 | 0.00 | | 0.00 | 0.35 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.16 | 0.00 | 0.34 | |
| Crit Moves: | | | | | | **** | | | | | | | | | **** | |
| Green/Cycle: | 0.00 | 0.47 | 0.00 | | 0.00 | 0.47 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.47 | 0.00 | 0.47 | |
| Volume/Cap: | 0.00 | 0.60 | 0.00 | | 0.00 | 0.74 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.34 | 0.00 | 0.74 | |
| Delay/Veh: | 0.0 | 19.8 | 0.0 | | 0.0 | 22.4 | 0.0 | | 0.0 | 0.0 | 0.0 | | 17.2 | 0.0 | 23.9 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 19.8 | 0.0 | | 0.0 | 22.4 | 0.0 | | 0.0 | 0.0 | 0.0 | | 17.2 | 0.0 | 23.9 | |
| LOS by Move: | A | B | A | | A | C | A | | A | A | A | | B | A | C | |
| HCM2kAvgQ: | 0 | 12 | 0 | | 0 | 16 | 0 | | 0 | 0 | 0 | | 4 | 0 | 15 | |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Existing Plus RHD PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #99 East Bidwell St/ EB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.577
Loss Time (sec): 6 Average Delay (sec/veh): 17.0
Optimal Cycle: 31 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Ignore | | | | Ignore | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 3 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1580 | 898 | | 0 | 1383 | 651 | | 430 | 0 | 598 | | 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 | 1580 | 898 | | 0 | 1383 | 651 | | 430 | 0 | 598 | | 0 | 0 | 0 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.95 | 0.95 | 0.00 | | 0.95 | 0.95 | 0.00 | | 0.95 | 0.95 | 0.95 | | 0.95 | 0.95 | 0.95 | |
| PHF Volume: | 0 | 1663 | 0 | | 0 | 1456 | 0 | | 453 | 0 | 629 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 1663 | 0 | | 0 | 1456 | 0 | | 453 | 0 | 629 | | 0 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 1663 | 0 | | 0 | 1456 | 0 | | 453 | 0 | 629 | | 0 | 0 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.91 | 1.00 | | 1.00 | 0.91 | 1.00 | | 0.59 | 1.00 | 0.75 | | 1.00 | 1.00 | 1.00 | |
| Lanes: | 0.00 | 3.00 | 1.00 | | 0.00 | 3.00 | 1.00 | | 2.00 | 0.00 | 2.00 | | 0.00 | 0.00 | 0.00 | |
| Final Sat.: | 0 | 5187 | 1900 | | 0 | 5187 | 1900 | | 2245 | 0 | 2842 | | 0 | 0 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.32 | 0.00 | | 0.00 | 0.28 | 0.00 | | 0.20 | 0.00 | 0.22 | | 0.00 | 0.00 | 0.00 | |
| Crit Moves: | | **** | | | | | | | | | **** | | | | | |
| Green/Cycle: | 0.00 | 0.56 | 0.00 | | 0.00 | 0.56 | 0.00 | | 0.38 | 0.00 | 0.38 | | 0.00 | 0.00 | 0.00 | |
| Volume/Cap: | 0.00 | 0.58 | 0.00 | | 0.00 | 0.50 | 0.00 | | 0.53 | 0.00 | 0.58 | | 0.00 | 0.00 | 0.00 | |
| Delay/Veh: | 0.0 | 14.8 | 0.0 | | 0.0 | 13.8 | 0.0 | | 24.4 | 0.0 | 25.1 | | 0.0 | 0.0 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 14.8 | 0.0 | | 0.0 | 13.8 | 0.0 | | 24.4 | 0.0 | 25.1 | | 0.0 | 0.0 | 0.0 | |
| LOS by Move: | A | B | A | | A | B | A | | C | A | C | | A | A | A | |
| HCM2kAvgQ: | 0 | 11 | 0 | | 0 | 10 | 0 | | 6 | 0 | 9 | | 0 | 0 | 0 | |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Existing Plus RHD PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #100 El Dorado Hills Blvd/ WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.915
Loss Time (sec): 9 Average Delay (sec/veh): 28.2
Optimal Cycle: 111 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | | |
| Base Vol: | 987 | 1744 | 0 | | 0 | 584 | 700 | | 0 | 0 | 0 | | 281 | 0 | 237 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 987 | 1744 | 0 | | 0 | 584 | 700 | | 0 | 0 | 0 | | 281 | 0 | 237 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.96 | 0.96 | 0.96 | | 0.96 | 0.96 | 0.96 | | 0.96 | 0.96 | 0.96 | | 0.96 | 0.96 | 0.96 | |
| PHF Volume: | 1028 | 1817 | 0 | | 0 | 608 | 729 | | 0 | 0 | 0 | | 293 | 0 | 247 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 120 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 1028 | 1817 | 0 | | 0 | 608 | 609 | | 0 | 0 | 0 | | 293 | 0 | 247 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 1028 | 1817 | 0 | | 0 | 608 | 609 | | 0 | 0 | 0 | | 293 | 0 | 247 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.90 | 0.93 | 1.00 | | 1.00 | 0.95 | 0.85 | | 1.00 | 1.00 | 1.00 | | 0.72 | 1.00 | 0.83 | |
| Lanes: | 2.00 | 2.00 | 0.00 | | 0.00 | 2.00 | 1.00 | | 0.00 | 0.00 | 0.00 | | 2.00 | 0.00 | 1.00 | |
| Final Sat.: | 3432 | 3538 | 0 | | 0 | 3610 | 1615 | | 0 | 0 | 0 | | 2719 | 0 | 1583 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.30 | 0.51 | 0.00 | | 0.00 | 0.17 | 0.38 | | 0.00 | 0.00 | 0.00 | | 0.11 | 0.00 | 0.16 | |
| Crit Moves: | **** | | | | | | **** | | | | | | | | **** | |
| Green/Cycle: | 0.33 | 0.74 | 0.00 | | 0.00 | 0.41 | 0.41 | | 0.00 | 0.00 | 0.00 | | 0.17 | 0.00 | 0.17 | |
| Volume/Cap: | 0.92 | 0.69 | 0.00 | | 0.00 | 0.41 | 0.92 | | 0.00 | 0.00 | 0.00 | | 0.63 | 0.00 | 0.92 | |
| Delay/Veh: | 43.8 | 7.8 | 0.0 | | 0.0 | 21.0 | 45.1 | | 0.0 | 0.0 | 0.0 | | 41.4 | 0.0 | 74.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 43.8 | 7.8 | 0.0 | | 0.0 | 21.0 | 45.1 | | 0.0 | 0.0 | 0.0 | | 41.4 | 0.0 | 74.0 | |
| LOS by Move: | D | A | A | | A | C | D | | A | A | A | | D | A | E | |
| HCM2kAvgQ: | 17 | 16 | 0 | | 0 | 7 | 20 | | 0 | 0 | 0 | | 5 | 0 | 11 | |

Note: Queue reported is the number of cars per lane.





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Folsom South of US-50 Annexation
Existing Plus RHD PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #101 El Dorado Hills Blvd/ EB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.899
Loss Time (sec): 9 Average Delay (sec/veh): 29.5
Optimal Cycle: 102 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Ovl | | | | Ignore | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 3 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1495 | 660 | | 185 | 692 | 0 | | 0 | 0 | 781 | | 0 | 0 | 1290 | |
| Growth Adj: | 1.00 | 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 | 1495 | 660 | | 185 | 692 | 0 | | 0 | 0 | 781 | | 0 | 0 | 1290 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| PHF Adj: | 0.98 | 0.98 | 0.98 | | 0.98 | 0.98 | 0.98 | | 0.98 | 0.98 | 0.98 | | 0.98 | 0.98 | 0.00 | |
| PHF Volume: | 0 | 1526 | 673 | | 189 | 706 | 0 | | 0 | 0 | 797 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 1526 | 673 | | 189 | 706 | 0 | | 0 | 0 | 797 | | 0 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| FinalVolume: | 0 | 1526 | 673 | | 189 | 706 | 0 | | 0 | 0 | 797 | | 0 | 0 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.97 | 0.89 | 0.83 | | 0.93 | 0.93 | 1.00 | | 1.00 | 1.00 | 0.73 | | 1.00 | 1.00 | 1.00 | |
| Lanes: | 2.00 | 3.00 | 1.00 | | 1.00 | 2.00 | 0.00 | | 0.00 | 0.00 | 2.00 | | 0.00 | 0.00 | 1.00 | |
| Final Sat.: | 3686 | 5083 | 1583 | | 1769 | 3538 | 0 | | 0 | 0 | 2786 | | 0 | 0 | 1900 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.30 | 0.43 | | 0.11 | 0.20 | 0.00 | | 0.00 | 0.00 | 0.29 | | 0.00 | 0.00 | 0.00 | |
| Crit Moves: | | | **** | | **** | | | | | | **** | | | | | |
| Green/Cycle: | 0.00 | 0.47 | 0.47 | | 0.12 | 0.59 | 0.00 | | 0.00 | 0.00 | 0.32 | | 0.00 | 0.00 | 0.00 | |
| Volume/Cap: | 0.00 | 0.63 | 0.90 | | 0.90 | 0.34 | 0.00 | | 0.00 | 0.00 | 0.90 | | 0.00 | 0.00 | 0.00 | |
| Delay/Veh: | 0.0 | 20.4 | 38.0 | | 79.3 | 10.5 | 0.0 | | 0.0 | 0.0 | 44.6 | | 0.0 | 0.0 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 20.4 | 38.0 | | 79.3 | 10.5 | 0.0 | | 0.0 | 0.0 | 44.6 | | 0.0 | 0.0 | 0.0 | |
| LOS by Move: | A | C | D | | E | B | A | | A | A | D | | A | A | A | |
| HCM2kAvgQ: | 0 | 12 | 18 | | 7 | 6 | 0 | | 0 | 0 | 17 | | 0 | 0 | 0 | |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Existing Plus RHD PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #102 Sunrise Rd/ Jackson Hwy-SR16

Cycle (sec): 100 Critical Vol./Cap. (X): 0.925
Loss Time (sec): 12 Average Delay (sec/veh): 41.7
Optimal Cycle: 123 Level Of Service: D

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 0 | 1 0 | 1 | 0 | 1 | 0 1 | 1 | 0 | 1 | 0 1 | 1 | 0 | 1 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 1 | 222 | 48 | | 230 | 717 | 76 | | 70 | 667 | 11 | | 80 | 232 | 115 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 1 | 222 | 48 | | 230 | 717 | 76 | | 70 | 667 | 11 | | 80 | 232 | 115 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.95 | 0.95 | 0.95 | | 0.95 | 0.95 | 0.95 | | 0.95 | 0.95 | 0.95 | | 0.95 | 0.95 | 0.95 | |
| PHF Volume: | 1 | 234 | 51 | | 242 | 755 | 80 | | 74 | 702 | 12 | | 84 | 244 | 121 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 1 | 234 | 51 | | 242 | 755 | 80 | | 74 | 702 | 12 | | 84 | 244 | 121 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 1 | 234 | 51 | | 242 | 755 | 80 | | 74 | 702 | 12 | | 84 | 244 | 121 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.97 | 0.97 | | 0.95 | 1.00 | 0.85 | | 0.95 | 1.00 | 0.85 | | 0.95 | 1.00 | 0.85 | |
| Lanes: | 1.00 | 0.82 | 0.18 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Final Sat.: | 1805 | 1520 | 329 | | 1805 | 1900 | 1615 | | 1805 | 1900 | 1615 | | 1805 | 1900 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.15 | 0.15 | | 0.13 | 0.40 | 0.05 | | 0.04 | 0.37 | 0.01 | | 0.05 | 0.13 | 0.07 | |
| Crit Moves: | **** | | | | | **** | | | | **** | | | **** | | | |
| Green/Cycle: | 0.00 | 0.23 | 0.23 | | 0.20 | 0.43 | 0.54 | | 0.11 | 0.40 | 0.40 | | 0.05 | 0.34 | 0.54 | |
| Volume/Cap: | 0.92 | 0.67 | 0.67 | | 0.67 | 0.92 | 0.09 | | 0.38 | 0.92 | 0.02 | | 0.92 | 0.38 | 0.14 | |
| Delay/Veh: | 794.5 | 39.2 | 39.2 | | 41.7 | 43.2 | 11.3 | | 42.6 | 45.7 | 18.1 | | 117.2 | 25.2 | 11.4 | |
| 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: | 794.5 | 39.2 | 39.2 | | 41.7 | 43.2 | 11.3 | | 42.6 | 45.7 | 18.1 | | 117.2 | 25.2 | 11.4 | |
| LOS by Move: | F | D | D | | D | D | B | | D | D | B | | F | C | B | |
| HCM2kAvgQ: | 0 | 8 | 8 | | 7 | 23 | 1 | | 2 | 25 | 0 | | 3 | 5 | 2 | |

Note: Queue reported is the number of cars per lane.





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Folsom South of US-50 Annexation
Existing Plus RHD PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #103 Grant Line Rd/ Jackson Rd- SR16

Cycle (sec): 100 Critical Vol./Cap. (X): 1.156
Loss Time (sec): 12 Average Delay (sec/veh): 108.2
Optimal Cycle: 180 Level Of Service: F

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Split Phase | | | | Split Phase | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 1! 0 | 0 | 0 | 0 | 1! 0 | 0 | 1 | 0 | 0 | 1 0 | 1 | 0 | 0 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 1 | 279 | 46 | | 70 | 439 | 93 | | 65 | 871 | 4 | | 45 | 332 | 15 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 1 | 279 | 46 | | 70 | 439 | 93 | | 65 | 871 | 4 | | 45 | 332 | 15 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.97 | 0.97 | 0.97 | | 0.97 | 0.97 | 0.97 | | 0.97 | 0.97 | 0.97 | | 0.97 | 0.97 | 0.97 | |
| PHF Volume: | 1 | 288 | 47 | | 72 | 453 | 96 | | 67 | 898 | 4 | | 46 | 342 | 15 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 1 | 288 | 47 | | 72 | 453 | 96 | | 67 | 898 | 4 | | 46 | 342 | 15 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 1 | 288 | 47 | | 72 | 453 | 96 | | 67 | 898 | 4 | | 46 | 342 | 15 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.98 | 0.98 | 0.98 | | 0.97 | 0.97 | 0.97 | | 0.95 | 1.00 | 1.00 | | 0.95 | 0.99 | 0.99 | |
| Lanes: | 0.01 | 0.85 | 0.14 | | 0.12 | 0.73 | 0.15 | | 1.00 | 0.99 | 0.01 | | 1.00 | 0.96 | 0.04 | |
| Final Sat.: | 6 | 1595 | 263 | | 215 | 1348 | 286 | | 1805 | 1889 | 9 | | 1805 | 1807 | 82 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.18 | 0.18 | 0.18 | | 0.34 | 0.34 | 0.34 | | 0.04 | 0.48 | 0.48 | | 0.03 | 0.19 | 0.19 | |
| Crit Moves: | | **** | | | | **** | | | | **** | | | **** | | | |
| Green/Cycle: | 0.16 | 0.16 | 0.16 | | 0.29 | 0.29 | 0.29 | | 0.07 | 0.41 | 0.41 | | 0.02 | 0.36 | 0.36 | |
| Volume/Cap: | 1.16 | 1.16 | 1.16 | | 1.16 | 1.16 | 1.16 | | 0.52 | 1.16 | 1.16 | | 1.16 | 0.52 | 0.52 | |
| Delay/Veh: | 143.9 | 144 | 143.9 | | 125.0 | 125 | 125.0 | | 48.7 | 114 | 113.7 | | 240.6 | 25.8 | 25.8 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 143.9 | 144 | 143.9 | | 125.0 | 125 | 125.0 | | 48.7 | 114 | 113.7 | | 240.6 | 25.8 | 25.8 | |
| LOS by Move: | F | F | F | | F | F | F | | D | F | F | | F | C | C | |
| HCM2kAvgQ: | 19 | 19 | 19 | | 29 | 29 | 29 | | 2 | 43 | 43 | | 3 | 8 | 8 | |

Note: Queue reported is the number of cars per lane.

PM Existing Plus RHD Wed Jan 13, 2010 15:27:35 Page 89-1

Folsom South of US-50 Annexation
Existing Plus RHD PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #104 Oak Ave Pkwy/ WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.405
Loss Time (sec): 6 Average Delay (sec/veh): 6.6
Optimal Cycle: 23 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Ignore | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 | 2 | 0 1 | 0 | 0 | 2 | 0 1 | 0 | 0 | 0 | 0 0 | 2 | 0 | 0 | 0 2 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 995 | 530 | 0 | 679 | 487 | 0 | 0 | 0 | 131 | 0 | 108 | | | | |
| Growth Adj: | 1.00 | 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 | 995 | 530 | 0 | 679 | 487 | 0 | 0 | 0 | 131 | 0 | 108 | | | | |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.94 | 0.94 | 0.00 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | | | | |
| PHF Volume: | 0 | 1059 | 0 | 0 | 722 | 518 | 0 | 0 | 0 | 139 | 0 | 115 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 0 | 1059 | 0 | 0 | 722 | 518 | 0 | 0 | 0 | 139 | 0 | 115 | | | | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| FinalVolume: | 0 | 1059 | 0 | 0 | 722 | 518 | 0 | 0 | 0 | 139 | 0 | 115 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 0.85 | 1.00 | 1.00 | 1.00 | 0.61 | 1.00 | 0.75 | | | | |
| Lanes: | 0.00 | 2.00 | 1.00 | 0.00 | 2.00 | 1.00 | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 2.00 | | | | |
| Final Sat.: | 0 | 3610 | 1900 | 0 | 3610 | 1615 | 0 | 0 | 0 | 2326 | 0 | 2842 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.29 | 0.00 | 0.00 | 0.20 | 0.32 | 0.00 | 0.00 | 0.00 | 0.06 | 0.00 | 0.04 | | | | |
| Crit Moves: | | | | | | **** | | | | **** | | | | | | |
| Green/Cycle: | 0.00 | 0.79 | 0.00 | 0.00 | 0.79 | 0.79 | 0.00 | 0.00 | 0.00 | 0.15 | 0.00 | 0.15 | | | | |
| Volume/Cap: | 0.00 | 0.37 | 0.00 | 0.00 | 0.25 | 0.41 | 0.00 | 0.00 | 0.00 | 0.41 | 0.00 | 0.27 | | | | |
| Delay/Veh: | 0.0 | 3.1 | 0.0 | 0.0 | 2.7 | 3.4 | 0.0 | 0.0 | 0.0 | 39.4 | 0.0 | 38.2 | | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| AdjDel/Veh: | 0.0 | 3.1 | 0.0 | 0.0 | 2.7 | 3.4 | 0.0 | 0.0 | 0.0 | 39.4 | 0.0 | 38.2 | | | | |
| LOS by Move: | A | A | A | A | A | A | A | A | A | D | A | D | | | | |
| HCM2kAvgQ: | 0 | 5 | 0 | 0 | 3 | 5 | 0 | 0 | 0 | 2 | 0 | 2 | | | | |

Note: Queue reported is the number of cars per lane.





PM Existing Plus RHD Wed Jan 13, 2010 15:27:35 Page 90-1

Folsom South of US-50 Annexation
Existing Plus RHD PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #105 Oak Ave Pkwy/ EB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.611
Loss Time (sec): 6 Average Delay (sec/veh): 19.7
Optimal Cycle: 34 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 | 2 | 0 1 | 0 | 0 | 2 | 0 1 | 2 | 0 | 0 | 0 2 | 0 | 0 | 0 | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 842 | 166 | 0 | 520 | 98 | 683 | 0 | 397 | 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 | 842 | 166 | 0 | 520 | 98 | 683 | 0 | 397 | 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: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | | | | |
| PHF Volume: | 0 | 896 | 177 | 0 | 553 | 104 | 727 | 0 | 422 | 0 | 0 | 0 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 0 | 896 | 177 | 0 | 553 | 104 | 727 | 0 | 422 | 0 | 0 | 0 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| FinalVolume: | 0 | 896 | 177 | 0 | 553 | 104 | 727 | 0 | 422 | 0 | 0 | 0 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 1.00 | 0.95 | 0.85 | 1.00 | 0.95 | 0.85 | 0.59 | 1.00 | 0.75 | 1.00 | 1.00 | 1.00 | | | | |
| Lanes: | 0.00 | 2.00 | 1.00 | 0.00 | 2.00 | 1.00 | 2.00 | 0.00 | 2.00 | 0.00 | 0.00 | 0.00 | | | | |
| Final Sat.: | 0 | 3610 | 1615 | 0 | 3610 | 1615 | 2230 | 0 | 2842 | 0 | 0 | 0 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.25 | 0.11 | 0.00 | 0.15 | 0.06 | 0.33 | 0.00 | 0.15 | 0.00 | 0.00 | 0.00 | | | | |
| Crit Moves: | | **** | | | | | **** | | | | | | | | | |
| Green/Cycle: | 0.00 | 0.41 | 0.41 | 0.00 | 0.41 | 0.41 | 0.53 | 0.00 | 0.53 | 0.00 | 0.00 | 0.00 | | | | |
| Volume/Cap: | 0.00 | 0.61 | 0.27 | 0.00 | 0.38 | 0.16 | 0.61 | 0.00 | 0.28 | 0.00 | 0.00 | 0.00 | | | | |
| Delay/Veh: | 0.0 | 24.2 | 20.0 | 0.0 | 21.0 | 18.9 | 17.1 | 0.0 | 12.9 | 0.0 | 0.0 | 0.0 | | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| AdjDel/Veh: | 0.0 | 24.2 | 20.0 | 0.0 | 21.0 | 18.9 | 17.1 | 0.0 | 12.9 | 0.0 | 0.0 | 0.0 | | | | |
| LOS by Move: | A | C | C | A | C | B | B | A | B | A | A | A | | | | |
| HCM2kAvgQ: | 0 | 11 | 3 | 0 | 6 | 2 | 9 | 0 | 4 | 0 | 0 | 0 | | | | |

Note: Queue reported is the number of cars per lane.

Folsom South of US-50 Annexation
Existing Plus RHD PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #106 Empire Ranch Rd/ WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.459
Loss Time (sec): 6 Average Delay (sec/veh): 12.9
Optimal Cycle: 25 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 | 3 | 0 1 | 0 | 0 | 3 | 0 1 | 0 | 0 | 0 | 0 0 | 2 | 0 | 0 | 0 2 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 693 | 433 | 0 | 430 | 165 | 0 | 0 | 0 | 310 | 0 | 216 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 0 | 693 | 433 | 0 | 430 | 165 | 0 | 0 | 0 | 310 | 0 | 216 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | | | | |
| PHF Volume: | 0 | 737 | 461 | 0 | 457 | 176 | 0 | 0 | 0 | 330 | 0 | 230 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 0 | 737 | 461 | 0 | 457 | 176 | 0 | 0 | 0 | 330 | 0 | 230 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| FinalVolume: | 0 | 737 | 461 | 0 | 457 | 176 | 0 | 0 | 0 | 330 | 0 | 230 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 1.00 | 0.91 | 0.85 | 1.00 | 0.91 | 0.85 | 1.00 | 1.00 | 1.00 | 0.59 | 1.00 | 0.75 | | | | |
| Lanes: | 0.00 | 3.00 | 1.00 | 0.00 | 3.00 | 1.00 | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 2.00 | | | | |
| Final Sat.: | 0 | 5187 | 1615 | 0 | 5187 | 1615 | 0 | 0 | 0 | 2256 | 0 | 2842 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.14 | 0.29 | 0.00 | 0.09 | 0.11 | 0.00 | 0.00 | 0.00 | 0.15 | 0.00 | 0.08 | | | | |
| Crit Moves: | | | **** | | | | | | | **** | | | | | | |
| Green/Cycle: | 0.00 | 0.62 | 0.62 | 0.00 | 0.62 | 0.62 | 0.00 | 0.00 | 0.00 | 0.32 | 0.00 | 0.32 | | | | |
| Volume/Cap: | 0.00 | 0.23 | 0.46 | 0.00 | 0.14 | 0.17 | 0.00 | 0.00 | 0.00 | 0.46 | 0.00 | 0.25 | | | | |
| Delay/Veh: | 0.0 | 8.4 | 10.4 | 0.0 | 7.9 | 8.1 | 0.0 | 0.0 | 0.0 | 27.7 | 0.0 | 25.4 | | | | |
| 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: | 0.0 | 8.4 | 10.4 | 0.0 | 7.9 | 8.1 | 0.0 | 0.0 | 0.0 | 27.7 | 0.0 | 25.4 | | | | |
| LOS by Move: | A | A | B | A | A | A | A | A | A | C | A | C | | | | |
| HCM2kAvgQ: | 0 | 4 | 7 | 0 | 2 | 2 | 0 | 0 | 0 | 5 | 0 | 3 | | | | |

Note: Queue reported is the number of cars per lane.





Folsom South of US-50 Annexation
Existing Plus RHD PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #107 Empire Ranch Rd/ EB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.386
Loss Time (sec): 6 Average Delay (sec/veh): 18.9
Optimal Cycle: 23 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Ignore | | | | Ignore | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 | 3 | 0 1 | 0 | 0 | 3 | 0 1 | 2 | 0 | 0 | 0 2 | 0 | 0 | 0 | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 643 | 387 | 0 | 557 | 183 | 483 | 0 | 323 | 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 | 643 | 387 | 0 | 557 | 183 | 483 | 0 | 323 | 0 | 0 | 0 | | | | |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.94 | 0.94 | 0.00 | 0.94 | 0.94 | 0.00 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | | | | |
| PHF Volume: | 0 | 684 | 0 | 0 | 593 | 0 | 514 | 0 | 344 | 0 | 0 | 0 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 0 | 684 | 0 | 0 | 593 | 0 | 514 | 0 | 344 | 0 | 0 | 0 | | | | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| FinalVolume: | 0 | 684 | 0 | 0 | 593 | 0 | 514 | 0 | 344 | 0 | 0 | 0 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 1.00 | 0.91 | 1.00 | 1.00 | 0.91 | 1.00 | 0.59 | 1.00 | 0.75 | 1.00 | 1.00 | 1.00 | | | | |
| Lanes: | 0.00 | 3.00 | 1.00 | 0.00 | 3.00 | 1.00 | 2.00 | 0.00 | 2.00 | 0.00 | 0.00 | 0.00 | | | | |
| Final Sat.: | 0 | 5187 | 1900 | 0 | 5187 | 1900 | 2226 | 0 | 2842 | 0 | 0 | 0 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.13 | 0.00 | 0.00 | 0.11 | 0.00 | 0.23 | 0.00 | 0.12 | 0.00 | 0.00 | 0.00 | | | | |
| Crit Moves: | | **** | | | | | **** | | | | | | | | | |
| Green/Cycle: | 0.00 | 0.34 | 0.00 | 0.00 | 0.34 | 0.00 | 0.60 | 0.00 | 0.60 | 0.00 | 0.00 | 0.00 | | | | |
| Volume/Cap: | 0.00 | 0.39 | 0.00 | 0.00 | 0.33 | 0.00 | 0.39 | 0.00 | 0.20 | 0.00 | 0.00 | 0.00 | | | | |
| Delay/Veh: | 0.0 | 25.1 | 0.0 | 0.0 | 24.6 | 0.0 | 10.7 | 0.0 | 9.2 | 0.0 | 0.0 | 0.0 | | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| AdjDel/Veh: | 0.0 | 25.1 | 0.0 | 0.0 | 24.6 | 0.0 | 10.7 | 0.0 | 9.2 | 0.0 | 0.0 | 0.0 | | | | |
| LOS by Move: | A | C | A | A | C | A | B | A | A | A | A | A | | | | |
| HCM2kAvgQ: | 0 | 6 | 0 | 0 | 5 | 0 | 4 | 0 | 3 | 0 | 0 | 0 | | | | |

Note: Queue reported is the number of cars per lane.

LEVEL OF SERVICE WORKSHEETS

# EXISTING CONDITIONS
# NO FEDERAL ACTION (NF) ALTERNATIVE
# AM PEAK HOUR

Folsom South of US-50 Annexation
Existing Plus NFA AM

Impact Analysis Report
Level Of Service

| Intersection | Base LOS | Base Del/ Veh | Base V/ C | Future LOS | Future Del/ Veh | Future V/ C | Change in | |
|---|---|---|---|---|---|---|---|---|
| # 1 Folsom Blvd/ Blue Ravine Rd | D | 40.7 | 0.851 | D | 40.7 | 0.851 | + 0.000 | D/V |
| # 2 Sibly Street/ Blue Ravine Road | D | 45.3 | 0.946 | D | 45.3 | 0.946 | + 0.000 | D/V |
| # 3 Oak Avenue Parkway/ Blue Ravin | C | 25.4 | 0.542 | C | 25.4 | 0.542 | + 0.000 | D/V |
| # 4 Empire Ranch Road/ Natoma Stre | C | 18.4 | 0.765 | C | 18.4 | 0.765 | + 0.000 | V/C |
| # 5 Oak Avenue Parkway/ Riley Stre | C | 21.6 | 0.587 | C | 21.6 | 0.587 | + 0.000 | D/V |
| # 6 Oak Avenue Parkway/ East Bidwe | C | 27.1 | 0.453 | C | 27.1 | 0.453 | + 0.000 | D/V |
| # 7 East Bidwell St/Nesmith Ct | B | 12.3 | 0.511 | B | 12.3 | 0.511 | + 0.000 | D/V |
| # 8 East Bidwell St/Scholar Way | B | 11.8 | 0.447 | B | 11.8 | 0.447 | + 0.000 | D/V |
| # 9 East Bidwell St/Power Center D | A | 7.1 | 0.365 | A | 7.1 | 0.365 | + 0.000 | D/V |
| # 10 Broadstone Pkwy/ East Bidwell | C | 21.2 | 0.479 | C | 21.2 | 0.479 | + 0.000 | D/V |
| # 11 Empire Ranch Road/ Broadstone | B | 12.8 | 0.474 | B | 12.8 | 0.474 | + 0.000 | V/C |
| # 12 Oak Avenue Prky / Haverhill Dr | B | 18.3 | 0.476 | B | 18.3 | 0.476 | + 0.000 | D/V |
| # 13 Oak Avenue Prky / Haldion Wy | B | 17.1 | 0.452 | B | 17.1 | 0.452 | + 0.000 | D/V |
| # 14 Folsom Blvd/ Iron Point Road | C | 27.1 | 0.904 | C | 27.1 | 0.904 | + 0.000 | D/V |
| # 15 Prairie City Rd/ Iron Point Rd | C | 29.4 | 0.799 | C | 29.4 | 0.799 | + 0.000 | D/V |
| # 16 Grover Rd/ Iron Point Rd | C | 20.6 | 0.483 | C | 20.6 | 0.483 | + 0.000 | D/V |
| # 17 McAdoo Dr/ Iron Point Rd | C | 23.9 | 0.557 | C | 23.9 | 0.557 | + 0.000 | D/V |
| # 18 Oak Ave Pkwy/ Iron Point Rd | C | 31.6 | 0.510 | C | 31.6 | 0.510 | + 0.000 | D/V |
| # 19 Rowberry Dr/ Iron Point Rd | C | 24.2 | 0.472 | C | 24.2 | 0.472 | + 0.000 | D/V |
| # 20 Broadstone Pkwy/ Iron Point Rd | C | 20.2 | 0.292 | C | 20.2 | 0.292 | + 0.000 | D/V |
| # 21 East Bidwell St/ Iron Point Rd | B | 20.0 | 0.546 | B | 20.0 | 0.546 | + 0.000 | D/V |
| # 22 Cavitt Dr/ Iron Point Rd | C | 23.1 | 0.110 | C | 23.1 | 0.110 | + 0.000 | D/V |
| # 23 Serpa Way / Iron Point Rd | C | 25.0 | 0.073 | C | 25.0 | 0.073 | + 0.000 | D/V |
| # 24 Empire Ranch Road/ Iron Point | B | 17.4 | 0.360 | B | 17.4 | 0.360 | + 0.000 | D/V |

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Folsom South of US-50 Annexation
Existing Plus NFA AM

| Intersection | Base LOS | Base Del/ Veh | Base V/ C | Future LOS | Future Del/ Veh | Future V/ C | Change in | |
|---|---|---|---|---|---|---|---|---|
| # 25 Prairie City Rd/ High School | C | 23.7 | 0.687 | C | 23.7 | 0.687 | + 0.000 | D/V |
| # 26 East Bidwell / Placerville Roa | A | 7.9 | 0.524 | A | 7.9 | 0.524 | + 0.000 | D/V |
| # 27 Prairie City Rd/ White Rock Rd | B | 18.4 | 0.307 | B | 18.4 | 0.307 | + 0.000 | D/V |
| # 28 Scott Rd (South)/ White Rock R | B | 13.5 | 0.176 | B | 13.5 | 0.176 | + 0.000 | D/V |
| # 29 Scott Rd (North)/ White Rock R | B | 19.8 | 0.284 | B | 19.8 | 0.284 | + 0.000 | D/V |
| # 30 Placerville Rd/ White Rock Rd | A | 8.3 | 0.184 | A | 8.3 | 0.184 | + 0.000 | D/V |
| # 31 Empire Ranch Rd/ North Rd | B | 14.5 | 0.210 | B | 14.5 | 0.210 | + 0.000 | D/V |
| # 32 Prairie City Rd/ Easton Valley | C | 20.2 | 0.452 | C | 20.2 | 0.452 | + 0.000 | D/V |
| # 33 Oak Ave Pkwy/ Easton Valley Pk | C | 26.9 | 0.467 | C | 26.9 | 0.467 | + 0.000 | D/V |
| # 34 RowberryDr/ Easton Valley Pkwy | B | 15.5 | 0.386 | B | 15.5 | 0.386 | + 0.000 | D/V |
| # 35 1st St/ Easton Valley Pkwy | C | 24.7 | 0.513 | C | 24.7 | 0.513 | + 0.000 | D/V |
| # 36 2nd St/ Easton Valley Pkwy | C | 24.8 | 0.420 | C | 24.8 | 0.420 | + 0.000 | D/V |
| # 37 3rd St/ Easton Valley Pkwy | B | 17.3 | 0.278 | B | 17.3 | 0.278 | + 0.000 | D/V |
| # 38 Scott Rd (North)/ Easton Valle | C | 29.2 | 0.510 | C | 29.2 | 0.510 | + 0.000 | D/V |
| # 39 4th St/ Easton Valley Pkwy | C | 23.5 | 0.265 | C | 23.5 | 0.265 | + 0.000 | D/V |
| # 40 Placerville Rd/ Easton Valley | B | 14.9 | 0.220 | B | 14.9 | 0.220 | + 0.000 | D/V |
| # 41 Hillside Dr/ Easton Valley Pkw | C | 17.7 | 0.124 | C | 17.7 | 0.124 | + 0.000 | D/V |
| # 42 Empire Ranch Rd/ Easton Valley | C | 21.9 | 0.275 | C | 21.9 | 0.275 | + 0.000 | D/V |
| # 43 Prairie City Rd/Middle Rd | B | 11.7 | 0.045 | B | 11.7 | 0.045 | + 0.000 | D/V |
| # 44 Oak Ave Pkwy/Middle Rd | C | 16.7 | 0.095 | C | 16.7 | 0.095 | + 0.000 | D/V |
| # 45 Scott Rd (North)/ Street "B" | C | 25.8 | 0.475 | C | 25.8 | 0.475 | + 0.000 | D/V |
| # 46 East Rd/Street "B" | A | 10.0 | 0.422 | A | 10.0 | 0.422 | + 0.000 | V/C |
| # 47 Prairie City Rd/Street "A" | C | 15.4 | 0.227 | C | 15.4 | 0.227 | + 0.000 | D/V |
| # 48 Oak Ave Pkwy/Street "A" | B | 11.3 | 0.301 | B | 11.3 | 0.301 | + 0.000 | V/C |
| # 49 West Rd/Street "A" | A | 9.2 | 0.327 | A | 9.2 | 0.327 | + 0.000 | V/C |

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Folsom South of US-50 Annexation
Existing Plus NFA AM

| Intersection | Base LOS | Base Del/ Veh | Base V/ C | Future LOS | Future Del/ Veh | Future V/ C | Change in |
|---|---|---|---|---|---|---|---|
| # 50 Scott Rd (North)/ Street "A" | C | 26.9 | 0.320 | C | 26.9 | 0.320 | + 0.000 D/V |
| # 51 East Rd/Street "A" | A | 8.2 | 0.122 | A | 8.2 | 0.122 | + 0.000 V/C |
| # 52 Placerville Rd/ Street "A" | A | 9.4 | 0.309 | A | 9.4 | 0.309 | + 0.000 V/C |
| # 53 Empire Ranch Rd/Street "A" | B | 10.1 | 0.060 | B | 10.1 | 0.060 | + 0.000 D/V |
| # 54 Scott Rd (North)/South Rd | C | 25.9 | 0.271 | C | 25.9 | 0.271 | + 0.000 D/V |
| # 55 Oak Ave Pkwy/ White Rock Rd | B | 14.5 | 0.259 | B | 14.5 | 0.259 | + 0.000 D/V |
| # 56 Empire Ranch Rd/ White Rock Rd | A | 5.9 | 0.213 | A | 5.9 | 0.213 | + 0.000 D/V |
| # 57 Hazel Blvd/ Gold Country | C | xxxxx | 0.732 | C | xxxxx | 0.732 | + 0.000 V/C |
| # 58 Hazel Ave/ Folsom Blvd | B | xxxxx | 0.618 | B | xxxxx | 0.618 | + 0.000 V/C |
| # 59 Grant Line Rd/ White Rock Rd | F | 57.9 | 0.528 | F | 57.9 | 0.528 | + 0.000 D/V |
| # 60 Grantline Rd/ Sunrise Rd | D | xxxxx | 0.831 | D | xxxxx | 0.831 | + 0.000 V/C |
| # 65 Sunrise Blvd/ White Rock Rd | B | xxxxx | 0.651 | B | xxxxx | 0.651 | + 0.000 V/C |
| # 66 Fitzgerald Road / White Rock R | C | 16.5 | 0.757 | C | 16.5 | 0.757 | + 0.000 V/C |
| # 67 Sunrise Blvd/ Douglas Rd | C | xxxxx | 0.792 | C | xxxxx | 0.792 | + 0.000 V/C |
| # 68 Grant Line Rd/ Douglas Rd | D | 30.8 | 0.373 | D | 30.8 | 0.373 | + 0.000 D/V |
| # 69 Grant Line Road / Kiefer Boule | C | 18.4 | 0.809 | C | 18.4 | 0.809 | + 0.000 V/C |
| # 83 White Rock Rd/ Carson Crossing | D | 25.5 | 0.106 | D | 25.5 | 0.106 | + 0.000 D/V |
| # 84 White Rock Rd/ Stonebriar Rd | B | 18.8 | 0.471 | B | 18.8 | 0.471 | + 0.000 D/V |
| # 85 White Rock Rd/ Windfield Way | D | 33.0 | 0.392 | D | 33.0 | 0.392 | + 0.000 D/V |
| # 86 White Rock Rd/ Latrobe Rd | C | 29.2 | 0.550 | C | 29.2 | 0.550 | + 0.000 D/V |
| # 87 White Rock Rd/ Valley View Pkw | B | 16.8 | 0.474 | B | 16.8 | 0.474 | + 0.000 D/V |
| # 88 El Dorado Hills Blvd/Serrano P | C | 31.6 | 0.829 | C | 31.6 | 0.829 | + 0.000 D/V |
| # 89 El Dorado Hills Blvd/Saratoga | C | 22.7 | 0.662 | C | 22.7 | 0.662 | + 0.000 D/V |
| # 90 El Dorado Hills Blvd/Park Driv | B | 11.5 | 0.484 | B | 11.5 | 0.484 | + 0.000 D/V |
| # 91 Latrobe Rd/ Town Center Blvd | B | 15.9 | 0.423 | B | 15.9 | 0.423 | + 0.000 D/V |





Folsom South of US-50 Annexation
Existing Plus NFA AM

| Intersection | Base LOS | Base Del/ Veh | Base V/ C | Future LOS | Future Del/ Veh | Future V/ C | Change in |
|---|---|---|---|---|---|---|---|
| # 92 Hazel Blvd/ Tributary- WB US 5 | C | 29.0 | 0.824 | C | 29.0 | 0.824 | + 0.000 D/V |
| # 93 Hazel Ave/ EB US-50 Ramps | C | 20.6 | 0.626 | C | 20.6 | 0.626 | + 0.000 D/V |
| # 94 Folsom Blvd/ WB US 50 Ramps | A | 8.0 | 0.456 | A | 8.0 | 0.456 | + 0.000 D/V |
| # 95 Folsom Blvd/ EB US 50 Ramps | D | 43.3 | 0.983 | D | 43.3 | 0.983 | + 0.000 D/V |
| # 96 Prairie City/ WB US 50 Ramps | C | 27.5 | 0.883 | C | 27.5 | 0.883 | + 0.000 D/V |
| # 97 Prairie City/ EB US 50 Ramps | B | 15.8 | 0.497 | B | 15.8 | 0.497 | + 0.000 D/V |
| # 98 East Bidwell St/ WB US 50 Ramp | B | 19.9 | 0.583 | B | 19.9 | 0.583 | + 0.000 D/V |
| # 99 East Bidwell St/ EB US 50 Ramp | B | 13.9 | 0.482 | B | 13.9 | 0.482 | + 0.000 D/V |
| #100 El Dorado Hills Blvd/ WB US 50 | D | 50.6 | 1.056 | D | 50.6 | 1.056 | + 0.000 D/V |
| #101 El Dorado Hills Blvd/ EB US 50 | C | 34.6 | 0.881 | C | 34.6 | 0.881 | + 0.000 D/V |
| #102 Sunrise Rd/ Jackson Hwy-SR16 | E | 62.2 | 1.027 | E | 62.2 | 1.027 | + 0.000 D/V |
| #103 Grant Line Rd/ Jackson Rd- SR1 | F | 119.8 | 1.197 | F | 119.8 | 1.197 | + 0.000 D/V |
| #104 Oak Ave Pkwy/ WB US 50 Ramps | A | 8.2 | 0.359 | A | 8.2 | 0.359 | + 0.000 D/V |
| #105 Oak Ave Pkwy/ EB US 50 Ramps | B | 18.7 | 0.438 | B | 18.7 | 0.438 | + 0.000 D/V |
| #106 Empire Ranch Rd/ WB US 50 Ramp | B | 14.6 | 0.564 | B | 14.6 | 0.564 | + 0.000 D/V |
| #107 Empire Ranch Rd/ EB US 50 Ramp | B | 16.1 | 0.246 | B | 16.1 | 0.246 | + 0.000 D/V |

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Folsom South of US-50 Annexation
Existing Plus NFA AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #1 Folsom Blvd/ Blue Ravine Rd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.851
Loss Time (sec): 15 Average Delay (sec/veh): 40.7
Optimal Cycle: 106 Level Of Service: D

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Ovl | | | Ovl | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 0 | 2 0 | 1 | 1 0 | 2 0 | 1 | 1 0 | 1 0 | 1 | 2 0 | 1 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 202 | 853 | 208 | 528 | 1446 | 53 | 34 | 35 | 33 | 561 | 280 | 330 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 202 | 853 | 208 | 528 | 1446 | 53 | 34 | 35 | 33 | 561 | 280 | 330 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| PHF Volume: | 213 | 898 | 219 | 556 | 1522 | 56 | 36 | 37 | 35 | 591 | 295 | 347 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 213 | 898 | 219 | 556 | 1522 | 56 | 36 | 37 | 35 | 591 | 295 | 347 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 213 | 898 | 219 | 556 | 1522 | 56 | 36 | 37 | 35 | 591 | 295 | 347 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.95 | 0.85 | 0.95 | 0.95 | 0.85 | 0.95 | 1.00 | 0.85 | 0.92 | 1.00 | 0.85 |
| Lanes: | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 |
| Final Sat.: | 1805 | 3610 | 1615 | 1805 | 3610 | 1615 | 1805 | 1900 | 1615 | 3502 | 1900 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.12 | 0.25 | 0.14 | 0.31 | 0.42 | 0.03 | 0.02 | 0.02 | 0.02 | 0.17 | 0.16 | 0.22 |
| Crit Moves: | | **** | | **** | | | | **** | | **** | | |
| Green/Cycle: | 0.14 | 0.29 | 0.49 | 0.36 | 0.51 | 0.54 | 0.03 | 0.02 | 0.17 | 0.20 | 0.20 | 0.56 |
| Volume/Cap: | 0.82 | 0.85 | 0.28 | 0.85 | 0.82 | 0.06 | 0.79 | 0.85 | 0.13 | 0.85 | 0.79 | 0.39 |
| Delay/Veh: | 69.0 | 46.8 | 18.2 | 45.7 | 28.0 | 13.4 | 119.4 | 140 | 42.9 | 56.2 | 56.9 | 15.2 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 69.0 | 46.8 | 18.2 | 45.7 | 28.0 | 13.4 | 119.4 | 140 | 42.9 | 56.2 | 56.9 | 15.2 |
| LOS by Move: | E | D | B | D | C | B | F | F | D | E | E | B |
| HCM2kAvgQ: | 8 | 17 | 4 | 21 | 27 | 1 | 3 | 3 | 1 | 10 | 10 | 7 |

Note: Queue reported is the number of cars per lane.





AM Existing Plus NFA Thu May 7, 2009 15:49:09 Page 4-1

Folsom South of US-50 Annexation
Existing Plus NFA AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #2 Sibly Street/ Blue Ravine Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.946
Loss Time (sec): 12 Average Delay (sec/veh): 45.3
Optimal Cycle: 136 Level Of Service: D

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Ovl | | | Ovl | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 0 | 2 0 | 1 | 1 0 | 2 0 | 1 | 1 0 | 2 0 | 1 | 2 0 | 1 1 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 531 | 503 | 244 | 25 | 515 | 89 | 67 | 228 | 508 | 603 | 714 | 34 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 531 | 503 | 244 | 25 | 515 | 89 | 67 | 228 | 508 | 603 | 714 | 34 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 | 0.82 |
| PHF Volume: | 648 | 613 | 298 | 30 | 628 | 109 | 82 | 278 | 620 | 735 | 871 | 41 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 648 | 613 | 298 | 30 | 628 | 109 | 82 | 278 | 620 | 735 | 871 | 41 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 648 | 613 | 298 | 30 | 628 | 109 | 82 | 278 | 620 | 735 | 871 | 41 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.95 | 0.85 | 0.95 | 0.95 | 0.85 | 0.95 | 0.95 | 0.85 | 0.92 | 0.94 | 0.94 |
| Lanes: | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 2.00 | 1.91 | 0.09 |
| Final Sat.: | 1805 | 3610 | 1615 | 1805 | 3610 | 1615 | 1805 | 3610 | 1615 | 3502 | 3422 | 163 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.36 | 0.17 | 0.18 | 0.02 | 0.17 | 0.07 | 0.05 | 0.08 | 0.38 | 0.21 | 0.25 | 0.25 |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | |
| Green/Cycle: | 0.38 | 0.51 | 0.74 | 0.05 | 0.18 | 0.23 | 0.05 | 0.09 | 0.46 | 0.23 | 0.27 | 0.27 |
| Volume/Cap: | 0.95 | 0.33 | 0.25 | 0.33 | 0.95 | 0.29 | 0.95 | 0.91 | 0.83 | 0.91 | 0.95 | 0.95 |
| Delay/Veh: | 52.1 | 14.4 | 4.1 | 47.9 | 62.8 | 32.1 | 126.2 | 74.0 | 30.8 | 51.0 | 53.2 | 53.2 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 52.1 | 14.4 | 4.1 | 47.9 | 62.8 | 32.1 | 126.2 | 74.0 | 30.8 | 51.0 | 53.2 | 53.2 |
| LOS by Move: | D | B | A | D | E | C | F | E | C | D | D | D |
| HCM2kAvgQ: | 22 | 6 | 3 | 1 | 14 | 3 | 3 | 5 | 16 | 13 | 17 | 17 |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Existing Plus NFA AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #3 Oak Avenue Parkway/ Blue Ravine Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.542
Loss Time (sec): 12 Average Delay (sec/veh): 25.4
Optimal Cycle: 44 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ignore | | | | Include | | | | Ignore | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 3 | 0 1 | 1 | 0 | 3 | 0 1 | 2 | 0 | 2 | 0 1 | 2 | 0 | 1 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 201 | 147 | 246 | | 1 | 221 | 51 | | 11 | 276 | 179 | | 501 | 934 | 11 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 201 | 147 | 246 | | 1 | 221 | 51 | | 11 | 276 | 179 | | 501 | 934 | 11 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.88 | 0.88 | 0.00 | | 0.88 | 0.88 | 0.88 | | 0.88 | 0.88 | 0.00 | | 0.88 | 0.88 | 0.88 | |
| PHF Volume: | 228 | 167 | 0 | | 1 | 251 | 58 | | 13 | 314 | 0 | | 569 | 1061 | 13 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 228 | 167 | 0 | | 1 | 251 | 58 | | 13 | 314 | 0 | | 569 | 1061 | 13 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 228 | 167 | 0 | | 1 | 251 | 58 | | 13 | 314 | 0 | | 569 | 1061 | 13 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.91 | 1.00 | | 0.95 | 0.91 | 0.85 | | 0.92 | 0.95 | 1.00 | | 0.92 | 0.95 | 0.95 | |
| Lanes: | 1.00 | 3.00 | 1.00 | | 1.00 | 3.00 | 1.00 | | 2.00 | 2.00 | 1.00 | | 2.00 | 1.98 | 0.02 | |
| Final Sat.: | 1805 | 5187 | 1900 | | 1805 | 5187 | 1615 | | 3502 | 3610 | 1900 | | 3502 | 3561 | 42 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.13 | 0.03 | 0.00 | | 0.00 | 0.05 | 0.04 | | 0.00 | 0.09 | 0.00 | | 0.16 | 0.30 | 0.30 | |
| Crit Moves: | **** | | | | | **** | | | **** | | | | | **** | | |
| Green/Cycle: | 0.23 | 0.32 | 0.00 | | 0.01 | 0.09 | 0.09 | | 0.01 | 0.19 | 0.00 | | 0.36 | 0.55 | 0.55 | |
| Volume/Cap: | 0.54 | 0.10 | 0.00 | | 0.10 | 0.54 | 0.40 | | 0.54 | 0.45 | 0.00 | | 0.45 | 0.54 | 0.54 | |
| Delay/Veh: | 35.1 | 24.1 | 0.0 | | 53.4 | 44.9 | 44.8 | | 73.2 | 36.0 | 0.0 | | 24.5 | 14.7 | 14.7 | |
| 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: | 35.1 | 24.1 | 0.0 | | 53.4 | 44.9 | 44.8 | | 73.2 | 36.0 | 0.0 | | 24.5 | 14.7 | 14.7 | |
| LOS by Move: | D | C | A | | D | D | D | | E | D | A | | C | B | B | |
| HCM2kAvgQ: | 6 | 1 | 0 | | 0 | 4 | 2 | | 0 | 4 | 0 | | 7 | 11 | 11 | |

Note: Queue reported is the number of cars per lane.





AM Existing Plus NFA Thu May 7, 2009 15:49:09 Page 6-1

Folsom South of US-50 Annexation
Existing Plus NFA AM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #4 Empire Ranch Road/ Natoma Street

Cycle (sec): 100 Critical Vol./Cap. (X): 0.765
Loss Time (sec): 0 Average Delay (sec/veh): 18.4
Optimal Cycle: 0 Level Of Service: C

| 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: | 2 | 0 | 1 | 0 0 | 0 | 0 | 1 | 0 1 | 2 | 0 | 0 | 0 1 | 0 | 0 | 0 | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 167 | 69 | 0 | | 0 | 366 | 22 | | 9 | 0 | 303 | | 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: | 167 | 69 | 0 | | 0 | 366 | 22 | | 9 | 0 | 303 | | 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: | 0.82 | 0.82 | 0.82 | | 0.82 | 0.82 | 0.82 | | 0.82 | 0.82 | 0.82 | | 0.82 | 0.82 | 0.82 | |
| PHF Volume: | 204 | 84 | 0 | | 0 | 446 | 27 | | 11 | 0 | 370 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 204 | 84 | 0 | | 0 | 446 | 27 | | 11 | 0 | 370 | | 0 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 204 | 84 | 0 | | 0 | 446 | 27 | | 11 | 0 | 370 | | 0 | 0 | 0 | |
| 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: | 2.00 | 1.00 | 0.00 | | 0.00 | 1.00 | 1.00 | | 2.00 | 0.00 | 1.00 | | 0.00 | 0.00 | 0.00 | |
| Final Sat.: | 942 | 504 | 0 | | 0 | 583 | 642 | | 987 | 0 | 599 | | 0 | 0 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.22 | 0.17 | xxxx | | xxxx | 0.77 | 0.04 | | 0.01 | xxxx | 0.62 | | xxxx | xxxx | xxxx | |
| Crit Moves: | **** | | | | | **** | | | | | **** | | | | | |
| Delay/Veh: | 11.9 | 10.8 | 0.0 | | 0.0 | 25.0 | 8.3 | | 9.8 | 0.0 | 16.7 | | 0.0 | 0.0 | 0.0 | |
| Delay Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 11.9 | 10.8 | 0.0 | | 0.0 | 25.0 | 8.3 | | 9.8 | 0.0 | 16.7 | | 0.0 | 0.0 | 0.0 | |
| LOS by Move: | B | B | * | | * | D | A | | A | * | C | | * | * | * | |
| ApproachDel: | 11.6 | | | | | 24.1 | | | | 16.5 | | | xxxxxx | | | |
| Delay Adj: | 1.00 | | | | | 1.00 | | | | 1.00 | | | xxxxx | | | |
| ApprAdjDel: | 11.6 | | | | | 24.1 | | | | 16.5 | | | xxxxxx | | | |
| LOS by Appr: | B | | | | | C | | | | C | | | * | | | |
| AllWayAvgQ: | 0.2 | 0.2 | 0.0 | | 0.0 | 2.6 | 0.0 | | 0.0 | 0.0 | 1.4 | | 0.0 | 0.0 | 0.0 | |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Existing Plus NFA AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #5 Oak Avenue Parkway/ Riley Street

Cycle (sec): 100 Critical Vol./Cap. (X): 0.587
Loss Time (sec): 12 Average Delay (sec/veh): 21.6
Optimal Cycle: 47 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 0 | 2 | 1 0 | 1 0 | 1 | 1 0 | 1 0 | 1 | 0 1 | 1 0 | 0 | 1 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 126 | 499 | 26 | 9 | 759 | 183 | 148 | 10 | 169 | 39 | 21 | 3 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 126 | 499 | 26 | 9 | 759 | 183 | 148 | 10 | 169 | 39 | 21 | 3 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| PHF Volume: | 140 | 554 | 29 | 10 | 843 | 203 | 164 | 11 | 188 | 43 | 23 | 3 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 140 | 554 | 29 | 10 | 843 | 203 | 164 | 11 | 188 | 43 | 23 | 3 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 140 | 554 | 29 | 10 | 843 | 203 | 164 | 11 | 188 | 43 | 23 | 3 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.90 | 0.90 | 0.95 | 0.92 | 0.92 | 0.95 | 1.00 | 0.85 | 0.95 | 0.98 | 0.98 |
| Lanes: | 1.00 | 2.85 | 0.15 | 1.00 | 1.61 | 0.39 | 1.00 | 1.00 | 1.00 | 1.00 | 0.88 | 0.12 |
| Final Sat.: | 1805 | 4896 | 255 | 1805 | 2824 | 681 | 1805 | 1900 | 1615 | 1805 | 1631 | 233 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.08 | 0.11 | 0.11 | 0.01 | 0.30 | 0.30 | 0.09 | 0.01 | 0.12 | 0.02 | 0.01 | 0.01 |
| Crit Moves: | **** | | | | **** | | | | **** | **** | | |
| Green/Cycle: | 0.13 | 0.61 | 0.61 | 0.03 | 0.51 | 0.51 | 0.21 | 0.20 | 0.20 | 0.04 | 0.03 | 0.03 |
| Volume/Cap: | 0.59 | 0.19 | 0.19 | 0.19 | 0.59 | 0.59 | 0.44 | 0.03 | 0.59 | 0.59 | 0.44 | 0.44 |
| Delay/Veh: | 44.6 | 8.6 | 8.6 | 49.0 | 17.7 | 17.7 | 35.5 | 32.4 | 39.2 | 58.8 | 52.6 | 52.6 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 44.6 | 8.6 | 8.6 | 49.0 | 17.7 | 17.7 | 35.5 | 32.4 | 39.2 | 58.8 | 52.6 | 52.6 |
| LOS by Move: | D | A | A | D | B | B | D | C | D | E | D | D |
| HCM2kAvgQ: | 4 | 3 | 3 | 0 | 12 | 12 | 5 | 0 | 6 | 2 | 1 | 1 |

Note: Queue reported is the number of cars per lane.





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Folsom South of US-50 Annexation
Existing Plus NFA AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #6 Oak Avenue Parkway/ East Bidwell Street

Cycle (sec): 100 Critical Vol./Cap. (X): 0.453
Loss Time (sec): 12 Average Delay (sec/veh): 27.1
Optimal Cycle: 38 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Ignore | | | Ignore | | | Ignore | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 2 0 | 3 | 0 1 | 2 0 | 3 | 0 1 | 2 0 | 3 | 0 1 | 2 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 174 | 284 | 178 | 361 | 543 | 106 | 74 | 746 | 145 | 51 | 891 | 240 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 174 | 284 | 178 | 361 | 543 | 106 | 74 | 746 | 145 | 51 | 891 | 240 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 0.88 | 0.88 | 0.00 | 0.88 | 0.88 | 0.00 | 0.88 | 0.88 | 0.00 | 0.88 | 0.88 | 0.00 |
| PHF Volume: | 198 | 323 | 0 | 410 | 617 | 0 | 84 | 848 | 0 | 58 | 1013 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 198 | 323 | 0 | 410 | 617 | 0 | 84 | 848 | 0 | 58 | 1013 | 0 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| FinalVolume: | 198 | 323 | 0 | 410 | 617 | 0 | 84 | 848 | 0 | 58 | 1013 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.91 | 1.00 | 0.92 | 0.91 | 1.00 | 0.92 | 0.91 | 1.00 | 0.92 | 0.91 | 1.00 |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3502 | 5187 | 1900 | 3502 | 5187 | 1900 | 3502 | 5187 | 1900 | 3502 | 5187 | 1900 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.06 | 0.06 | 0.00 | 0.12 | 0.12 | 0.00 | 0.02 | 0.16 | 0.00 | 0.02 | 0.20 | 0.00 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green/Cycle: | 0.13 | 0.14 | 0.00 | 0.26 | 0.27 | 0.00 | 0.05 | 0.44 | 0.00 | 0.04 | 0.43 | 0.00 |
| Volume/Cap: | 0.44 | 0.45 | 0.00 | 0.45 | 0.44 | 0.00 | 0.45 | 0.37 | 0.00 | 0.37 | 0.45 | 0.00 |
| Delay/Veh: | 41.0 | 40.1 | 0.0 | 31.5 | 30.6 | 0.0 | 47.7 | 18.9 | 0.0 | 47.9 | 20.3 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 41.0 | 40.1 | 0.0 | 31.5 | 30.6 | 0.0 | 47.7 | 18.9 | 0.0 | 47.9 | 20.3 | 0.0 |
| LOS by Move: | D | D | A | C | C | A | D | B | A | D | C | A |
| HCM2kAvgQ: | 3 | 3 | 0 | 5 | 6 | 0 | 2 | 6 | 0 | 1 | 8 | 0 |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Existing Plus NFA AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #7 East Bidwell St/Nesmith Ct

Cycle (sec): 100 Critical Vol./Cap. (X): 0.511
Loss Time (sec): 12 Average Delay (sec/veh): 12.3
Optimal Cycle: 41 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - | R | L | - T | - | R | L | - T | - | R | L | - T | - | R |
| Control: | Protected | | | | Protected | | | | Split Phase | | | | Split Phase | | | |
| Rights: | Ovl | | | | Include | | | | Include | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 2 | 0 | 1 | 2 | 0 | 2 | 1 | 0 | 0 | 1! | 0 | 0 | 1 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 43 | 1067 | 100 | | 266 | 1073 | 42 | | 20 | 1 | 13 | | 32 | 1 | 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: | 43 | 1067 | 100 | | 266 | 1073 | 42 | | 20 | 1 | 13 | | 32 | 1 | 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: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 48 | 1199 | 112 | | 299 | 1206 | 47 | | 22 | 1 | 15 | | 36 | 1 | 58 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 48 | 1199 | 112 | | 299 | 1206 | 47 | | 22 | 1 | 15 | | 36 | 1 | 58 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 48 | 1199 | 112 | | 299 | 1206 | 47 | | 22 | 1 | 15 | | 36 | 1 | 58 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.95 | 0.85 | | 0.92 | 0.90 | 0.90 | | 0.92 | 0.92 | 0.92 | | 0.95 | 0.95 | 0.85 | |
| Lanes: | 1.00 | 2.00 | 1.00 | | 2.00 | 2.89 | 0.11 | | 0.59 | 0.03 | 0.38 | | 1.94 | 0.06 | 1.00 | |
| Final Sat.: | 1805 | 3610 | 1615 | | 3502 | 4962 | 194 | | 1029 | 51 | 669 | | 3515 | 110 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.33 | 0.07 | | 0.09 | 0.24 | 0.24 | | 0.02 | 0.02 | 0.02 | | 0.01 | 0.01 | 0.04 | |
| Crit Moves: | | **** | | | **** | | | | | **** | | | | **** | | |
| Green/Cycle: | 0.08 | 0.65 | 0.67 | | 0.17 | 0.74 | 0.74 | | 0.04 | 0.04 | 0.04 | | 0.02 | 0.02 | 0.19 | |
| Volume/Cap: | 0.33 | 0.51 | 0.10 | | 0.51 | 0.33 | 0.33 | | 0.51 | 0.51 | 0.51 | | 0.51 | 0.51 | 0.19 | |
| Delay/Veh: | 44.7 | 9.4 | 5.9 | | 38.7 | 4.7 | 4.7 | | 52.6 | 52.6 | 52.6 | | 54.5 | 54.5 | 34.6 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 44.7 | 9.4 | 5.9 | | 38.7 | 4.7 | 4.7 | | 52.6 | 52.6 | 52.6 | | 54.5 | 54.5 | 34.6 | |
| LOS by Move: | D | A | A | | D | A | A | | D | D | D | | D | D | C | |
| HCM2kAvgQ: | 2 | 10 | 1 | | 5 | 5 | 5 | | 1 | 1 | 1 | | 1 | 1 | 1 | |

Note: Queue reported is the number of cars per lane.





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Folsom South of US-50 Annexation
Existing Plus NFA AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #8 East Bidwell St/Scholar Way

Cycle (sec): 100 Critical Vol./Cap. (X): 0.447
Loss Time (sec): 12 Average Delay (sec/veh): 11.8
Optimal Cycle: 38 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - | R | L | - T | - | R | L | - T | - | R | L | - T | - | R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ignore | | | | Ignore | | | | Ignore | | | | Ignore | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 2 | 0 | 1 | 2 | 0 | 3 | 0 | 1 | 1 | 0 | 2 | 0 | 1 | 1 | 0 | 2 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 37 | 1008 | 266 | | 63 | 975 | 84 | | 80 | 16 | 4 | | 103 | 30 | 116 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 37 | 1008 | 266 | | 63 | 975 | 84 | | 80 | 16 | 4 | | 103 | 30 | 116 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.00 | |
| PHF Volume: | 42 | 1133 | 0 | | 71 | 1096 | 0 | | 90 | 18 | 0 | | 116 | 34 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 42 | 1133 | 0 | | 71 | 1096 | 0 | | 90 | 18 | 0 | | 116 | 34 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| FinalVolume: | 42 | 1133 | 0 | | 71 | 1096 | 0 | | 90 | 18 | 0 | | 116 | 34 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.95 | 1.00 | | 0.92 | 0.91 | 1.00 | | 0.95 | 0.95 | 1.00 | | 0.95 | 0.95 | 1.00 | |
| Lanes: | 2.00 | 2.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 1.00 | 2.00 | 1.00 | | 1.00 | 2.00 | 1.00 | |
| Final Sat.: | 3502 | 3610 | 1900 | | 3502 | 5187 | 1900 | | 1805 | 3610 | 1900 | | 1805 | 3610 | 1900 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.31 | 0.00 | | 0.02 | 0.21 | 0.00 | | 0.05 | 0.00 | 0.00 | | 0.06 | 0.01 | 0.00 | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.04 | 0.70 | 0.00 | | 0.05 | 0.71 | 0.00 | | 0.11 | 0.01 | 0.00 | | 0.12 | 0.02 | 0.00 | |
| Volume/Cap: | 0.30 | 0.45 | 0.00 | | 0.45 | 0.30 | 0.00 | | 0.45 | 0.52 | 0.00 | | 0.52 | 0.45 | 0.00 | |
| Delay/Veh: | 47.9 | 6.6 | 0.0 | | 48.5 | 5.5 | 0.0 | | 43.1 | 63.0 | 0.0 | | 43.3 | 52.6 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 47.9 | 6.6 | 0.0 | | 48.5 | 5.5 | 0.0 | | 43.1 | 63.0 | 0.0 | | 43.3 | 52.6 | 0.0 | |
| LOS by Move: | D | A | A | | D | A | A | | D | E | A | | D | D | A | |
| HCM2kAvgQ: | 1 | 8 | 0 | | 2 | 5 | 0 | | 3 | 0 | 0 | | 3 | 1 | 0 | |

Note: Queue reported is the number of cars per lane.

AM Existing Plus NFA Thu May 7, 2009 15:49:09 Page 11-1

Folsom South of US-50 Annexation
Existing Plus NFA AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #9 East Bidwell St/Power Center Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.365
Loss Time (sec): 12 Average Delay (sec/veh): 7.1
Optimal Cycle: 34 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Split Phase | | | Split Phase | | |
| Rights: | Ovl | | | Ovl | | | Ovl | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 | 0 | 3 | 0 | 1 | 1 | 0 | 3 | 0 | 1 | 1 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 10 | 1261 | 60 | 12 | 1024 | 48 | 40 | 11 | 29 | 40 | 0 | 33 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 10 | 1261 | 60 | 12 | 1024 | 48 | 40 | 11 | 29 | 40 | 0 | 33 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 11 | 1417 | 67 | 13 | 1151 | 54 | 45 | 12 | 33 | 45 | 0 | 37 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 11 | 1417 | 67 | 13 | 1151 | 54 | 45 | 12 | 33 | 45 | 0 | 37 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 11 | 1417 | 67 | 13 | 1151 | 54 | 45 | 12 | 33 | 45 | 0 | 37 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.91 | 0.85 | 0.95 | 0.91 | 0.85 | 0.96 | 0.96 | 0.85 | 0.95 | 1.00 | 0.85 |
| Lanes: | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 | 1.57 | 0.43 | 1.00 | 1.00 | 0.00 | 1.00 |
| Final Sat.: | 1805 | 5187 | 1615 | 1805 | 5187 | 1615 | 2867 | 788 | 1615 | 1809 | 0 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.27 | 0.04 | 0.01 | 0.22 | 0.03 | 0.02 | 0.02 | 0.02 | 0.02 | 0.00 | 0.02 |
| Crit Moves: | | **** | | **** | | | | **** | | **** | | |
| Green/Cycle: | 0.02 | 0.75 | 0.82 | 0.02 | 0.75 | 0.79 | 0.04 | 0.04 | 0.06 | 0.07 | 0.00 | 0.09 |
| Volume/Cap: | 0.30 | 0.36 | 0.05 | 0.36 | 0.30 | 0.04 | 0.36 | 0.36 | 0.32 | 0.36 | 0.00 | 0.26 |
| Delay/Veh: | 52.6 | 4.4 | 1.8 | 54.4 | 4.1 | 2.3 | 48.0 | 48.0 | 46.5 | 46.4 | 0.0 | 43.5 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 52.6 | 4.4 | 1.8 | 54.4 | 4.1 | 2.3 | 48.0 | 48.0 | 46.5 | 46.4 | 0.0 | 43.5 |
| LOS by Move: | D | A | A | D | A | A | D | D | D | D | A | D |
| HCM2kAvgQ: | 1 | 6 | 0 | 1 | 4 | 0 | 1 | 1 | 1 | 1 | 0 | 1 |

Note: Queue reported is the number of cars per lane.





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Folsom South of US-50 Annexation
Existing Plus NFA AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #10 Broadstone Pkwy/ East Bidwell St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.479
Loss Time (sec): 12 Average Delay (sec/veh): 21.2
Optimal Cycle: 39 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Ignore | | | Ignore | | | Ignore | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 2 | 0 | 3 | 0 | 1 | 2 | 0 | 3 | 0 | 1 | 2 | 0 | 3 | 0 | 1 | 2 | 0 | 3 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 13 | 134 | 21 | 239 | 450 | 146 | 152 | 902 | 25 | 52 | 1168 | 138 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 13 | 134 | 21 | 239 | 450 | 146 | 152 | 902 | 25 | 52 | 1168 | 138 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 0.86 | 0.86 | 0.00 | 0.86 | 0.86 | 0.00 | 0.86 | 0.86 | 0.00 | 0.86 | 0.86 | 0.00 |
| PHF Volume: | 15 | 156 | 0 | 278 | 523 | 0 | 177 | 1049 | 0 | 60 | 1358 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 15 | 156 | 0 | 278 | 523 | 0 | 177 | 1049 | 0 | 60 | 1358 | 0 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| FinalVolume: | 15 | 156 | 0 | 278 | 523 | 0 | 177 | 1049 | 0 | 60 | 1358 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.91 | 1.00 | 0.92 | 0.91 | 1.00 | 0.92 | 0.91 | 1.00 | 0.92 | 0.91 | 1.00 |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3502 | 5187 | 1900 | 3502 | 5187 | 1900 | 3502 | 5187 | 1900 | 3502 | 5187 | 1900 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.03 | 0.00 | 0.08 | 0.10 | 0.00 | 0.05 | 0.20 | 0.00 | 0.02 | 0.26 | 0.00 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green/Cycle: | 0.01 | 0.06 | 0.00 | 0.17 | 0.22 | 0.00 | 0.11 | 0.60 | 0.00 | 0.05 | 0.55 | 0.00 |
| Volume/Cap: | 0.46 | 0.48 | 0.00 | 0.48 | 0.46 | 0.00 | 0.48 | 0.34 | 0.00 | 0.34 | 0.48 | 0.00 |
| Delay/Veh: | 59.2 | 46.4 | 0.0 | 38.4 | 34.2 | 0.0 | 43.1 | 10.1 | 0.0 | 46.9 | 14.1 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 59.2 | 46.4 | 0.0 | 38.4 | 34.2 | 0.0 | 43.1 | 10.1 | 0.0 | 46.9 | 14.1 | 0.0 |
| LOS by Move: | E | D | A | D | C | A | D | B | A | D | B | A |
| HCM2kAvgQ: | 0 | 2 | 0 | 4 | 5 | 0 | 3 | 6 | 0 | 1 | 9 | 0 |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Existing Plus NFA AM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #11 Empire Ranch Road/ Broadstone Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.474
Loss Time (sec): 0 Average Delay (sec/veh): 12.8
Optimal Cycle: 0 Level Of Service: B

| 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 | 2 | 1 | 0 | 1 | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 1! | 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 70 | 221 | 3 | | 7 | 624 | 86 | | 29 | 11 | 119 | | 15 | 22 | 18 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 70 | 221 | 3 | | 7 | 624 | 86 | | 29 | 11 | 119 | | 15 | 22 | 18 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.87 | 0.87 | 0.87 | | 0.87 | 0.87 | 0.87 | | 0.87 | 0.87 | 0.87 | | 0.87 | 0.87 | 0.87 | |
| PHF Volume: | 80 | 254 | 3 | | 8 | 717 | 99 | | 33 | 13 | 137 | | 17 | 25 | 21 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 80 | 254 | 3 | | 8 | 717 | 99 | | 33 | 13 | 137 | | 17 | 25 | 21 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 80 | 254 | 3 | | 8 | 717 | 99 | | 33 | 13 | 137 | | 17 | 25 | 21 | |
| 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 | 2.96 | 0.04 | | 1.00 | 2.64 | 0.36 | | 2.00 | 1.00 | 1.00 | | 0.27 | 0.40 | 0.33 | |
| Final Sat.: | 460 | 1454 | 20 | | 522 | 1513 | 215 | | 883 | 470 | 522 | | 131 | 192 | 157 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.18 | 0.17 | 0.17 | | 0.02 | 0.47 | 0.46 | | 0.04 | 0.03 | 0.26 | | 0.13 | 0.13 | 0.13 | |
| Crit Moves: | **** | | | | | **** | | | | | **** | **** | | | | |
| Delay/Veh: | 11.7 | 11.1 | 11.1 | | 9.5 | 14.1 | 13.5 | | 10.7 | 10.1 | 11.3 | | 11.1 | 11.1 | 11.1 | |
| Delay Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 11.7 | 11.1 | 11.1 | | 9.5 | 14.1 | 13.5 | | 10.7 | 10.1 | 11.3 | | 11.1 | 11.1 | 11.1 | |
| LOS by Move: | B | B | B | | A | B | B | | B | B | B | | B | B | B | |
| ApproachDel: | 11.2 | | | | 14.0 | | | | 11.1 | | | | 11.1 | | | |
| Delay Adj: | 1.00 | | | | 1.00 | | | | 1.00 | | | | 1.00 | | | |
| ApprAdjDel: | 11.2 | | | | 14.0 | | | | 11.1 | | | | 11.1 | | | |
| LOS by Appr: | B | | | | B | | | | B | | | | B | | | |
| AllWayAvgQ: | 0.2 | 0.2 | 0.2 | | 0.0 | 0.9 | 0.8 | | 0.0 | 0.0 | 0.3 | | 0.1 | 0.1 | 0.1 | |

Note: Queue reported is the number of cars per lane.





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Folsom South of US-50 Annexation
Existing Plus NFA AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #12 Oak Avenue Prky / Haverhill Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.476
Loss Time (sec): 9 Average Delay (sec/veh): 18.3
Optimal Cycle: 33 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 1! | 0 | 0 | 0 | 1! | 0 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 1 | 511 | 16 | | 86 | 843 | 1 | | 1 | 20 | 4 | | 75 | 14 | 124 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 1 | 511 | 16 | | 86 | 843 | 1 | | 1 | 20 | 4 | | 75 | 14 | 124 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.86 | 0.86 | 0.86 | | 0.86 | 0.86 | 0.86 | | 0.86 | 0.86 | 0.86 | | 0.86 | 0.86 | 0.86 | |
| PHF Volume: | 1 | 594 | 19 | | 100 | 980 | 1 | | 1 | 23 | 5 | | 87 | 16 | 144 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 1 | 594 | 19 | | 100 | 980 | 1 | | 1 | 23 | 5 | | 87 | 16 | 144 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 1 | 594 | 19 | | 100 | 980 | 1 | | 1 | 23 | 5 | | 87 | 16 | 144 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.95 | 0.95 | | 0.95 | 0.95 | 0.95 | | 0.97 | 0.97 | 0.97 | | 0.81 | 0.81 | 0.81 | |
| Lanes: | 1.00 | 1.94 | 0.06 | | 1.00 | 1.99 | 0.01 | | 0.04 | 0.80 | 0.16 | | 0.35 | 0.07 | 0.58 | |
| Final Sat.: | 1805 | 3486 | 109 | | 1805 | 3606 | 4 | | 74 | 1478 | 296 | | 543 | 101 | 899 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.17 | 0.17 | | 0.06 | 0.27 | 0.27 | | 0.02 | 0.02 | 0.02 | | 0.16 | 0.16 | 0.16 | |
| Crit Moves: | **** | | | | | **** | | | | | | | | **** | | |
| Green/Cycle: | 0.00 | 0.43 | 0.43 | | 0.14 | 0.57 | 0.57 | | 0.34 | 0.34 | 0.34 | | 0.34 | 0.34 | 0.34 | |
| Volume/Cap: | 0.48 | 0.39 | 0.39 | | 0.39 | 0.48 | 0.48 | | 0.05 | 0.05 | 0.05 | | 0.48 | 0.48 | 0.48 | |
| Delay/Veh: | 152.4 | 19.6 | 19.6 | | 40.1 | 12.8 | 12.8 | | 22.3 | 22.3 | 22.3 | | 26.8 | 26.8 | 26.8 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 152.4 | 19.6 | 19.6 | | 40.1 | 12.8 | 12.8 | | 22.3 | 22.3 | 22.3 | | 26.8 | 26.8 | 26.8 | |
| LOS by Move: | F | B | B | | D | B | B | | C | C | C | | C | C | C | |
| HCM2kAvgQ: | 0 | 7 | 7 | | 3 | 9 | 9 | | 1 | 1 | 1 | | 6 | 6 | 6 | |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Existing Plus NFA AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #13 Oak Avenue Prky / Haldion Wy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.452
Loss Time (sec): 9 Average Delay (sec/veh): 17.1
Optimal Cycle: 32 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 1 | 1 0 | 1 | 0 | 1 | 1 0 | 0 | 0 | 1! | 0 0 | 0 | 0 | 1! | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 41 | 490 | 77 | 38 | 843 | 10 | 16 | 23 | 63 | 133 | 5 | 32 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 41 | 490 | 77 | 38 | 843 | 10 | 16 | 23 | 63 | 133 | 5 | 32 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | | | | |
| PHF Volume: | 43 | 516 | 81 | 40 | 887 | 11 | 17 | 24 | 66 | 140 | 5 | 34 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 43 | 516 | 81 | 40 | 887 | 11 | 17 | 24 | 66 | 140 | 5 | 34 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| FinalVolume: | 43 | 516 | 81 | 40 | 887 | 11 | 17 | 24 | 66 | 140 | 5 | 34 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 0.95 | 0.93 | 0.93 | 0.95 | 0.95 | 0.95 | 0.87 | 0.87 | 0.87 | 0.68 | 0.68 | 0.68 | | | | |
| Lanes: | 1.00 | 1.73 | 0.27 | 1.00 | 1.98 | 0.02 | 0.16 | 0.22 | 0.62 | 0.78 | 0.03 | 0.19 | | | | |
| Final Sat.: | 1805 | 3057 | 480 | 1805 | 3561 | 42 | 260 | 373 | 1022 | 1010 | 38 | 243 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.17 | 0.17 | 0.02 | 0.25 | 0.25 | 0.06 | 0.06 | 0.06 | 0.14 | 0.14 | 0.14 | | | | |
| Crit Moves: | **** | | | | **** | | | | | | **** | | | | | |
| Green/Cycle: | 0.05 | 0.53 | 0.53 | 0.07 | 0.55 | 0.55 | 0.31 | 0.31 | 0.31 | 0.31 | 0.31 | 0.31 | | | | |
| Volume/Cap: | 0.45 | 0.32 | 0.32 | 0.32 | 0.45 | 0.45 | 0.21 | 0.21 | 0.21 | 0.45 | 0.45 | 0.45 | | | | |
| Delay/Veh: | 49.3 | 13.2 | 13.2 | 45.7 | 13.6 | 13.6 | 25.9 | 25.9 | 25.9 | 28.8 | 28.8 | 28.8 | | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| AdjDel/Veh: | 49.3 | 13.2 | 13.2 | 45.7 | 13.6 | 13.6 | 25.9 | 25.9 | 25.9 | 28.8 | 28.8 | 28.8 | | | | |
| LOS by Move: | D | B | B | D | B | B | C | C | C | C | C | C | | | | |
| HCM2kAvgQ: | 1 | 5 | 5 | 1 | 8 | 8 | 2 | 2 | 2 | 5 | 5 | 5 | | | | |

Note: Queue reported is the number of cars per lane.





AM Existing Plus NFA Thu May 7, 2009 15:49:10 Page 16-1

Folsom South of US-50 Annexation
Existing Plus NFA AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #14 Folsom Blvd/ Iron Point Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.904
Loss Time (sec): 9 Average Delay (sec/veh): 27.1
Optimal Cycle: 105 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 | 2 | 0 1 | 1 | 0 | 2 | 0 0 | 0 | 0 | 0 | 0 0 | 2 | 0 | 0 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1121 | 241 | 180 | 1826 | 0 | 0 | 0 | 0 | 822 | 0 | 97 | | | | |
| Growth Adj: | 1.00 | 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 | 1121 | 241 | 180 | 1826 | 0 | 0 | 0 | 0 | 822 | 0 | 97 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | | | | |
| PHF Volume: | 0 | 1246 | 268 | 200 | 2029 | 0 | 0 | 0 | 0 | 913 | 0 | 108 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 0 | 1246 | 268 | 200 | 2029 | 0 | 0 | 0 | 0 | 913 | 0 | 108 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| 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: | 0 | 1246 | 268 | 200 | 2029 | 0 | 0 | 0 | 0 | 913 | 0 | 108 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 1.00 | 0.95 | 0.85 | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 0.92 | 1.00 | 0.85 | | | | |
| Lanes: | 0.00 | 2.00 | 1.00 | 1.00 | 2.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 1.00 | | | | |
| Final Sat.: | 0 | 3610 | 1615 | 1805 | 3610 | 0 | 0 | 0 | 0 | 3502 | 0 | 1615 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.35 | 0.17 | 0.11 | 0.56 | 0.00 | 0.00 | 0.00 | 0.00 | 0.26 | 0.00 | 0.07 | | | | |
| Crit Moves: | **** | | | | **** | | | | | **** | | | | | | |
| Green/Cycle: | 0.00 | 0.47 | 0.76 | 0.15 | 0.62 | 0.00 | 0.00 | 0.00 | 0.00 | 0.29 | 0.00 | 0.29 | | | | |
| Volume/Cap: | 0.00 | 0.73 | 0.22 | 0.73 | 0.90 | 0.00 | 0.00 | 0.00 | 0.00 | 0.90 | 0.00 | 0.23 | | | | |
| Delay/Veh: | 0.0 | 23.1 | 3.6 | 50.4 | 22.0 | 0.0 | 0.0 | 0.0 | 0.0 | 45.5 | 0.0 | 27.4 | | | | |
| 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: | 0.0 | 23.1 | 3.6 | 50.4 | 22.0 | 0.0 | 0.0 | 0.0 | 0.0 | 45.5 | 0.0 | 27.4 | | | | |
| LOS by Move: | A | C | A | D | C | A | A | A | A | D | A | C | | | | |
| HCM2kAvgQ: | 0 | 16 | 2 | 6 | 29 | 0 | 0 | 0 | 0 | 14 | 0 | 2 | | | | |

Note: Queue reported is the number of cars per lane.

AM Existing Plus NFA Thu May 7, 2009 15:49:10 Page 17-1

Folsom South of US-50 Annexation
Existing Plus NFA AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #15 Prairie City Rd/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.799
Loss Time (sec): 12 Average Delay (sec/veh): 29.4
Optimal Cycle: 77 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ignore | | | | Ignore | | | | Ignore | | | | Ignore | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 2 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 581 | 935 | 136 | | 76 | 1347 | 65 | | 6 | 66 | 155 | | 55 | 701 | 346 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 581 | 935 | 136 | | 76 | 1347 | 65 | | 6 | 66 | 155 | | 55 | 701 | 346 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| PHF Adj: | 0.80 | 0.80 | 0.00 | | 0.80 | 0.80 | 0.00 | | 0.80 | 0.80 | 0.00 | | 0.80 | 0.80 | 0.00 | |
| PHF Volume: | 726 | 1169 | 0 | | 95 | 1684 | 0 | | 8 | 83 | 0 | | 69 | 876 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 726 | 1169 | 0 | | 95 | 1684 | 0 | | 8 | 83 | 0 | | 69 | 876 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| FinalVolume: | 726 | 1169 | 0 | | 95 | 1684 | 0 | | 8 | 83 | 0 | | 69 | 876 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.95 | 1.00 | | 0.92 | 0.91 | 1.00 | | 0.92 | 0.91 | 1.00 | | 0.92 | 0.91 | 1.00 | |
| Lanes: | 2.00 | 2.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | |
| Final Sat.: | 3502 | 3610 | 1900 | | 3502 | 5187 | 1900 | | 3502 | 5187 | 1900 | | 3502 | 5187 | 1900 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.21 | 0.32 | 0.00 | | 0.03 | 0.32 | 0.00 | | 0.00 | 0.02 | 0.00 | | 0.02 | 0.17 | 0.00 | |
| Crit Moves: | **** | | | | | **** | | | **** | | | | | **** | | |
| Green/Cycle: | 0.26 | 0.61 | 0.00 | | 0.05 | 0.41 | 0.00 | | 0.00 | 0.10 | 0.00 | | 0.12 | 0.21 | 0.00 | |
| Volume/Cap: | 0.80 | 0.53 | 0.00 | | 0.53 | 0.80 | 0.00 | | 0.80 | 0.17 | 0.00 | | 0.17 | 0.80 | 0.00 | |
| Delay/Veh: | 39.6 | 11.2 | 0.0 | | 49.1 | 28.3 | 0.0 | | 225.6 | 41.7 | 0.0 | | 39.8 | 41.6 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 39.6 | 11.2 | 0.0 | | 49.1 | 28.3 | 0.0 | | 225.6 | 41.7 | 0.0 | | 39.8 | 41.6 | 0.0 | |
| LOS by Move: | D | B | A | | D | C | A | | F | D | A | | D | D | A | |
| HCM2kAvgQ: | 11 | 10 | 0 | | 1 | 16 | 0 | | 0 | 1 | 0 | | 1 | 10 | 0 | |

Note: Queue reported is the number of cars per lane.





AM Existing Plus NFA Thu May 7, 2009 15:49:10 Page 18-1

Folsom South of US-50 Annexation
Existing Plus NFA AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #16 Grover Rd/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.483
Loss Time (sec): 12 Average Delay (sec/veh): 20.6
Optimal Cycle: 40 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Split Phase | | | | Split Phase | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 1! | 0 0 | 1 | 0 | 0 | 1 0 | 1 | 0 | 3 | 0 1 | 1 | 0 | 2 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 93 | 19 | 1 | | 77 | 53 | 92 | | 14 | 275 | 122 | | 34 | 925 | 55 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 93 | 19 | 1 | | 77 | 53 | 92 | | 14 | 275 | 122 | | 34 | 925 | 55 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.75 | 0.75 | 0.75 | | 0.75 | 0.75 | 0.75 | | 0.75 | 0.75 | 0.75 | | 0.75 | 0.75 | 0.75 | |
| PHF Volume: | 124 | 25 | 1 | | 103 | 71 | 123 | | 19 | 367 | 163 | | 45 | 1233 | 73 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 124 | 25 | 1 | | 103 | 71 | 123 | | 19 | 367 | 163 | | 45 | 1233 | 73 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 124 | 25 | 1 | | 103 | 71 | 123 | | 19 | 367 | 163 | | 45 | 1233 | 73 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.96 | 0.96 | 0.96 | | 0.95 | 0.91 | 0.91 | | 0.95 | 0.91 | 0.85 | | 0.95 | 0.90 | 0.90 | |
| Lanes: | 1.70 | 0.29 | 0.01 | | 1.00 | 0.37 | 0.63 | | 1.00 | 3.00 | 1.00 | | 1.00 | 2.83 | 0.17 | |
| Final Sat.: | 3096 | 521 | 27 | | 1805 | 629 | 1091 | | 1805 | 5187 | 1615 | | 1805 | 4857 | 289 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.05 | 0.05 | | 0.06 | 0.11 | 0.11 | | 0.01 | 0.07 | 0.10 | | 0.03 | 0.25 | 0.25 | |
| Crit Moves: | | **** | | | | **** | | | **** | | | | | **** | | |
| Green/Cycle: | 0.10 | 0.10 | 0.10 | | 0.23 | 0.23 | 0.23 | | 0.02 | 0.44 | 0.44 | | 0.11 | 0.53 | 0.53 | |
| Volume/Cap: | 0.40 | 0.48 | 0.48 | | 0.24 | 0.48 | 0.48 | | 0.48 | 0.16 | 0.23 | | 0.23 | 0.48 | 0.48 | |
| Delay/Veh: | 42.8 | 43.7 | 43.7 | | 31.5 | 34.1 | 34.1 | | 57.6 | 17.1 | 17.8 | | 41.3 | 15.2 | 15.2 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 42.8 | 43.7 | 43.7 | | 31.5 | 34.1 | 34.1 | | 57.6 | 17.1 | 17.8 | | 41.3 | 15.2 | 15.2 | |
| LOS by Move: | D | D | D | | C | C | C | | E | B | B | | D | B | B | |
| HCM2kAvgQ: | 3 | 3 | 3 | | 3 | 6 | 6 | | 1 | 2 | 3 | | 1 | 9 | 9 | |

Note: Queue reported is the number of cars per lane.

AM Existing Plus NFA Thu May 7, 2009 15:49:10 Page 19-1

Folsom South of US-50 Annexation
Existing Plus NFA AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #17 McAdoo Dr/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.557
Loss Time (sec): 12 Average Delay (sec/veh): 23.9
Optimal Cycle: 45 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Permitted | | | Permitted | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 3 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 127 | 0 | 314 | 69 | 314 | 0 | 0 | 749 | 68 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 127 | 0 | 314 | 69 | 314 | 0 | 0 | 749 | 68 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 |
| PHF Volume: | 0 | 0 | 0 | 159 | 0 | 393 | 86 | 393 | 0 | 0 | 936 | 85 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 159 | 0 | 393 | 86 | 393 | 0 | 0 | 936 | 85 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 0 | 0 | 0 | 159 | 0 | 393 | 86 | 393 | 0 | 0 | 936 | 85 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 0.77 | 1.00 | 0.85 | 0.95 | 0.91 | 1.00 | 1.00 | 0.90 | 0.90 |
| Lanes: | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 3.00 | 0.00 | 0.00 | 2.75 | 0.25 |
| Final Sat.: | 0 | 0 | 0 | 1461 | 0 | 1615 | 1805 | 5187 | 0 | 0 | 4698 | 427 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.11 | 0.00 | 0.24 | 0.05 | 0.08 | 0.00 | 0.00 | 0.20 | 0.20 |
| Crit Moves: | | | | | | **** | **** | | | | **** | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | 0.44 | 0.00 | 0.44 | 0.09 | 0.44 | 0.00 | 0.00 | 0.36 | 0.36 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.25 | 0.00 | 0.56 | 0.56 | 0.17 | 0.00 | 0.00 | 0.56 | 0.56 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 18.0 | 0.0 | 22.0 | 48.3 | 16.8 | 0.0 | 0.0 | 26.1 | 26.1 |
| 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: | 0.0 | 0.0 | 0.0 | 18.0 | 0.0 | 22.0 | 48.3 | 16.8 | 0.0 | 0.0 | 26.1 | 26.1 |
| LOS by Move: | A | A | A | B | A | C | D | B | A | A | C | C |
| HCM2kAvgQ: | 0 | 0 | 0 | 3 | 0 | 9 | 3 | 3 | 0 | 0 | 9 | 9 |

Note: Queue reported is the number of cars per lane.





AM Existing Plus NFA Thu May 7, 2009 15:49:10 Page 20-1

Folsom South of US-50 Annexation
Existing Plus NFA AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #18 Oak Ave Pkwy/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.510
Loss Time (sec): 12 Average Delay (sec/veh): 31.6
Optimal Cycle: 41 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Ignore | | | Ovl | | | Ignore | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 2 | 0 | 2 | 0 | 1 | 2 | 0 | 2 | 0 | 1 | 2 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 161 | 388 | 333 | 247 | 575 | 385 | 98 | 243 | 106 | 351 | 330 | 113 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 161 | 388 | 333 | 247 | 575 | 385 | 98 | 243 | 106 | 351 | 330 | 113 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 0.83 | 0.83 | 0.00 | 0.83 | 0.83 | 0.00 | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.00 |
| PHF Volume: | 194 | 467 | 0 | 298 | 693 | 0 | 118 | 293 | 128 | 423 | 398 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 194 | 467 | 0 | 298 | 693 | 0 | 118 | 293 | 128 | 423 | 398 | 0 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| FinalVolume: | 194 | 467 | 0 | 298 | 693 | 0 | 118 | 293 | 128 | 423 | 398 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.95 | 1.00 | 0.92 | 0.95 | 1.00 | 0.92 | 0.95 | 0.85 | 0.92 | 0.95 | 1.00 |
| Lanes: | 2.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 |
| Final Sat.: | 3502 | 3610 | 1900 | 3502 | 3610 | 1900 | 3502 | 3610 | 1615 | 3502 | 3610 | 1900 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.06 | 0.13 | 0.00 | 0.08 | 0.19 | 0.00 | 0.03 | 0.08 | 0.08 | 0.12 | 0.11 | 0.00 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green/Cycle: | 0.11 | 0.29 | 0.00 | 0.19 | 0.38 | 0.00 | 0.09 | 0.16 | 0.27 | 0.24 | 0.30 | 0.00 |
| Volume/Cap: | 0.51 | 0.44 | 0.00 | 0.44 | 0.51 | 0.00 | 0.36 | 0.51 | 0.30 | 0.51 | 0.36 | 0.00 |
| Delay/Veh: | 43.2 | 29.0 | 0.0 | 36.1 | 24.4 | 0.0 | 43.3 | 39.3 | 29.5 | 33.7 | 27.5 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 43.2 | 29.0 | 0.0 | 36.1 | 24.4 | 0.0 | 43.3 | 39.3 | 29.5 | 33.7 | 27.5 | 0.0 |
| LOS by Move: | D | C | A | D | C | A | D | D | C | C | C | A |
| HCM2kAvgQ: | 3 | 6 | 0 | 4 | 8 | 0 | 2 | 4 | 3 | 6 | 5 | 0 |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Existing Plus NFA AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #19 Rowberry Dr/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.472
Loss Time (sec): 12 Average Delay (sec/veh): 24.2
Optimal Cycle: 39 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - | R | L | - T | - | R | L | - T | - | R | L | - T | - | R |
| Control: | Split Phase | | | | Split Phase | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Include | | | | Ovl | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 2 | 0 | 1 | 2 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 206 | 40 | 59 | | 3 | 77 | 46 | | 18 | 550 | 252 | | 184 | 550 | 3 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 206 | 40 | 59 | | 3 | 77 | 46 | | 18 | 550 | 252 | | 184 | 550 | 3 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.82 | 0.82 | 0.82 | | 0.82 | 0.82 | 0.82 | | 0.82 | 0.82 | 0.82 | | 0.82 | 0.82 | 0.82 | |
| PHF Volume: | 251 | 49 | 72 | | 4 | 94 | 56 | | 22 | 671 | 307 | | 224 | 671 | 4 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 251 | 49 | 72 | | 4 | 94 | 56 | | 22 | 671 | 307 | | 224 | 671 | 4 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 251 | 49 | 72 | | 4 | 94 | 56 | | 22 | 671 | 307 | | 224 | 671 | 4 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.96 | 0.96 | 0.85 | | 0.95 | 0.94 | 0.94 | | 0.95 | 0.95 | 0.85 | | 0.92 | 0.95 | 0.95 | |
| Lanes: | 1.67 | 0.33 | 1.00 | | 1.00 | 0.63 | 0.37 | | 1.00 | 2.00 | 1.00 | | 2.00 | 1.99 | 0.01 | |
| Final Sat.: | 3055 | 593 | 1615 | | 1805 | 1123 | 671 | | 1805 | 3610 | 1615 | | 3502 | 3587 | 20 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.08 | 0.08 | 0.04 | | 0.00 | 0.08 | 0.08 | | 0.01 | 0.19 | 0.19 | | 0.06 | 0.19 | 0.19 | |
| Crit Moves: | **** | | | | | | **** | | | **** | | | **** | | | |
| Green/Cycle: | 0.17 | 0.17 | 0.31 | | 0.18 | 0.18 | 0.18 | | 0.03 | 0.39 | 0.57 | | 0.14 | 0.50 | 0.50 | |
| Volume/Cap: | 0.47 | 0.47 | 0.14 | | 0.01 | 0.47 | 0.47 | | 0.38 | 0.47 | 0.34 | | 0.47 | 0.38 | 0.38 | |
| Delay/Veh: | 37.7 | 37.7 | 25.1 | | 33.9 | 38.1 | 38.1 | | 51.4 | 22.9 | 11.8 | | 40.7 | 15.7 | 15.7 | |
| 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: | 37.7 | 37.7 | 25.1 | | 33.9 | 38.1 | 38.1 | | 51.4 | 22.9 | 11.8 | | 40.7 | 15.7 | 15.7 | |
| LOS by Move: | D | D | C | | C | D | D | | D | C | B | | D | B | B | |
| HCM2kAvgQ: | 4 | 4 | 2 | | 0 | 5 | 5 | | 1 | 8 | 5 | | 3 | 7 | 7 | |

Note: Queue reported is the number of cars per lane.





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Folsom South of US-50 Annexation
Existing Plus NFA AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #20 Broadstone Pkwy/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.292
Loss Time (sec): 12 Average Delay (sec/veh): 20.2
Optimal Cycle: 31 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - | R | L | - T | - | R | L | - T | - | R | L | - T | - | R |
| Control: | Split Phase | | | | Split Phase | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Ignore | | | | Include | | | | Ignore | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 1 | 0 | 0 | 1 | 2 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 2 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 7 | 2 | 1 | | 52 | 44 | 544 | | 264 | 288 | 55 | | 84 | 174 | 11 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 7 | 2 | 1 | | 52 | 44 | 544 | | 264 | 288 | 55 | | 84 | 174 | 11 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| PHF Adj: | 0.80 | 0.80 | 0.80 | | 0.80 | 0.80 | 0.00 | | 0.80 | 0.80 | 0.80 | | 0.80 | 0.80 | 0.00 | |
| PHF Volume: | 9 | 3 | 1 | | 65 | 55 | 0 | | 330 | 360 | 69 | | 105 | 218 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 9 | 3 | 1 | | 65 | 55 | 0 | | 330 | 360 | 69 | | 105 | 218 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| FinalVolume: | 9 | 3 | 1 | | 65 | 55 | 0 | | 330 | 360 | 69 | | 105 | 218 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.96 | 0.96 | 0.85 | | 0.92 | 1.00 | 1.00 | | 0.95 | 0.95 | 0.85 | | 0.92 | 0.91 | 1.00 | |
| Lanes: | 1.56 | 0.44 | 1.00 | | 2.00 | 1.00 | 1.00 | | 1.00 | 2.00 | 1.00 | | 2.00 | 3.00 | 1.00 | |
| Final Sat.: | 2846 | 813 | 1615 | | 3502 | 1900 | 1900 | | 1805 | 3610 | 1615 | | 3502 | 5187 | 1900 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | | 0.02 | 0.03 | 0.00 | | 0.18 | 0.10 | 0.04 | | 0.03 | 0.04 | 0.00 | |
| Crit Moves: | **** | | | | | **** | | | **** | | | | | **** | | |
| Green/Cycle: | 0.01 | 0.01 | 0.01 | | 0.10 | 0.10 | 0.00 | | 0.63 | 0.59 | 0.59 | | 0.18 | 0.14 | 0.00 | |
| Volume/Cap: | 0.29 | 0.29 | 0.07 | | 0.19 | 0.29 | 0.00 | | 0.29 | 0.17 | 0.07 | | 0.17 | 0.29 | 0.00 | |
| Delay/Veh: | 53.3 | 53.3 | 50.8 | | 41.6 | 42.6 | 0.0 | | 8.7 | 9.3 | 8.7 | | 35.0 | 38.5 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 53.3 | 53.3 | 50.8 | | 41.6 | 42.6 | 0.0 | | 8.7 | 9.3 | 8.7 | | 35.0 | 38.5 | 0.0 | |
| LOS by Move: | D | D | D | | D | D | A | | A | A | A | | C | D | A | |
| HCM2kAvgQ: | 0 | 0 | 0 | | 1 | 2 | 0 | | 4 | 3 | 1 | | 1 | 2 | 0 | |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Existing Plus NFA AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #21 East Bidwell St/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.546
Loss Time (sec): 12 Average Delay (sec/veh): 20.0
Optimal Cycle: 44 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ignore | | | | Ignore | | | | Include | | | | Ignore | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 2 | 1 0 | 2 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 153 | 1340 | 92 | | 31 | 1187 | 28 | | 37 | 13 | 215 | | 20 | 4 | 38 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 153 | 1340 | 92 | | 31 | 1187 | 28 | | 37 | 13 | 215 | | 20 | 4 | 38 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| PHF Adj: | 0.88 | 0.88 | 0.00 | | 0.88 | 0.88 | 0.00 | | 0.88 | 0.88 | 0.88 | | 0.88 | 0.88 | 0.00 | |
| PHF Volume: | 174 | 1523 | 0 | | 35 | 1349 | 0 | | 42 | 15 | 244 | | 23 | 5 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 174 | 1523 | 0 | | 35 | 1349 | 0 | | 42 | 15 | 244 | | 23 | 5 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| FinalVolume: | 174 | 1523 | 0 | | 35 | 1349 | 0 | | 42 | 15 | 244 | | 23 | 5 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.91 | 1.00 | | 0.92 | 0.91 | 1.00 | | 0.92 | 0.78 | 0.78 | | 0.92 | 0.91 | 1.00 | |
| Lanes: | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 2.00 | 1.00 | | 2.00 | 3.00 | 1.00 | |
| Final Sat.: | 3502 | 5187 | 1900 | | 3502 | 5187 | 1900 | | 3502 | 2970 | 1485 | | 3502 | 5187 | 1900 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.05 | 0.29 | 0.00 | | 0.01 | 0.26 | 0.00 | | 0.01 | 0.00 | 0.16 | | 0.01 | 0.00 | 0.00 | |
| Crit Moves: | **** | | | | | **** | | | | | **** | **** | | | | |
| Green/Cycle: | 0.09 | 0.55 | 0.00 | | 0.02 | 0.48 | 0.00 | | 0.29 | 0.30 | 0.30 | | 0.01 | 0.02 | 0.00 | |
| Volume/Cap: | 0.55 | 0.54 | 0.00 | | 0.54 | 0.55 | 0.00 | | 0.04 | 0.02 | 0.55 | | 0.55 | 0.04 | 0.00 | |
| Delay/Veh: | 45.5 | 14.7 | 0.0 | | 57.0 | 18.8 | 0.0 | | 25.4 | 24.5 | 30.6 | | 63.4 | 48.1 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 45.5 | 14.7 | 0.0 | | 57.0 | 18.8 | 0.0 | | 25.4 | 24.5 | 30.6 | | 63.4 | 48.1 | 0.0 | |
| LOS by Move: | D | B | A | | E | B | A | | C | C | C | | E | D | A | |
| HCM2kAvgQ: | 3 | 11 | 0 | | 1 | 10 | 0 | | 0 | 0 | 7 | | 0 | 0 | 0 | |

Note: Queue reported is the number of cars per lane.





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Folsom South of US-50 Annexation
Existing Plus NFA AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #22 Cavitt Dr/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.110
Loss Time (sec): 12 Average Delay (sec/veh): 23.1
Optimal Cycle: 25 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 1 | 0 | 0 1 | 1 | 1 | 0 | 0 1 | 1 | 0 | 3 | 0 1 | 1 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 32 | 2 | 6 | | 2 | 3 | 81 | | 16 | 85 | 52 | | 16 | 103 | 4 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 32 | 2 | 6 | | 2 | 3 | 81 | | 16 | 85 | 52 | | 16 | 103 | 4 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 34 | 2 | 6 | | 2 | 3 | 86 | | 17 | 90 | 55 | | 17 | 110 | 4 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 34 | 2 | 6 | | 2 | 3 | 86 | | 17 | 90 | 55 | | 17 | 110 | 4 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 34 | 2 | 6 | | 2 | 3 | 86 | | 17 | 90 | 55 | | 17 | 110 | 4 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.71 | 0.71 | 0.85 | | 0.95 | 0.95 | 0.85 | | 0.95 | 0.91 | 0.85 | | 0.95 | 0.91 | 0.85 | |
| Lanes: | 1.88 | 0.12 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 3.00 | 1.00 | | 1.00 | 3.00 | 1.00 | |
| Final Sat.: | 2532 | 158 | 1615 | | 1813 | 1813 | 1615 | | 1805 | 5187 | 1615 | | 1805 | 5187 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.01 | 0.00 | | 0.00 | 0.00 | 0.05 | | 0.01 | 0.02 | 0.03 | | 0.01 | 0.02 | 0.00 | |
| Crit Moves: | | | | | | | **** | | | | **** | **** | | | | |
| Green/Cycle: | 0.48 | 0.48 | 0.48 | | 0.48 | 0.48 | 0.48 | | 0.12 | 0.31 | 0.31 | | 0.09 | 0.27 | 0.27 | |
| Volume/Cap: | 0.03 | 0.03 | 0.01 | | 0.00 | 0.00 | 0.11 | | 0.08 | 0.06 | 0.11 | | 0.11 | 0.08 | 0.01 | |
| Delay/Veh: | 13.5 | 13.5 | 13.4 | | 13.3 | 13.3 | 14.1 | | 39.0 | 24.2 | 24.7 | | 42.5 | 27.0 | 26.4 | |
| 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: | 13.5 | 13.5 | 13.4 | | 13.3 | 13.3 | 14.1 | | 39.0 | 24.2 | 24.7 | | 42.5 | 27.0 | 26.4 | |
| LOS by Move: | B | B | B | | B | B | B | | D | C | C | | D | C | C | |
| HCM2kAvgQ: | 0 | 0 | 0 | | 0 | 0 | 1 | | 0 | 1 | 1 | | 0 | 1 | 0 | |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Existing Plus NFA AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #23 Serpa Way / Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.073
Loss Time (sec): 12 Average Delay (sec/veh): 25.0
Optimal Cycle: 24 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Include | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 1 | 0 1 | 2 | 0 | 0 | 1 0 | 1 | 0 | 3 | 0 1 | 1 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 42 | | 3 | 7 | 48 | | 10 | 10 | 18 | | 43 | 20 | 18 | | 80 | 32 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 42 | | 3 | 7 | 48 | | 10 | 10 | 18 | | 43 | 20 | 18 | | 80 | 32 |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 45 | | 3 | 7 | 51 | | 11 | 11 | 19 | | 46 | 21 | 19 | | 85 | 34 |
| Reduct Vol: | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 |
| Reduced Vol: | 45 | | 3 | 7 | 51 | | 11 | 11 | 19 | | 46 | 21 | 19 | | 85 | 34 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 45 | | 3 | 7 | 51 | | 11 | 11 | 19 | | 46 | 21 | 19 | | 85 | 34 |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 1.00 | 0.85 | | 0.92 | 0.93 | 0.93 | | 0.95 | 0.91 | 0.85 | | 0.95 | 0.91 | 0.85 | |
| Lanes: | 1.00 | 1.00 | 1.00 | | 2.00 | 0.50 | 0.50 | | 1.00 | 3.00 | 1.00 | | 1.00 | 3.00 | 1.00 | |
| Final Sat.: | 1805 | 1900 | 1615 | | 3502 | 879 | 879 | | 1805 | 5187 | 1615 | | 1805 | 5187 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.00 | 0.00 | | 0.01 | 0.01 | 0.01 | | 0.01 | 0.01 | 0.01 | | 0.01 | 0.02 | 0.02 | |
| Crit Moves: | **** | | | | | **** | | | **** | | | | | **** | | |
| Green/Cycle: | 0.34 | 0.05 | 0.26 | | 0.46 | 0.17 | 0.17 | | 0.15 | 0.17 | 0.51 | | 0.20 | 0.23 | 0.68 | |
| Volume/Cap: | 0.07 | 0.03 | 0.02 | | 0.03 | 0.07 | 0.07 | | 0.07 | 0.05 | 0.03 | | 0.05 | 0.07 | 0.03 | |
| Delay/Veh: | 22.3 | 45.1 | 27.8 | | 15.1 | 35.2 | 35.2 | | 37.0 | 34.9 | 12.2 | | 32.1 | 30.5 | 5.2 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 22.3 | 45.1 | 27.8 | | 15.1 | 35.2 | 35.2 | | 37.0 | 34.9 | 12.2 | | 32.1 | 30.5 | 5.2 | |
| LOS by Move: | C | D | C | | B | D | D | | D | C | B | | C | C | A | |
| HCM2kAvgQ: | 1 | 0 | 0 | | 0 | 1 | 1 | | 0 | 0 | 0 | | 0 | 1 | 0 | |

Note: Queue reported is the number of cars per lane.





AM Existing Plus NFA Thu May 7, 2009 15:49:10 Page 26-1

Folsom South of US-50 Annexation
Existing Plus NFA AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #24 Empire Ranch Road/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.360
Loss Time (sec): 12 Average Delay (sec/veh): 17.4
Optimal Cycle: 33 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 3 | 0 1 | 1 | 0 | 3 | 0 1 | 1 | 0 | 1 | 1 0 | 1 | 0 | 1 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 72 | 268 | | 0 | 2 | 861 | | 42 | 49 | | 73 | 54 | 0 | | 99 | 7 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 72 | 268 | | 0 | 2 | 861 | | 42 | 49 | | 73 | 54 | 0 | | 99 | 7 |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.83 | 0.83 | 0.83 | | 0.83 | 0.83 | 0.83 | | 0.83 | 0.83 | 0.83 | | 0.83 | 0.83 | 0.83 | |
| PHF Volume: | 87 | 323 | | 0 | 2 | 1037 | | 51 | 59 | | 88 | 65 | 0 | | 119 | 8 |
| Reduct Vol: | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 |
| Reduced Vol: | 87 | 323 | | 0 | 2 | 1037 | | 51 | 59 | | 88 | 65 | 0 | | 119 | 8 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 87 | 323 | | 0 | 2 | 1037 | | 51 | 59 | | 88 | 65 | 0 | | 119 | 8 |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.91 | 1.00 | | 0.95 | 0.91 | 0.85 | | 0.95 | 0.89 | 0.89 | | 1.00 | 0.94 | 0.94 | |
| Lanes: | 1.00 | 3.00 | 1.00 | | 1.00 | 3.00 | 1.00 | | 1.00 | 1.15 | 0.85 | | 1.00 | 1.87 | 0.13 | |
| Final Sat.: | 1805 | 5187 | 1900 | | 1805 | 5187 | 1615 | | 1805 | 1942 | 1437 | | 1900 | 3338 | 236 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.05 | 0.06 | 0.00 | | 0.00 | 0.20 | 0.03 | | 0.03 | 0.05 | 0.05 | | 0.00 | 0.04 | 0.04 | |
| Crit Moves: | **** | | | | | **** | | | **** | | | | | **** | | |
| Green/Cycle: | 0.13 | 0.68 | 0.00 | | 0.01 | 0.56 | 0.65 | | 0.09 | 0.19 | 0.19 | | 0.00 | 0.10 | 0.10 | |
| Volume/Cap: | 0.36 | 0.09 | 0.00 | | 0.09 | 0.36 | 0.05 | | 0.36 | 0.24 | 0.24 | | 0.00 | 0.36 | 0.36 | |
| Delay/Veh: | 40.3 | 5.6 | 0.0 | | 50.2 | 12.4 | 6.5 | | 44.1 | 34.5 | 34.5 | | 0.0 | 42.7 | 42.7 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 40.3 | 5.6 | 0.0 | | 50.2 | 12.4 | 6.5 | | 44.1 | 34.5 | 34.5 | | 0.0 | 42.7 | 42.7 | |
| LOS by Move: | D | A | A | | D | B | A | | D | C | C | | A | D | D | |
| HCM2kAvgQ: | 2 | 1 | 0 | | 0 | 6 | 1 | | 2 | 2 | 2 | | 0 | 2 | 2 | |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Existing Plus NFA AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #25 Prairie City Rd/ High School

Cycle (sec): 100 Critical Vol./Cap. (X): 0.687
Loss Time (sec): 12 Average Delay (sec/veh): 23.7
Optimal Cycle: 58 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 2 | 1 0 | 2 | 0 | 2 | 1 0 | 2 | 0 | 0 | 1 1 | 1 | 0 | 0 | 1 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 573 | 1542 | 69 | 433 | 1042 | 81 | 1 | 4 | 37 | 63 | 0 | 111 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 573 | 1542 | 69 | 433 | 1042 | 81 | 1 | 4 | 37 | 63 | 0 | 111 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | | | | |
| PHF Volume: | 716 | 1928 | 86 | 541 | 1303 | 101 | 1 | 5 | 46 | 79 | 0 | 139 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 716 | 1928 | 86 | 541 | 1303 | 101 | 1 | 5 | 46 | 79 | 0 | 139 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| 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: | 716 | 1928 | 86 | 541 | 1303 | 101 | 1 | 5 | 46 | 79 | 0 | 139 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 0.92 | 0.90 | 0.90 | 0.92 | 0.90 | 0.90 | 0.92 | 0.87 | 0.87 | 0.95 | 1.00 | 0.85 | | | | |
| Lanes: | 2.00 | 2.87 | 0.13 | 2.00 | 2.78 | 0.22 | 2.00 | 0.20 | 1.80 | 1.00 | 0.00 | 2.00 | | | | |
| Final Sat.: | 3502 | 4935 | 221 | 3502 | 4760 | 370 | 3502 | 321 | 2966 | 1805 | 0 | 3230 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.20 | 0.39 | 0.39 | 0.15 | 0.27 | 0.27 | 0.00 | 0.02 | 0.02 | 0.04 | 0.00 | 0.04 | | | | |
| Crit Moves: | | **** | | **** | | | | **** | | **** | | | | | | |
| Green/Cycle: | 0.34 | 0.57 | 0.57 | 0.23 | 0.45 | 0.45 | 0.00 | 0.02 | 0.02 | 0.06 | 0.00 | 0.09 | | | | |
| Volume/Cap: | 0.60 | 0.69 | 0.69 | 0.69 | 0.60 | 0.60 | 0.50 | 0.69 | 0.69 | 0.69 | 0.00 | 0.50 | | | | |
| Delay/Veh: | 28.3 | 16.0 | 16.0 | 38.1 | 21.0 | 21.0 | 159.6 | 72.0 | 72.0 | 61.9 | 0.0 | 45.2 | | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| AdjDel/Veh: | 28.3 | 16.0 | 16.0 | 38.1 | 21.0 | 21.0 | 159.6 | 72.0 | 72.0 | 61.9 | 0.0 | 45.2 | | | | |
| LOS by Move: | C | B | B | D | C | C | F | E | E | E | A | D | | | | |
| HCM2kAvgQ: | 9 | 15 | 15 | 8 | 11 | 11 | 0 | 2 | 2 | 4 | 0 | 3 | | | | |

Note: Queue reported is the number of cars per lane.





AM Existing Plus NFA Thu May 7, 2009 15:49:10 Page 28-1

Folsom South of US-50 Annexation
Existing Plus NFA AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #26 East Bidwell / Placerville Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.524
Loss Time (sec): 6 Average Delay (sec/veh): 7.9
Optimal Cycle: 28 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 | 2 | 1 0 | 1 | 0 | 3 | 0 0 | 0 | 0 | 0 | 0 0 | 0 | 0 | 0 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1730 | 0 | 0 | 1422 | 0 | 0 | 0 | 0 | 0 | 0 | 173 | | | | |
| Growth Adj: | 1.00 | 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 | 1730 | 0 | 0 | 1422 | 0 | 0 | 0 | 0 | 0 | 0 | 173 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | | | | |
| PHF Volume: | 0 | 1944 | 0 | 0 | 1598 | 0 | 0 | 0 | 0 | 0 | 0 | 194 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 0 | 1944 | 0 | 0 | 1598 | 0 | 0 | 0 | 0 | 0 | 0 | 194 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| 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: | 0 | 1944 | 0 | 0 | 1598 | 0 | 0 | 0 | 0 | 0 | 0 | 194 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 1.00 | 0.91 | 0.91 | 1.00 | 0.91 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.87 | | | | |
| Lanes: | 0.00 | 3.00 | 0.00 | 1.00 | 3.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.00 | | | | |
| Final Sat.: | 0 | 5187 | 0 | 1900 | 5187 | 0 | 0 | 0 | 0 | 0 | 0 | 1644 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.37 | 0.00 | 0.00 | 0.31 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.12 | | | | |
| Crit Moves: | | **** | | **** | | | | | | | | **** | | | | |
| Green/Cycle: | 0.00 | 0.71 | 0.00 | 0.00 | 0.71 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.23 | | | | |
| Volume/Cap: | 0.00 | 0.52 | 0.00 | 0.00 | 0.43 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.52 | | | | |
| Delay/Veh: | 0.0 | 6.7 | 0.0 | 0.0 | 6.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 35.4 | | | | |
| 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: | 0.0 | 6.7 | 0.0 | 0.0 | 6.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 35.4 | | | | |
| LOS by Move: | A | A | A | A | A | A | A | A | A | A | A | D | | | | |
| HCM2kAvgQ: | 0 | 10 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | | | | |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Existing Plus NFA AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #27 Prairie City Rd/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.307
Loss Time (sec): 9 Average Delay (sec/veh): 18.4
Optimal Cycle: 26 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Permitted | | | Permitted | | | Protected | | | Protected | | |
| Rights: | Include | | | Ovl | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 2 | 0 | 2 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 98 | 0 | 376 | 379 | 268 | 0 | 0 | 455 | 39 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 98 | 0 | 376 | 379 | 268 | 0 | 0 | 455 | 39 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 0 | 0 | 0 | 104 | 0 | 400 | 403 | 285 | 0 | 0 | 484 | 41 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 104 | 0 | 400 | 403 | 285 | 0 | 0 | 484 | 41 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 0 | 0 | 104 | 0 | 400 | 403 | 285 | 0 | 0 | 484 | 41 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 0.77 | 1.00 | 0.75 | 0.92 | 0.95 | 1.00 | 1.00 | 0.91 | 0.85 |
| Lanes: | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 2.00 | 2.00 | 2.00 | 0.00 | 0.00 | 3.00 | 1.00 |
| Final Sat.: | 0 | 0 | 0 | 1469 | 0 | 2842 | 3502 | 3610 | 0 | 0 | 5187 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.07 | 0.00 | 0.14 | 0.12 | 0.08 | 0.00 | 0.00 | 0.09 | 0.03 |
| Crit Moves: | | | | **** | | | **** | | | | **** | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | 0.23 | 0.00 | 0.61 | 0.37 | 0.68 | 0.00 | 0.00 | 0.30 | 0.30 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.31 | 0.00 | 0.23 | 0.31 | 0.12 | 0.00 | 0.00 | 0.31 | 0.08 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 32.3 | 0.0 | 9.1 | 22.2 | 5.6 | 0.0 | 0.0 | 26.8 | 24.9 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 32.3 | 0.0 | 9.1 | 22.2 | 5.6 | 0.0 | 0.0 | 26.8 | 24.9 |
| LOS by Move: | A | A | A | C | A | A | C | A | A | A | C | C |
| HCM2kAvgQ: | 0 | 0 | 0 | 3 | 0 | 3 | 5 | 2 | 0 | 0 | 4 | 1 |

Note: Queue reported is the number of cars per lane.





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Folsom South of US-50 Annexation
Existing Plus NFA AM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #28 Scott Rd (South)/ White Rock Rd

Average Delay (sec/veh): 2.9 Worst Case Level Of Service: B[ 13.5]

| 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 | 3 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 71 | 0 | 128 | 0 | 0 | 0 | 0 | 259 | 39 | 51 | 520 | 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: | 71 | 0 | 128 | 0 | 0 | 0 | 0 | 259 | 39 | 51 | 520 | 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: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 76 | 0 | 136 | 0 | 0 | 0 | 0 | 276 | 41 | 54 | 553 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 76 | 0 | 136 | 0 | 0 | 0 | 0 | 276 | 41 | 54 | 553 | 0 |
| Critical Gap Module: | | | | | | | | | | | | |
| Critical Gp: | 6.8 | 6.5 | 6.9 | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 4.1 | xxxx | xxxxx |
| FollowUpTim: | 3.5 | 4.0 | 3.3 | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 2.2 | xxxx | xxxxx |
| Capacity Module: | | | | | | | | | | | | |
| Cnflict Vol: | 589 | 958 | 159 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 317 | xxxx | xxxxx |
| Potent Cap.: | 444 | 259 | 865 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 1254 | xxxx | xxxxx |
| Move Cap.: | 429 | 248 | 865 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 1254 | xxxx | xxxxx |
| Volume/Cap: | 0.18 | 0.00 | 0.16 | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | 0.04 | xxxx | xxxx |
| Level Of Service Module: | | | | | | | | | | | | |
| 2Way95thQ: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 0.1 | xxxx | xxxxx |
| Control Del: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 8.0 | xxxx | xxxxx |
| LOS by Move: | * | * | * | * | * | * | * | * | * | A | * | * |
| Movement: | LT - | LTR - | RT | LT - | LTR - | RT | LT - | LTR - | RT | LT - | LTR - | RT |
| Shared Cap.: | xxxx | 635 | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| SharedQueue: | xxxxx | 1.5 | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| Shrd ConDel: | xxxxx | 13.5 | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| Shared LOS: | * | B | * | * | * | * | * | * | * | * | * | * |
| ApproachDel: | 13.5 | | | xxxxxx | | | xxxxxx | | | xxxxxx | | |
| ApproachLOS: | B | | | * | | | * | | | * | | |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Existing Plus NFA AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #29 Scott Rd (North)/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.284
Loss Time (sec): 9 Average Delay (sec/veh): 19.8
Optimal Cycle: 25 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Ovl | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 1 | 0 0 | 1 | 0 | 0 | 0 2 | 2 | 0 | 2 | 0 0 | 0 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 2 | 0 | | 148 | 0 | 300 | | 130 | 325 | 0 | | 0 | 434 | 101 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 0 | 2 | 0 | | 148 | 0 | 300 | | 130 | 325 | 0 | | 0 | 434 | 101 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.86 | 0.86 | 0.86 | | 0.86 | 0.86 | 0.86 | | 0.86 | 0.86 | 0.86 | | 0.86 | 0.86 | 0.86 | |
| PHF Volume: | 0 | 2 | 0 | | 172 | 0 | 349 | | 151 | 378 | 0 | | 0 | 505 | 117 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 2 | 0 | | 172 | 0 | 349 | | 151 | 378 | 0 | | 0 | 505 | 117 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 0 | 2 | 0 | | 172 | 0 | 349 | | 151 | 378 | 0 | | 0 | 505 | 117 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 1.00 | 1.00 | | 0.77 | 1.00 | 0.75 | | 0.92 | 0.95 | 1.00 | | 1.00 | 0.91 | 0.85 | |
| Lanes: | 0.00 | 1.00 | 0.00 | | 1.00 | 0.00 | 2.00 | | 2.00 | 2.00 | 0.00 | | 0.00 | 3.00 | 1.00 | |
| Final Sat.: | 0 | 1900 | 0 | | 1457 | 0 | 2842 | | 3502 | 3610 | 0 | | 0 | 5187 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | | 0.12 | 0.00 | 0.12 | | 0.04 | 0.10 | 0.00 | | 0.00 | 0.10 | 0.07 | |
| Crit Moves: | | | | | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.00 | 0.42 | 0.00 | | 0.42 | 0.00 | 0.57 | | 0.15 | 0.49 | 0.00 | | 0.00 | 0.34 | 0.34 | |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | | 0.28 | 0.00 | 0.22 | | 0.28 | 0.21 | 0.00 | | 0.00 | 0.28 | 0.21 | |
| Delay/Veh: | 0.0 | 17.1 | 0.0 | | 19.6 | 0.0 | 10.7 | | 37.9 | 14.3 | 0.0 | | 0.0 | 24.0 | 23.5 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 17.1 | 0.0 | | 19.6 | 0.0 | 10.7 | | 37.9 | 14.3 | 0.0 | | 0.0 | 24.0 | 23.5 | |
| LOS by Move: | A | B | A | | B | A | B | | D | B | A | | A | C | C | |
| HCM2kAvgQ: | 0 | 0 | 0 | | 3 | 0 | 3 | | 2 | 3 | 0 | | 0 | 4 | 2 | |

Note: Queue reported is the number of cars per lane.





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Folsom South of US-50 Annexation
Existing Plus NFA AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #30 Placerville Rd/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.184
Loss Time (sec): 9 Average Delay (sec/veh): 8.3
Optimal Cycle: 22 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Split Phase | | | | Split Phase | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 1! | 0 0 | 1 | 1 | 0 | 0 1 | 1 | 0 | 2 | 0 1 | 1 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | | 115 | 0 | 20 | | 8 | 471 | 0 | | 0 | 478 | 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: | 0 | 0 | 0 | | 115 | 0 | 20 | | 8 | 471 | 0 | | 0 | 478 | 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: | 0.97 | 0.97 | 0.97 | | 0.97 | 0.97 | 0.97 | | 0.97 | 0.97 | 0.97 | | 0.97 | 0.97 | 0.97 | |
| PHF Volume: | 0 | 0 | 0 | | 119 | 0 | 21 | | 8 | 486 | 0 | | 0 | 493 | 54 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 0 | 0 | | 119 | 0 | 21 | | 8 | 486 | 0 | | 0 | 493 | 54 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 0 | 0 | 0 | | 119 | 0 | 21 | | 8 | 486 | 0 | | 0 | 493 | 54 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 1.00 | 1.00 | | 0.95 | 1.00 | 0.85 | | 0.95 | 0.95 | 1.00 | | 1.00 | 0.91 | 0.85 | |
| Lanes: | 0.00 | 1.00 | 0.00 | | 2.00 | 0.00 | 1.00 | | 1.00 | 2.00 | 1.00 | | 1.00 | 3.00 | 1.00 | |
| Final Sat.: | 0 | 1900 | 0 | | 3618 | 0 | 1615 | | 1805 | 3610 | 1900 | | 1900 | 5187 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | | 0.03 | 0.00 | 0.01 | | 0.00 | 0.13 | 0.00 | | 0.00 | 0.10 | 0.03 | |
| Crit Moves: | | | | | **** | | | | | **** | | | **** | | | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | | 0.18 | 0.00 | 0.21 | | 0.03 | 0.73 | 0.00 | | 0.00 | 0.70 | 0.88 | |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | | 0.18 | 0.00 | 0.06 | | 0.14 | 0.18 | 0.00 | | 0.00 | 0.14 | 0.04 | |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | | 35.0 | 0.0 | 31.5 | | 47.9 | 4.2 | 0.0 | | 0.0 | 5.1 | 0.8 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | | 35.0 | 0.0 | 31.5 | | 47.9 | 4.2 | 0.0 | | 0.0 | 5.1 | 0.8 | |
| LOS by Move: | A | A | A | | D | A | C | | D | A | A | | A | A | A | |
| HCM2kAvgQ: | 0 | 0 | 0 | | 2 | 0 | 1 | | 0 | 2 | 0 | | 0 | 2 | 0 | |

Note: Queue reported is the number of cars per lane.

Folsom South of US-50 Annexation
Existing Plus NFA AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #31 Empire Ranch Rd/ North Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.210
Loss Time (sec): 12 Average Delay (sec/veh): 14.5
Optimal Cycle: 28 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 1 | 0 1 | 2 | 0 | 1 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 321 | 26 | | 150 | 457 | 252 | | 99 | 4 | 0 | | 25 | 5 | 83 | |
| Growth Adj: | 1.00 | 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 | 321 | 26 | | 150 | 457 | 252 | | 99 | 4 | 0 | | 25 | 5 | 83 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 0 | 361 | 29 | | 169 | 513 | 283 | | 111 | 4 | 0 | | 28 | 6 | 93 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 361 | 29 | | 169 | 513 | 283 | | 111 | 4 | 0 | | 28 | 6 | 93 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 361 | 29 | | 169 | 513 | 283 | | 111 | 4 | 0 | | 28 | 6 | 93 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.97 | 0.91 | 0.85 | | 0.92 | 0.91 | 0.85 | | 0.92 | 1.00 | 1.00 | | 0.92 | 1.00 | 0.85 | |
| Lanes: | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 1.00 | 1.00 | | 2.00 | 1.00 | 1.00 | |
| Final Sat.: | 3686 | 5187 | 1615 | | 3502 | 5187 | 1615 | | 3502 | 1900 | 1900 | | 3502 | 1900 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.07 | 0.02 | | 0.05 | 0.10 | 0.18 | | 0.03 | 0.00 | 0.00 | | 0.01 | 0.00 | 0.06 | |
| Crit Moves: | **** | | | | | | **** | | **** | | | | | | **** | |
| Green/Cycle: | 0.00 | 0.40 | 0.56 | | 0.28 | 0.68 | 0.83 | | 0.15 | 0.04 | 0.00 | | 0.15 | 0.05 | 0.33 | |
| Volume/Cap: | 0.00 | 0.17 | 0.03 | | 0.17 | 0.14 | 0.21 | | 0.21 | 0.05 | 0.00 | | 0.05 | 0.06 | 0.18 | |
| Delay/Veh: | 0.0 | 19.1 | 10.1 | | 27.4 | 5.6 | 1.7 | | 37.4 | 46.0 | 0.0 | | 36.3 | 46.0 | 24.3 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 19.1 | 10.1 | | 27.4 | 5.6 | 1.7 | | 37.4 | 46.0 | 0.0 | | 36.3 | 46.0 | 24.3 | |
| LOS by Move: | A | B | B | | C | A | A | | D | D | A | | D | D | C | |
| HCM2kAvgQ: | 0 | 2 | 0 | | 2 | 2 | 2 | | 2 | 0 | 0 | | 0 | 0 | 2 | |

Note: Queue reported is the number of cars per lane.





Folsom South of US-50 Annexation
Existing Plus NFA AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #32 Prairie City Rd/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.452
Loss Time (sec): 9 Average Delay (sec/veh): 20.2
Optimal Cycle: 32 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 0 | 0 | 0 | 0 | 0 0 | 2 | 0 | 0 | 0 2 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 689 | 136 | | 392 | 416 | 0 | | 0 | 0 | 0 | | 173 | 0 | 664 | |
| Growth Adj: | 1.00 | 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 | 689 | 136 | | 392 | 416 | 0 | | 0 | 0 | 0 | | 173 | 0 | 664 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 0 | 774 | 153 | | 440 | 467 | 0 | | 0 | 0 | 0 | | 194 | 0 | 746 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 774 | 153 | | 440 | 467 | 0 | | 0 | 0 | 0 | | 194 | 0 | 746 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 0 | 774 | 153 | | 440 | 467 | 0 | | 0 | 0 | 0 | | 194 | 0 | 746 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.91 | 0.85 | | 0.92 | 0.91 | 1.00 | | 1.00 | 1.00 | 1.00 | | 0.59 | 1.00 | 0.75 | |
| Lanes: | 0.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 2.00 | 0.00 | 2.00 | |
| Final Sat.: | 0 | 5187 | 1615 | | 3502 | 5187 | 0 | | 0 | 0 | 0 | | 2226 | 0 | 2842 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.15 | 0.09 | | 0.13 | 0.09 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.09 | 0.00 | 0.26 | |
| Crit Moves: | | **** | | | **** | | | | | | | | | | **** | |
| Green/Cycle: | 0.00 | 0.33 | 0.33 | | 0.28 | 0.61 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.30 | 0.00 | 0.58 | |
| Volume/Cap: | 0.00 | 0.45 | 0.29 | | 0.45 | 0.15 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.29 | 0.00 | 0.45 | |
| Delay/Veh: | 0.0 | 26.6 | 25.1 | | 30.1 | 8.5 | 0.0 | | 0.0 | 0.0 | 0.0 | | 26.9 | 0.0 | 12.1 | |
| 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: | 0.0 | 26.6 | 25.1 | | 30.1 | 8.5 | 0.0 | | 0.0 | 0.0 | 0.0 | | 26.9 | 0.0 | 12.1 | |
| LOS by Move: | A | C | C | | C | A | A | | A | A | A | | C | A | B | |
| HCM2kAvgQ: | 0 | 7 | 3 | | 6 | 2 | 0 | | 0 | 0 | 0 | | 2 | 0 | 7 | |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Existing Plus NFA AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #33 Oak Ave Pkwy/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.467
Loss Time (sec): 12 Average Delay (sec/veh): 26.9
Optimal Cycle: 39 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 2 | 0 1 | 2 | 0 | 2 | 0 1 | 2 | 0 | 2 | 0 1 | 2 | 0 | 2 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 171 | 214 | 56 | | 299 | 230 | 279 | | 126 | 301 | 57 | | 21 | 520 | 157 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 171 | 214 | 56 | | 299 | 230 | 279 | | 126 | 301 | 57 | | 21 | 520 | 157 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 192 | 240 | 63 | | 336 | 258 | 313 | | 142 | 338 | 64 | | 24 | 584 | 176 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 192 | 240 | 63 | | 336 | 258 | 313 | | 142 | 338 | 64 | | 24 | 584 | 176 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 192 | 240 | 63 | | 336 | 258 | 313 | | 142 | 338 | 64 | | 24 | 584 | 176 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.95 | 0.85 | | 0.92 | 0.95 | 0.85 | | 0.92 | 0.95 | 0.85 | | 0.92 | 0.95 | 0.85 | |
| Lanes: | 2.00 | 2.00 | 1.00 | | 2.00 | 2.00 | 1.00 | | 2.00 | 2.00 | 1.00 | | 2.00 | 2.00 | 1.00 | |
| Final Sat.: | 3502 | 3610 | 1615 | | 3502 | 3610 | 1615 | | 3502 | 3610 | 1615 | | 3502 | 3610 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.05 | 0.07 | 0.04 | | 0.10 | 0.07 | 0.19 | | 0.04 | 0.09 | 0.04 | | 0.01 | 0.16 | 0.11 | |
| Crit Moves: | **** | | | | | | **** | | **** | | | | | **** | | |
| Green/Cycle: | 0.12 | 0.18 | 0.21 | | 0.26 | 0.33 | 0.42 | | 0.09 | 0.40 | 0.52 | | 0.03 | 0.35 | 0.61 | |
| Volume/Cap: | 0.47 | 0.36 | 0.18 | | 0.36 | 0.22 | 0.47 | | 0.47 | 0.23 | 0.08 | | 0.23 | 0.47 | 0.18 | |
| Delay/Veh: | 42.0 | 36.1 | 32.6 | | 30.2 | 24.3 | 21.7 | | 44.6 | 19.7 | 11.9 | | 48.6 | 25.7 | 8.6 | |
| 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: | 42.0 | 36.1 | 32.6 | | 30.2 | 24.3 | 21.7 | | 44.6 | 19.7 | 11.9 | | 48.6 | 25.7 | 8.6 | |
| LOS by Move: | D | D | C | | C | C | C | | D | B | B | | D | C | A | |
| HCM2kAvgQ: | 3 | 4 | 2 | | 4 | 3 | 7 | | 2 | 3 | 1 | | 0 | 7 | 2 | |

Note: Queue reported is the number of cars per lane.





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Folsom South of US-50 Annexation
Existing Plus NFA AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #34 RowberryDr/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.386
Loss Time (sec): 12 Average Delay (sec/veh): 15.5
Optimal Cycle: 35 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Split Phase | | | | Split Phase | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 1! | 0 0 | 1 | 1 | 0 | 0 1 | 2 | 0 | 2 | 0 1 | 1 | 0 | 2 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 6 | 4 | 6 | | 328 | 2 | 24 | | 61 | 594 | 2 | | 3 | 668 | 288 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 6 | 4 | 6 | | 328 | 2 | 24 | | 61 | 594 | 2 | | 3 | 668 | 288 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 7 | 4 | 7 | | 369 | 2 | 27 | | 69 | 667 | 2 | | 3 | 751 | 324 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 7 | 4 | 7 | | 369 | 2 | 27 | | 69 | 667 | 2 | | 3 | 751 | 324 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 7 | 4 | 7 | | 369 | 2 | 27 | | 69 | 667 | 2 | | 3 | 751 | 324 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.93 | 0.93 | 0.93 | | 0.95 | 0.95 | 0.85 | | 0.92 | 0.95 | 0.85 | | 0.95 | 0.95 | 0.85 | |
| Lanes: | 0.38 | 0.25 | 0.37 | | 1.99 | 0.01 | 1.00 | | 2.00 | 2.00 | 1.00 | | 1.00 | 2.00 | 1.00 | |
| Final Sat.: | 664 | 443 | 664 | | 3599 | 22 | 1615 | | 3502 | 3610 | 1615 | | 1805 | 3610 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.01 | 0.01 | | 0.10 | 0.10 | 0.02 | | 0.02 | 0.18 | 0.00 | | 0.00 | 0.21 | 0.20 | |
| Crit Moves: | | | **** | | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.03 | 0.03 | 0.03 | | 0.26 | 0.26 | 0.32 | | 0.05 | 0.58 | 0.61 | | 0.01 | 0.54 | 0.80 | |
| Volume/Cap: | 0.39 | 0.39 | 0.39 | | 0.39 | 0.39 | 0.05 | | 0.39 | 0.32 | 0.00 | | 0.32 | 0.39 | 0.25 | |
| Delay/Veh: | 53.2 | 53.2 | 53.2 | | 30.4 | 30.4 | 23.9 | | 47.4 | 10.8 | 7.7 | | 65.9 | 13.6 | 2.5 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 53.2 | 53.2 | 53.2 | | 30.4 | 30.4 | 23.9 | | 47.4 | 10.8 | 7.7 | | 65.9 | 13.6 | 2.5 | |
| LOS by Move: | D | D | D | | C | C | C | | D | B | A | | E | B | A | |
| HCM2kAvgQ: | 1 | 1 | 1 | | 4 | 4 | 1 | | 1 | 5 | 0 | | 0 | 7 | 2 | |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Existing Plus NFA AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #35 1st St/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.513
Loss Time (sec): 12 Average Delay (sec/veh): 24.7
Optimal Cycle: 42 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Ovl | | | Include | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 0 | 0 | 1 0 | 1 0 | 1 | 0 1 | 1 0 | 2 | 1 0 | 1 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 227 | 45 | 0 | 103 | 21 | 197 | 297 | 437 | 111 | 0 | 522 | 197 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 227 | 45 | 0 | 103 | 21 | 197 | 297 | 437 | 111 | 0 | 522 | 197 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 255 | 51 | 0 | 116 | 24 | 221 | 334 | 491 | 125 | 0 | 587 | 221 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 255 | 51 | 0 | 116 | 24 | 221 | 334 | 491 | 125 | 0 | 587 | 221 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 255 | 51 | 0 | 116 | 24 | 221 | 334 | 491 | 125 | 0 | 587 | 221 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 0.85 | 0.95 | 0.88 | 0.88 | 1.00 | 0.91 | 0.85 |
| Lanes: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.39 | 0.61 | 1.00 | 3.00 | 1.00 |
| Final Sat.: | 1805 | 1900 | 0 | 1805 | 1900 | 1615 | 1805 | 4012 | 1019 | 1900 | 5187 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.14 | 0.03 | 0.00 | 0.06 | 0.01 | 0.14 | 0.18 | 0.12 | 0.12 | 0.00 | 0.11 | 0.14 |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | |
| Green/Cycle: | 0.28 | 0.09 | 0.00 | 0.21 | 0.02 | 0.38 | 0.36 | 0.58 | 0.58 | 0.00 | 0.22 | 0.43 |
| Volume/Cap: | 0.51 | 0.30 | 0.00 | 0.30 | 0.51 | 0.36 | 0.51 | 0.21 | 0.21 | 0.00 | 0.51 | 0.32 |
| Delay/Veh: | 31.5 | 43.8 | 0.0 | 33.7 | 57.8 | 22.3 | 25.8 | 10.1 | 10.1 | 0.0 | 34.7 | 19.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 31.5 | 43.8 | 0.0 | 33.7 | 57.8 | 22.3 | 25.8 | 10.1 | 10.1 | 0.0 | 34.7 | 19.0 |
| LOS by Move: | C | D | A | C | E | C | C | B | B | A | C | B |
| HCM2kAvgQ: | 7 | 2 | 0 | 3 | 1 | 5 | 8 | 3 | 3 | 0 | 6 | 4 |

Note: Queue reported is the number of cars per lane.





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Folsom South of US-50 Annexation
Existing Plus NFA AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #36 2nd St/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.420
Loss Time (sec): 12 Average Delay (sec/veh): 24.8
Optimal Cycle: 36 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 0 | 0 | 1 0 | 2 0 | 1 | 0 1 | 1 0 | 2 | 1 0 | 1 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 58 | 33 | 148 | 28 | 145 | 196 | 349 | 0 | 19 | 573 | 274 |
| Growth Adj: | 1.00 | 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 | 58 | 33 | 148 | 28 | 145 | 196 | 349 | 0 | 19 | 573 | 274 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 0 | 65 | 37 | 166 | 31 | 163 | 220 | 392 | 0 | 21 | 644 | 308 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 65 | 37 | 166 | 31 | 163 | 220 | 392 | 0 | 21 | 644 | 308 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 65 | 37 | 166 | 31 | 163 | 220 | 392 | 0 | 21 | 644 | 308 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 0.95 | 0.95 | 0.92 | 1.00 | 0.85 | 0.95 | 0.91 | 0.91 | 0.95 | 0.91 | 0.85 |
| Lanes: | 1.00 | 0.64 | 0.36 | 2.00 | 1.00 | 1.00 | 1.00 | 3.00 | 0.00 | 1.00 | 3.00 | 1.00 |
| Final Sat.: | 1900 | 1146 | 652 | 3502 | 1900 | 1615 | 1805 | 5187 | 0 | 1805 | 5187 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.06 | 0.06 | 0.05 | 0.02 | 0.10 | 0.12 | 0.08 | 0.00 | 0.01 | 0.12 | 0.19 |
| Crit Moves: | | **** | | **** | | | **** | | | | | **** |
| Green/Cycle: | 0.00 | 0.14 | 0.14 | 0.11 | 0.25 | 0.25 | 0.29 | 0.55 | 0.00 | 0.09 | 0.34 | 0.45 |
| Volume/Cap: | 0.00 | 0.42 | 0.42 | 0.42 | 0.07 | 0.41 | 0.42 | 0.14 | 0.00 | 0.14 | 0.36 | 0.42 |
| Delay/Veh: | 0.0 | 40.8 | 40.8 | 42.0 | 28.8 | 32.1 | 29.2 | 11.2 | 0.0 | 42.7 | 24.9 | 18.8 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 40.8 | 40.8 | 42.0 | 28.8 | 32.1 | 29.2 | 11.2 | 0.0 | 42.7 | 24.9 | 18.8 |
| LOS by Move: | A | D | D | D | C | C | C | B | A | D | C | B |
| HCM2kAvgQ: | 0 | 3 | 3 | 3 | 1 | 4 | 5 | 2 | 0 | 1 | 5 | 6 |

Note: Queue reported is the number of cars per lane.

AM Existing Plus NFA Thu May 7, 2009 15:49:10 Page 39-1

Folsom South of US-50 Annexation
Existing Plus NFA AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #37 3rd St/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.278
Loss Time (sec): 0 Average Delay (sec/veh): 17.3
Optimal Cycle: 32 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Ovl | | | | Include | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 0 | 1 0 | 2 | 0 | 1 | 0 1 | 1 | 0 | 2 | 1 0 | 1 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 43 | 8 | 41 | 170 | 5 | 140 | 41 | 495 | 35 | 50 | 712 | 135 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 43 | 8 | 41 | 170 | 5 | 140 | 41 | 495 | 35 | 50 | 712 | 135 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | | | | |
| PHF Volume: | 48 | 9 | 46 | 191 | 6 | 157 | 46 | 556 | 39 | 56 | 800 | 152 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 48 | 9 | 46 | 191 | 6 | 157 | 46 | 556 | 39 | 56 | 800 | 152 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| 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: | 48 | 9 | 46 | 191 | 6 | 157 | 46 | 556 | 39 | 56 | 800 | 152 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 0.95 | 0.87 | 0.87 | 0.92 | 1.00 | 0.85 | 0.95 | 0.90 | 0.90 | 0.95 | 0.91 | 0.85 | | | | |
| Lanes: | 1.00 | 0.16 | 0.84 | 2.00 | 1.00 | 1.00 | 1.00 | 2.80 | 0.20 | 1.00 | 3.00 | 1.00 | | | | |
| Final Sat.: | 1805 | 271 | 1389 | 3502 | 1900 | 1615 | 1805 | 4796 | 339 | 1805 | 5187 | 1615 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.03 | 0.03 | 0.05 | 0.00 | 0.10 | 0.03 | 0.12 | 0.12 | 0.03 | 0.15 | 0.09 | | | | |
| Crit Moves: | **** | | | | | **** | **** | | | | **** | | | | | |
| Green/Cycle: | 0.10 | 0.13 | 0.13 | 0.22 | 0.26 | 0.35 | 0.09 | 0.51 | 0.51 | 0.14 | 0.55 | 0.77 | | | | |
| Volume/Cap: | 0.28 | 0.25 | 0.25 | 0.25 | 0.01 | 0.28 | 0.28 | 0.23 | 0.23 | 0.23 | 0.28 | 0.12 | | | | |
| Delay/Veh: | 42.8 | 39.4 | 39.4 | 32.3 | 27.6 | 23.7 | 43.3 | 13.7 | 13.7 | 38.9 | 11.8 | 2.9 | | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| AdjDel/Veh: | 42.8 | 39.4 | 39.4 | 32.3 | 27.6 | 23.7 | 43.3 | 13.7 | 13.7 | 38.9 | 11.8 | 2.9 | | | | |
| LOS by Move: | D | D | D | C | C | C | D | B | B | D | B | A | | | | |
| HCM2kAvgQ: | 2 | 2 | 2 | 3 | 0 | 4 | 1 | 4 | 4 | 1 | 5 | 1 | | | | |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Existing Plus NFA AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #38 Scott Rd (North)/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.510
Loss Time (sec): 12 Average Delay (sec/veh): 29.2
Optimal Cycle: 41 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 248 | 300 | 60 | 500 | 659 | 393 | 534 | 116 | 56 | 81 | 255 | 124 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 248 | 300 | 60 | 500 | 659 | 393 | 534 | 116 | 56 | 81 | 255 | 124 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | | | | |
| PHF Volume: | 279 | 337 | 67 | 562 | 740 | 442 | 600 | 130 | 63 | 91 | 287 | 139 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 279 | 337 | 67 | 562 | 740 | 442 | 600 | 130 | 63 | 91 | 287 | 139 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| 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: | 279 | 337 | 67 | 562 | 740 | 442 | 600 | 130 | 63 | 91 | 287 | 139 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 0.92 | 0.91 | 0.85 | 0.92 | 0.91 | 0.85 | 0.92 | 0.91 | 0.85 | 0.92 | 0.91 | 0.85 | | | | |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | | | | |
| Final Sat.: | 3502 | 5187 | 1615 | 3502 | 5187 | 1615 | 3502 | 5187 | 1615 | 3502 | 5187 | 1615 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.08 | 0.06 | 0.04 | 0.16 | 0.14 | 0.27 | 0.17 | 0.03 | 0.04 | 0.03 | 0.06 | 0.09 | | | | |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | | | | | |
| Green/Cycle: | 0.16 | 0.13 | 0.35 | 0.31 | 0.28 | 0.62 | 0.34 | 0.22 | 0.37 | 0.23 | 0.11 | 0.42 | | | | |
| Volume/Cap: | 0.51 | 0.52 | 0.12 | 0.52 | 0.51 | 0.44 | 0.51 | 0.12 | 0.10 | 0.12 | 0.51 | 0.21 | | | | |
| Delay/Veh: | 39.5 | 41.6 | 22.0 | 28.8 | 30.6 | 10.5 | 27.0 | 31.4 | 20.4 | 30.8 | 42.9 | 18.7 | | | | |
| 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: | 39.5 | 41.6 | 22.0 | 28.8 | 30.6 | 10.5 | 27.0 | 31.4 | 20.4 | 30.8 | 42.9 | 18.7 | | | | |
| LOS by Move: | D | D | C | C | C | B | C | C | C | C | D | B | | | | |
| HCM2kAvgQ: | 4 | 4 | 1 | 7 | 7 | 7 | 7 | 1 | 1 | 1 | 4 | 3 | | | | |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Existing Plus NFA AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #39 4th St/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.265
Loss Time (sec): 12 Average Delay (sec/veh): 23.5
Optimal Cycle: 30 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Ovl | | | Include | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 68 | 73 | 22 | 22 | 27 | 24 | 293 | 220 | 48 | 16 | 193 | 136 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 68 | 73 | 22 | 22 | 27 | 24 | 293 | 220 | 48 | 16 | 193 | 136 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 76 | 82 | 25 | 25 | 30 | 27 | 329 | 247 | 54 | 18 | 217 | 153 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 76 | 82 | 25 | 25 | 30 | 27 | 329 | 247 | 54 | 18 | 217 | 153 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 76 | 82 | 25 | 25 | 30 | 27 | 329 | 247 | 54 | 18 | 217 | 153 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 1.00 | 0.85 | 0.95 | 1.00 | 0.85 | 0.92 | 0.89 | 0.89 | 0.95 | 0.91 | 0.85 |
| Lanes: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 2.46 | 0.54 | 1.00 | 3.00 | 1.00 |
| Final Sat.: | 1805 | 1900 | 1615 | 1805 | 1900 | 1615 | 3502 | 4143 | 904 | 1805 | 5187 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.04 | 0.02 | 0.01 | 0.02 | 0.02 | 0.09 | 0.06 | 0.06 | 0.01 | 0.04 | 0.09 |
| Crit Moves: | **** | | | | **** | | **** | | | | | **** |
| Green/Cycle: | 0.16 | 0.17 | 0.17 | 0.05 | 0.06 | 0.41 | 0.35 | 0.57 | 0.57 | 0.09 | 0.31 | 0.36 |
| Volume/Cap: | 0.27 | 0.26 | 0.09 | 0.26 | 0.27 | 0.04 | 0.27 | 0.11 | 0.11 | 0.11 | 0.14 | 0.26 |
| Delay/Veh: | 37.4 | 36.7 | 35.4 | 46.9 | 46.1 | 17.4 | 23.1 | 10.0 | 10.0 | 41.7 | 25.2 | 23.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 37.4 | 36.7 | 35.4 | 46.9 | 46.1 | 17.4 | 23.1 | 10.0 | 10.0 | 41.7 | 25.2 | 23.0 |
| LOS by Move: | D | D | D | D | D | B | C | B | B | D | C | C |
| HCM2kAvgQ: | 2 | 2 | 1 | 1 | 1 | 0 | 4 | 2 | 2 | 1 | 2 | 3 |

Note: Queue reported is the number of cars per lane.





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Folsom South of US-50 Annexation
Existing Plus NFA AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #40 Placerville Rd/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.220
Loss Time (sec): 12 Average Delay (sec/veh): 14.9
Optimal Cycle: 28 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 79 | 28 | 0 | 0 | 0 | 0 | 264 | 0 | 27 | 345 | 56 |
| Growth Adj: | 1.00 | 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 | 79 | 28 | 0 | 0 | 0 | 0 | 264 | 0 | 27 | 345 | 56 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 0 | 89 | 31 | 0 | 0 | 0 | 0 | 297 | 0 | 30 | 388 | 63 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 89 | 31 | 0 | 0 | 0 | 0 | 297 | 0 | 30 | 388 | 63 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 0 | 89 | 31 | 0 | 0 | 0 | 0 | 297 | 0 | 30 | 388 | 63 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 0.96 | 0.96 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 0.95 | 0.93 | 0.93 |
| Lanes: | 1.00 | 0.74 | 0.26 | 1.00 | 1.00 | 0.00 | 1.00 | 2.00 | 0.00 | 1.00 | 1.72 | 0.28 |
| Final Sat.: | 1900 | 1348 | 478 | 1900 | 1900 | 0 | 1900 | 3610 | 0 | 1805 | 3041 | 494 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.07 | 0.07 | 0.00 | 0.00 | 0.00 | 0.00 | 0.08 | 0.00 | 0.02 | 0.13 | 0.13 |
| Crit Moves: | | **** | | | | | **** | | | | **** | |
| Green/Cycle: | 0.00 | 0.30 | 0.30 | 0.00 | 0.00 | 0.00 | 0.00 | 0.48 | 0.00 | 0.10 | 0.58 | 0.58 |
| Volume/Cap: | 0.00 | 0.22 | 0.22 | 0.00 | 0.00 | 0.00 | 0.00 | 0.17 | 0.00 | 0.17 | 0.22 | 0.22 |
| Delay/Veh: | 0.0 | 26.5 | 26.5 | 0.0 | 0.0 | 0.0 | 0.0 | 14.7 | 0.0 | 41.8 | 10.1 | 10.1 |
| 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: | 0.0 | 26.5 | 26.5 | 0.0 | 0.0 | 0.0 | 0.0 | 14.7 | 0.0 | 41.8 | 10.1 | 10.1 |
| LOS by Move: | A | C | C | A | A | A | A | B | A | D | B | B |
| HCM2kAvgQ: | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 3 | 3 |

Note: Queue reported is the number of cars per lane.

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-------------------------------------------------------------------------------
                        Folsom South of US-50 Annexation
                              Existing Plus NFA AM
-------------------------------------------------------------------------------
                      Level Of Service Computation Report
              2000 HCM Unsignalized Method (Base Volume Alternative)
*******************************************************************************
Intersection #41 Hillside Dr/ Easton Valley Pkwy
*******************************************************************************
Average Delay (sec/veh):      2.5       Worst Case Level Of Service: C[ 17.7]
*******************************************************************************
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          Ignore           Include          Ignore
Lanes:        0  0  0  0  0    1  0  0  0  1    1  0  1  0  0    0  0  1  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0    25    0    65   133  149     0     0  323    95
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     0    25    0    65   133  149     0     0  323    95
User Adj:    1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  0.00
PHF Adj:     0.89 0.89  0.89  0.89 0.89  0.00  0.89 0.89  0.89  0.89 0.89  0.00
PHF Volume:     0    0     0    28    0     0   149  167     0     0  363     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0    0     0    28    0     0   149  167     0     0  363     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   6.4 xxxx   6.2   4.1 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx   3.5 xxxx   3.3   2.2 xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx   829 xxxx   363   363 xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx   343 xxxx   686  1207 xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx   311 xxxx   686  1207 xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  xxxx xxxx  xxxx  0.09 xxxx  0.00  0.12 xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx   0.3 xxxx xxxxx   0.4 xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx  17.7 xxxx xxxxx   8.4 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *     *     C    *     *     A    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:    xxxxxx            17.7           xxxxxx           xxxxxx
ApproachLOS:         *              C                *                *
*******************************************************************************
Note: Queue reported is the number of cars per lane.
*******************************************************************************
```





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AM Existing Plus NFA       Thu May 7, 2009 15:49:10                 Page 44-1
-------------------------------------------------------------------------------
                        Folsom South of US-50 Annexation
                              Existing Plus NFA AM
-------------------------------------------------------------------------------
                      Level Of Service Computation Report
              2000 HCM Operations Method (Base Volume Alternative)
*******************************************************************************
Intersection #42 Empire Ranch Rd/ Easton Valley Pkwy
*******************************************************************************
Cycle (sec):          100                Critical Vol./Cap. (X):          0.275
Loss Time (sec):       12                Average Delay (sec/veh):         21.9
Optimal Cycle:         30                Level Of Service:                   C
*******************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include           Ovl             Ovl              Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
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
Lanes:        1  0  2  1  0    1  0  3  0  1    1  1  0  0  1    0  1  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      38  116    20   147   84   250    89   44     9    12   62   142
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   38  116    20   147   84   250    89   44     9    12   62   142
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.89 0.89  0.89  0.89 0.89  0.89  0.89 0.89  0.89  0.89 0.89  0.89
PHF Volume:    43  130    22   165   94   281   100   49    10    13   70   160
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   43  130    22   165   94   281   100   49    10    13   70   160
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
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:   43  130    22   165   94   281   100   49    10    13   70   160
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.95 0.89  0.89  0.95 0.91  0.85  0.97 0.97  0.85  0.99 0.99  0.85
Lanes:       1.00 2.56  0.44  1.00 3.00  1.00  1.34 0.66  1.00  0.16 0.84  1.00
Final Sat.:  1805 4327   746  1805 5187  1615  2461 1217  1615   306 1579  1615
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.02 0.03  0.03  0.09 0.02  0.17  0.04 0.04  0.01  0.04 0.04  0.10
Crit Moves:  ****                         ****  ****             ****
Green/Cycle: 0.09 0.14  0.14  0.43 0.49  0.63  0.15 0.15  0.23  0.16 0.16  0.59
Volume/Cap:  0.27 0.21  0.21  0.21 0.04  0.27  0.27 0.27  0.03  0.27 0.27  0.17
Delay/Veh:   43.7 38.1  38.1  18.0 13.5   8.3  38.1 38.1  29.5  37.3 37.3   9.4
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 38.1  38.1  18.0 13.5   8.3  38.1 38.1  29.5  37.3 37.3   9.4
LOS by Move:     D    D     D     B    B     A     D    D     C     D    D     A
HCM2kAvgQ:       1    1     1     3    1     4     2    2     0     2    2     2
*******************************************************************************
Note: Queue reported is the number of cars per lane.
*******************************************************************************
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Folsom South of US-50 Annexation
Existing Plus NFA AM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #43 Prairie City Rd/Middle Rd

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: B[ 11.7]

| 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 | 2 | 1 0 | 1 | 0 | 3 | 0 0 | 0 | 0 | 0 | 0 0 | 1 | 0 | 0 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 739 | | 2 | 19 | 563 | | 0 | 0 | | 0 | 0 | 4 | | 0 | 29 |
| Growth Adj: | 1.00 | 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 | 739 | | 2 | 19 | 563 | | 0 | 0 | | 0 | 0 | 4 | | 0 | 29 |
| User Adj: | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 |
| PHF Volume: | 0 | 830 | | 2 | 21 | 633 | | 0 | 0 | | 0 | 0 | 4 | | 0 | 33 |
| Reduct Vol: | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 |
| FinalVolume: | 0 | 830 | | 2 | 21 | 633 | | 0 | 0 | | 0 | 0 | 4 | | 0 | 33 |
| Critical Gap Module: | | | | | | | | | | | | | | | | |
| Critical Gp: | xxxxx | xxxx | | xxxxx | 4.1 | xxxx | | xxxxx | xxxxx | | xxxx | xxxxx | 6.8 | | xxxx | 6.9 |
| FollowUpTim: | xxxxx | xxxx | | xxxxx | 2.2 | xxxx | | xxxxx | xxxxx | | xxxx | xxxxx | 3.5 | | xxxx | 3.3 |
| Capacity Module: | | | | | | | | | | | | | | | | |
| Cnflict Vol: | xxxx | xxxx | | xxxxx | 833 | xxxx | | xxxxx | xxxx | | xxxx | xxxxx | 1085 | | xxxx | 278 |
| Potent Cap.: | xxxx | xxxx | | xxxxx | 809 | xxxx | | xxxxx | xxxx | | xxxx | xxxxx | 214 | | xxxx | 725 |
| Move Cap.: | xxxx | xxxx | | xxxxx | 809 | xxxx | | xxxxx | xxxx | | xxxx | xxxxx | 210 | | xxxx | 725 |
| Volume/Cap: | xxxx | xxxx | | xxxx | 0.03 | xxxx | | xxxx | xxxx | | xxxx | xxxx | 0.02 | | xxxx | 0.04 |
| Level Of Service Module: | | | | | | | | | | | | | | | | |
| 2Way95thQ: | xxxx | xxxx | | xxxxx | 0.1 | xxxx | | xxxxx | xxxx | | xxxx | xxxxx | 0.1 | | xxxx | 0.1 |
| Control Del: | xxxxx | xxxx | | xxxxx | 9.6 | xxxx | | xxxxx | xxxxx | | xxxx | xxxxx | 22.5 | | xxxx | 10.2 |
| LOS by Move: | * | * | | * | A | * | | * | * | | * | * | C | | * | B |
| Movement: | LT - | LTR - | | RT | LT - | LTR - | | RT | LT - | | LTR - | RT | LT - | | LTR - | RT |
| Shared Cap.: | xxxx | xxxx | | xxxxx | xxxx | xxxx | | xxxxx | xxxx | | xxxx | xxxxx | xxxx | | xxxx | xxxxx |
| SharedQueue: | xxxxx | xxxx | | xxxxx | xxxxx | xxxx | | xxxxx | xxxxx | | xxxx | xxxxx | xxxxx | | xxxx | xxxxx |
| Shrd ConDel: | xxxxx | xxxx | | xxxxx | xxxxx | xxxx | | xxxxx | xxxxx | | xxxx | xxxxx | xxxxx | | xxxx | xxxxx |
| Shared LOS: | * | * | | * | * | * | | * | * | | * | * | * | | * | * |
| ApproachDel: | xxxxxx | | | | xxxxxx | | | | xxxxxx | | | | 11.7 | | | |
| ApproachLOS: | * | | | | * | | | | * | | | | B | | | |

Note: Queue reported is the number of cars per lane.





Folsom South of US-50 Annexation
Existing Plus NFA AM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #44 Oak Ave Pkwy/Middle Rd

Average Delay (sec/veh): 1.8 Worst Case Level Of Service: C[ 16.7]

| 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 | | | | Ignore | | | | Include | | | |
| Lanes: | 1 | 0 | 1 | 1 0 | 1 | 0 | 1 | 1 0 | 1 | 0 | 1 | 0 1 | 1 | 0 | 0 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 29 | 369 | | 4 | 16 | 258 | | 34 | 29 | | 1 | 24 | 7 | | 2 | 43 |
| Growth Adj: | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| Initial Bse: | 29 | 369 | | 4 | 16 | 258 | | 34 | 29 | | 1 | 24 | 7 | | 2 | 43 |
| User Adj: | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 0.00 | 1.00 | | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | | 0.89 | 0.00 | 0.89 | | 0.89 | 0.89 |
| PHF Volume: | 33 | 415 | | 4 | 18 | 290 | | 38 | 33 | | 1 | 0 | 8 | | 2 | 48 |
| Reduct Vol: | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 |
| FinalVolume: | 33 | 415 | | 4 | 18 | 290 | | 38 | 33 | | 1 | 0 | 8 | | 2 | 48 |
| Critical Gap Module: | | | | | | | | | | | | | | | | |
| Critical Gp: | 4.1 | xxxx | | xxxxx | 4.1 | xxxx | | xxxxx | 7.5 | | 6.5 | 6.9 | 7.5 | | 6.5 | 6.9 |
| FollowUpTim: | 2.2 | xxxx | | xxxxx | 2.2 | xxxx | | xxxxx | 3.5 | | 4.0 | 3.3 | 3.5 | | 4.0 | 3.3 |
| Capacity Module: | | | | | | | | | | | | | | | | |
| Cnflict Vol: | 328 | xxxx | | xxxxx | 419 | xxxx | | xxxxx | 619 | | 829 | 164 | 663 | | 846 | 210 |
| Potent Cap.: | 1243 | xxxx | | xxxxx | 1151 | xxxx | | xxxxx | 377 | | 308 | 858 | 350 | | 301 | 802 |
| Move Cap.: | 1243 | xxxx | | xxxxx | 1151 | xxxx | | xxxxx | 341 | | 295 | 858 | 338 | | 289 | 802 |
| Volume/Cap: | 0.03 | xxxx | | xxxx | 0.02 | xxxx | | xxxx | 0.10 | | 0.00 | 0.00 | 0.02 | | 0.01 | 0.06 |
| Level Of Service Module: | | | | | | | | | | | | | | | | |
| 2Way95thQ: | 0.1 | xxxx | | xxxxx | 0.0 | xxxx | | xxxxx | 0.3 | | 0.0 | xxxxx | 0.1 | | xxxx | xxxxx |
| Control Del: | 8.0 | xxxx | | xxxxx | 8.2 | xxxx | | xxxxx | 16.7 | | 17.2 | xxxxx | 15.9 | | xxxx | xxxxx |
| LOS by Move: | A | * | | * | A | * | | * | C | | C | * | C | | * | * |
| Movement: | LT - | LTR - | | RT | LT - | LTR - | | RT | LT - | | LTR - | RT | LT - | | LTR - | RT |
| Shared Cap.: | xxxx | xxxx | | xxxxx | xxxx | xxxx | | xxxxx | xxxx | | xxxx | xxxxx | xxxx | | xxxx | 744 |
| SharedQueue: | xxxxx | xxxx | | xxxxx | xxxxx | xxxx | | xxxxx | xxxxx | | xxxx | xxxxx | xxxxx | | xxxx | 0.2 |
| Shrd ConDel: | xxxxx | xxxx | | xxxxx | xxxxx | xxxx | | xxxxx | xxxxx | | xxxx | xxxxx | xxxxx | | xxxx | 10.2 |
| Shared LOS: | * | * | | * | * | * | | * | * | | * | * | * | | * | B |
| ApproachDel: | xxxxxx | | | | xxxxxx | | | | 16.7 | | | | 11.0 | | | |
| ApproachLOS: | * | | | | * | | | | C | | | | B | | | |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Existing Plus NFA AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #45 Scott Rd (North)/ Street "B"

Cycle (sec): 100 Critical Vol./Cap. (X): 0.475
Loss Time (sec): 12 Average Delay (sec/veh): 25.8
Optimal Cycle: 39 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 2 | 0 1 | 1 | 0 | 2 | 0 1 | 1 | 0 | 0 | 1 0 | 1 | 0 | 0 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 17 | 338 | 28 | 128 | 659 | 9 | 17 | 26 | 15 | 23 | 28 | 253 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 17 | 338 | 28 | 128 | 659 | 9 | 17 | 26 | 15 | 23 | 28 | 253 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | | | | |
| PHF Volume: | 19 | 380 | 31 | 144 | 740 | 10 | 19 | 29 | 17 | 26 | 31 | 284 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 19 | 380 | 31 | 144 | 740 | 10 | 19 | 29 | 17 | 26 | 31 | 284 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| 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: | 19 | 380 | 31 | 144 | 740 | 10 | 19 | 29 | 17 | 26 | 31 | 284 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 0.95 | 0.95 | 0.85 | 0.95 | 0.95 | 0.85 | 0.95 | 0.95 | 0.95 | 0.95 | 0.87 | 0.87 | | | | |
| Lanes: | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 0.63 | 0.37 | 1.00 | 0.10 | 0.90 | | | | |
| Final Sat.: | 1805 | 3610 | 1615 | 1805 | 3610 | 1615 | 1805 | 1139 | 657 | 1805 | 164 | 1480 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.11 | 0.02 | 0.08 | 0.21 | 0.01 | 0.01 | 0.03 | 0.03 | 0.01 | 0.19 | 0.19 | | | | |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | | | | | |
| Green/Cycle: | 0.02 | 0.26 | 0.26 | 0.20 | 0.43 | 0.43 | 0.02 | 0.27 | 0.27 | 0.15 | 0.40 | 0.40 | | | | |
| Volume/Cap: | 0.48 | 0.41 | 0.08 | 0.41 | 0.48 | 0.01 | 0.48 | 0.09 | 0.09 | 0.09 | 0.48 | 0.48 | | | | |
| Delay/Veh: | 56.9 | 31.0 | 28.1 | 35.9 | 20.6 | 16.3 | 56.9 | 27.2 | 27.2 | 36.6 | 22.5 | 22.5 | | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| AdjDel/Veh: | 56.9 | 31.0 | 28.1 | 35.9 | 20.6 | 16.3 | 56.9 | 27.2 | 27.2 | 36.6 | 22.5 | 22.5 | | | | |
| LOS by Move: | E | C | C | D | C | B | E | C | C | D | C | C | | | | |
| HCM2kAvgQ: | 1 | 5 | 1 | 4 | 8 | 0 | 1 | 1 | 1 | 1 | 7 | 7 | | | | |

Note: Queue reported is the number of cars per lane.





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Folsom South of US-50 Annexation
Existing Plus NFA AM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #46 East Rd/Street "B"

Cycle (sec): 100 Critical Vol./Cap. (X): 0.422
Loss Time (sec): 12 Average Delay (sec/veh): 10.0
Optimal Cycle: 0 Level Of Service: A

| 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 | 0 | 0 | 0 | 0 |
| Lanes: | 1 | 0 | 0 | 1 0 | 1 | 0 | 0 | 1 0 | 1 | 0 | 0 | 1 0 | 1 | 0 | 0 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 30 | 35 | 3 | 14 | 21 | 23 | 19 | 110 | 30 | 6 | 221 | 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: | 30 | 35 | 3 | 14 | 21 | 23 | 19 | 110 | 30 | 6 | 221 | 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: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | | | | |
| PHF Volume: | 34 | 39 | 3 | 16 | 24 | 26 | 21 | 124 | 34 | 7 | 248 | 54 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 34 | 39 | 3 | 16 | 24 | 26 | 21 | 124 | 34 | 7 | 248 | 54 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| 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: | 34 | 39 | 3 | 16 | 24 | 26 | 21 | 124 | 34 | 7 | 248 | 54 | | | | |
| 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 | 0.92 | 0.08 | 1.00 | 0.48 | 0.52 | 1.00 | 0.79 | 0.21 | 1.00 | 0.82 | 0.18 | | | | |
| Final Sat.: | 538 | 541 | 46 | 535 | 294 | 322 | 618 | 549 | 150 | 633 | 588 | 128 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.06 | 0.07 | 0.07 | 0.03 | 0.08 | 0.08 | 0.03 | 0.23 | 0.23 | 0.01 | 0.42 | 0.42 | | | | |
| Crit Moves: | | **** | | | **** | | | **** | | | | **** | | | | |
| Delay/Veh: | 9.3 | 8.8 | 8.8 | 9.1 | 8.5 | 8.5 | 8.6 | 9.1 | 9.1 | 8.3 | 11.1 | 11.1 | | | | |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| AdjDel/Veh: | 9.3 | 8.8 | 8.8 | 9.1 | 8.5 | 8.5 | 8.6 | 9.1 | 9.1 | 8.3 | 11.1 | 11.1 | | | | |
| LOS by Move: | A | A | A | A | A | A | A | A | A | A | B | B | | | | |
| ApproachDel: | 9.0 | | | | 8.7 | | | 9.1 | | | 11.0 | | | | | |
| Delay Adj: | 1.00 | | | | 1.00 | | | 1.00 | | | 1.00 | | | | | |
| ApprAdjDel: | 9.0 | | | | 8.7 | | | 9.1 | | | 11.0 | | | | | |
| LOS by Appr: | A | | | | A | | | A | | | B | | | | | |
| AllWayAvgQ: | 0.1 | 0.1 | 0.1 | 0.0 | 0.1 | 0.1 | 0.0 | 0.3 | 0.3 | 0.0 | 0.7 | 0.7 | | | | |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Existing Plus NFA AM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #47 Prairie City Rd/Street "A"

Average Delay (sec/veh): 2.2 Worst Case Level Of Service: C[ 15.4]

| 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 | 1 | 0 | 2 | 0 0 | 0 | 0 | 0 | 0 0 | 1 | 0 | 0 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 609 | 13 | | 44 | 524 | 0 | | 0 | 0 | 0 | | 37 | 0 | 132 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 0 | 609 | 13 | | 44 | 524 | 0 | | 0 | 0 | 0 | | 37 | 0 | 132 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 0 | 684 | 15 | | 49 | 589 | 0 | | 0 | 0 | 0 | | 42 | 0 | 148 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| FinalVolume: | 0 | 684 | 15 | | 49 | 589 | 0 | | 0 | 0 | 0 | | 42 | 0 | 148 | |
| Critical Gap Module: | | | | | | | | | | | | | | | | |
| Critical Gp: | xxxxx | xxxx | xxxxx | | 4.1 | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | 6.8 | xxxx | 6.9 | |
| FollowUpTim: | xxxxx | xxxx | xxxxx | | 2.2 | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | 3.5 | xxxx | 3.3 | |
| Capacity Module: | | | | | | | | | | | | | | | | |
| Cnflict Vol: | xxxx | xxxx | xxxxx | | 699 | xxxx | xxxxx | | xxxx | xxxx | xxxxx | | 1085 | xxxx | 349 | |
| Potent Cap.: | xxxx | xxxx | xxxxx | | 907 | xxxx | xxxxx | | xxxx | xxxx | xxxxx | | 214 | xxxx | 653 | |
| Move Cap.: | xxxx | xxxx | xxxxx | | 907 | xxxx | xxxxx | | xxxx | xxxx | xxxxx | | 206 | xxxx | 653 | |
| Volume/Cap: | xxxx | xxxx | xxxx | | 0.05 | xxxx | xxxx | | xxxx | xxxx | xxxx | | 0.20 | xxxx | 0.23 | |
| Level Of Service Module: | | | | | | | | | | | | | | | | |
| 2Way95thQ: | xxxx | xxxx | xxxxx | | 0.2 | xxxx | xxxxx | | xxxx | xxxx | xxxxx | | 0.7 | xxxx | 0.9 | |
| Control Del: | xxxxx | xxxx | xxxxx | | 9.2 | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | 26.9 | xxxx | 12.1 | |
| LOS by Move: | * | * | * | | A | * | * | | * | * | * | | D | * | B | |
| Movement: | LT - | LTR - | RT | | LT - | LTR - | RT | | LT - | LTR - | RT | | LT - | LTR - | RT | |
| Shared Cap.: | xxxx | xxxx | xxxxx | | xxxx | xxxx | xxxxx | | xxxx | xxxx | xxxxx | | xxxx | xxxx | xxxxx | |
| SharedQueue: | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | |
| Shrd ConDel: | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | |
| Shared LOS: | * | * | * | | * | * | * | | * | * | * | | * | * | * | |
| ApproachDel: | xxxxxx | | | | xxxxxx | | | | xxxxxx | | | | 15.4 | | | |
| ApproachLOS: | * | | | | * | | | | * | | | | C | | | |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Existing Plus NFA AM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #48 Oak Ave Pkwy/Street "A"

Cycle (sec): 100 Critical Vol./Cap. (X): 0.301
Loss Time (sec): 12 Average Delay (sec/veh): 11.3
Optimal Cycle: 0 Level Of Service: B

| 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 | 0 | 1 0 | 1 | 0 | 0 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 29 | 231 | 49 | | 58 | 212 | 28 | | 66 | 64 | 47 | | 67 | 36 | 80 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 29 | 231 | 49 | | 58 | 212 | 28 | | 66 | 64 | 47 | | 67 | 36 | 80 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 33 | 260 | 55 | | 65 | 238 | 31 | | 74 | 72 | 53 | | 75 | 40 | 90 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 33 | 260 | 55 | | 65 | 238 | 31 | | 74 | 72 | 53 | | 75 | 40 | 90 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 33 | 260 | 55 | | 65 | 238 | 31 | | 74 | 72 | 53 | | 75 | 40 | 90 | |
| 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 | 1.65 | 0.35 | | 1.00 | 1.77 | 0.23 | | 1.00 | 0.58 | 0.42 | | 1.00 | 0.31 | 0.69 | |
| Final Sat.: | 478 | 863 | 187 | | 478 | 916 | 123 | | 473 | 305 | 224 | | 473 | 169 | 376 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.07 | 0.30 | 0.29 | | 0.14 | 0.26 | 0.26 | | 0.16 | 0.24 | 0.24 | | 0.16 | 0.24 | 0.24 | |
| Crit Moves: | | **** | | | | **** | | | | **** | | | | **** | | |
| Delay/Veh: | 10.4 | 11.9 | 11.6 | | 11.0 | 11.5 | 11.3 | | 11.1 | 10.9 | 10.9 | | 11.2 | 10.7 | 10.7 | |
| 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: | 10.4 | 11.9 | 11.6 | | 11.0 | 11.5 | 11.3 | | 11.1 | 10.9 | 10.9 | | 11.2 | 10.7 | 10.7 | |
| LOS by Move: | B | B | B | | B | B | B | | B | B | B | | B | B | B | |
| ApproachDel: | | 11.7 | | | | 11.4 | | | | 11.0 | | | | 10.9 | | |
| Delay Adj: | | 1.00 | | | | 1.00 | | | | 1.00 | | | | 1.00 | | |
| ApprAdjDel: | | 11.7 | | | | 11.4 | | | | 11.0 | | | | 10.9 | | |
| LOS by Appr: | | B | | | | B | | | | B | | | | B | | |
| AllWayAvgQ: | 0.1 | 0.4 | 0.4 | | 0.1 | 0.3 | 0.3 | | 0.2 | 0.3 | 0.3 | | 0.2 | 0.3 | 0.3 | |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Existing Plus NFA AM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #49 West Rd/Street "A"

Cycle (sec): 100 Critical Vol./Cap. (X): 0.327
Loss Time (sec): 9 Average Delay (sec/veh): 9.2
Optimal Cycle: 0 Level Of Service: A

| 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 | | | | Ignore | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Lanes: | 0 | 0 | 1! | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 3 | 9 | 8 | | 35 | 3 | 89 | | 85 | 135 | 2 | | 4 | 141 | 81 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 3 | 9 | 8 | | 35 | 3 | 89 | | 85 | 135 | 2 | | 4 | 141 | 81 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 3 | 10 | 9 | | 39 | 3 | 0 | | 96 | 152 | 2 | | 4 | 158 | 91 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 3 | 10 | 9 | | 39 | 3 | 0 | | 96 | 152 | 2 | | 4 | 158 | 91 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 3 | 10 | 9 | | 39 | 3 | 0 | | 96 | 152 | 2 | | 4 | 158 | 91 | |
| 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: | 0.15 | 0.45 | 0.40 | | 0.92 | 0.08 | 1.00 | | 1.00 | 0.99 | 0.01 | | 1.00 | 0.64 | 0.36 | |
| Final Sat.: | 91 | 273 | 243 | | 507 | 43 | 668 | | 660 | 718 | 11 | | 656 | 485 | 279 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.04 | 0.04 | | 0.08 | 0.08 | 0.00 | | 0.14 | 0.21 | 0.21 | | 0.01 | 0.33 | 0.33 | |
| Crit Moves: | | **** | | | | **** | | | | **** | | | | | **** | |
| Delay/Veh: | 8.7 | 8.7 | 8.7 | | 9.3 | 9.3 | 0.0 | | 9.0 | 8.8 | 8.8 | | 8.1 | 9.5 | 9.5 | |
| Delay Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 8.7 | 8.7 | 8.7 | | 9.3 | 9.3 | 0.0 | | 9.0 | 8.8 | 8.8 | | 8.1 | 9.5 | 9.5 | |
| LOS by Move: | A | A | A | | A | A | * | | A | A | A | | A | A | A | |
| ApproachDel: | 8.7 | | | | 9.3 | | | | 8.9 | | | | 9.5 | | | |
| Delay Adj: | 1.00 | | | | 1.00 | | | | 1.00 | | | | 1.00 | | | |
| ApprAdjDel: | 8.7 | | | | 9.3 | | | | 8.9 | | | | 9.5 | | | |
| LOS by Appr: | A | | | | A | | | | A | | | | A | | | |
| AllWayAvgQ: | 0.0 | 0.0 | 0.0 | | 0.1 | 0.1 | 0.0 | | 0.2 | 0.3 | 0.3 | | 0.0 | 0.5 | 0.5 | |

Note: Queue reported is the number of cars per lane.





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Folsom South of US-50 Annexation
Existing Plus NFA AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #50 Scott Rd (North)/ Street "A"

Cycle (sec): 100 Critical Vol./Cap. (X): 0.320
Loss Time (sec): 12 Average Delay (sec/veh): 26.9
Optimal Cycle: 32 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - | R | L | - T | - | R | L | - T | - | R | L | - T | - | R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 2 | 0 | 1 | 1 | 0 | 2 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 19 | 229 | 24 | | 46 | 405 | 110 | | 122 | 51 | 17 | | 46 | 89 | 98 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 19 | 229 | 24 | | 46 | 405 | 110 | | 122 | 51 | 17 | | 46 | 89 | 98 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 21 | 257 | 27 | | 52 | 455 | 124 | | 137 | 57 | 19 | | 52 | 100 | 110 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 21 | 257 | 27 | | 52 | 455 | 124 | | 137 | 57 | 19 | | 52 | 100 | 110 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 21 | 257 | 27 | | 52 | 455 | 124 | | 137 | 57 | 19 | | 52 | 100 | 110 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.95 | 0.85 | | 0.95 | 0.95 | 0.85 | | 0.95 | 1.00 | 0.85 | | 0.95 | 1.00 | 0.85 | |
| Lanes: | 1.00 | 2.00 | 1.00 | | 1.00 | 2.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Final Sat.: | 1805 | 3610 | 1615 | | 1805 | 3610 | 1615 | | 1805 | 1900 | 1615 | | 1805 | 1900 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.07 | 0.02 | | 0.03 | 0.13 | 0.08 | | 0.08 | 0.03 | 0.01 | | 0.03 | 0.05 | 0.07 | |
| Crit Moves: | **** | | | | | **** | | | **** | | | | | | **** | |
| Green/Cycle: | 0.04 | 0.31 | 0.31 | | 0.12 | 0.39 | 0.39 | | 0.24 | 0.23 | 0.23 | | 0.22 | 0.21 | 0.21 | |
| Volume/Cap: | 0.32 | 0.23 | 0.05 | | 0.23 | 0.32 | 0.19 | | 0.32 | 0.13 | 0.05 | | 0.13 | 0.25 | 0.32 | |
| Delay/Veh: | 49.7 | 26.0 | 24.5 | | 40.1 | 21.2 | 20.1 | | 31.9 | 30.6 | 30.0 | | 31.5 | 33.0 | 33.8 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 49.7 | 26.0 | 24.5 | | 40.1 | 21.2 | 20.1 | | 31.9 | 30.6 | 30.0 | | 31.5 | 33.0 | 33.8 | |
| LOS by Move: | D | C | C | | D | C | C | | C | C | C | | C | C | C | |
| HCM2kAvgQ: | 1 | 3 | 1 | | 1 | 5 | 2 | | 4 | 1 | 0 | | 1 | 3 | 3 | |

Note: Queue reported is the number of cars per lane.

Folsom South of US-50 Annexation
Existing Plus NFA AM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #51 East Rd/Street "A"

Cycle (sec): 100 Critical Vol./Cap. (X): 0.122
Loss Time (sec): 12 Average Delay (sec/veh): 8.2
Optimal Cycle: 0 Level Of Service: A

| 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 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 65 | 12 | 8 | | 2 | 5 | 24 | | 22 | 53 | 26 | | 5 | 73 | 5 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 65 | 12 | 8 | | 2 | 5 | 24 | | 22 | 53 | 26 | | 5 | 73 | 5 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 73 | 13 | 9 | | 2 | 6 | 27 | | 25 | 60 | 29 | | 6 | 82 | 6 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 73 | 13 | 9 | | 2 | 6 | 27 | | 25 | 60 | 29 | | 6 | 82 | 6 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 73 | 13 | 9 | | 2 | 6 | 27 | | 25 | 60 | 29 | | 6 | 82 | 6 | |
| 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 | 0.60 | 0.40 | | 1.00 | 0.17 | 0.83 | | 1.00 | 0.67 | 0.33 | | 1.00 | 0.94 | 0.06 | |
| Final Sat.: | 632 | 439 | 293 | | 621 | 132 | 632 | | 650 | 503 | 247 | | 648 | 673 | 46 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.12 | 0.03 | 0.03 | | 0.00 | 0.04 | 0.04 | | 0.04 | 0.12 | 0.12 | | 0.01 | 0.12 | 0.12 | |
| Crit Moves: | **** | | | | | **** | | | | **** | | | | **** | | |
| Delay/Veh: | 8.9 | 7.6 | 7.6 | | 8.3 | 7.4 | 7.4 | | 8.3 | 8.0 | 8.0 | | 8.2 | 8.2 | 8.2 | |
| Delay Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 8.9 | 7.6 | 7.6 | | 8.3 | 7.4 | 7.4 | | 8.3 | 8.0 | 8.0 | | 8.2 | 8.2 | 8.2 | |
| LOS by Move: | A | A | A | | A | A | A | | A | A | A | | A | A | A | |
| ApproachDel: | 8.6 | | | | 7.5 | | | | 8.1 | | | | 8.2 | | | |
| Delay Adj: | 1.00 | | | | 1.00 | | | | 1.00 | | | | 1.00 | | | |
| ApprAdjDel: | 8.6 | | | | 7.5 | | | | 8.1 | | | | 8.2 | | | |
| LOS by Appr: | A | | | | A | | | | A | | | | A | | | |
| AllWayAvgQ: | 0.1 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.0 | 0.1 | 0.1 | | 0.0 | 0.1 | 0.1 | |

Note: Queue reported is the number of cars per lane.





Folsom South of US-50 Annexation
Existing Plus NFA AM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #52 Placerville Rd/ Street "A"

Cycle (sec): 100 Critical Vol./Cap. (X): 0.309
Loss Time (sec): 12 Average Delay (sec/veh): 9.4
Optimal Cycle: 0 Level Of Service: A

| 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 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 19 | 165 | 16 | | 48 | 73 | 0 | | 0 | 19 | 29 | | 32 | 26 | 137 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 19 | 165 | 16 | | 48 | 73 | 0 | | 0 | 19 | 29 | | 32 | 26 | 137 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 21 | 185 | 18 | | 54 | 82 | 0 | | 0 | 21 | 33 | | 36 | 29 | 154 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 21 | 185 | 18 | | 54 | 82 | 0 | | 0 | 21 | 33 | | 36 | 29 | 154 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 21 | 185 | 18 | | 54 | 82 | 0 | | 0 | 21 | 33 | | 36 | 29 | 154 | |
| 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 | 0.91 | 0.09 | | 1.00 | 1.00 | 0.00 | | 1.00 | 0.40 | 0.60 | | 1.00 | 0.16 | 0.84 | |
| Final Sat.: | 595 | 600 | 58 | | 583 | 636 | 0 | | 550 | 254 | 387 | | 575 | 112 | 588 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.31 | 0.31 | | 0.09 | 0.13 | xxxx | | 0.00 | 0.08 | 0.08 | | 0.06 | 0.26 | 0.26 | |
| Crit Moves: | | **** | | | | **** | | | | **** | | | | **** | | |
| Delay/Veh: | 8.7 | 10.2 | 10.2 | | 9.2 | 8.9 | 0.0 | | 0.0 | 8.4 | 8.4 | | 9.1 | 9.2 | 9.2 | |
| Delay Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 8.7 | 10.2 | 10.2 | | 9.2 | 8.9 | 0.0 | | 0.0 | 8.4 | 8.4 | | 9.1 | 9.2 | 9.2 | |
| LOS by Move: | A | B | B | | A | A | * | | * | A | A | | A | A | A | |
| ApproachDel: | 10.1 | | | | 9.0 | | | | 8.4 | | | | 9.2 | | | |
| Delay Adj: | 1.00 | | | | 1.00 | | | | 1.00 | | | | 1.00 | | | |
| ApprAdjDel: | 10.1 | | | | 9.0 | | | | 8.4 | | | | 9.2 | | | |
| LOS by Appr: | B | | | | A | | | | A | | | | A | | | |
| AllWayAvgQ: | 0.0 | 0.4 | 0.4 | | 0.1 | 0.1 | 0.1 | | 0.0 | 0.1 | 0.1 | | 0.1 | 0.3 | 0.3 | |

Note: Queue reported is the number of cars per lane.

AM Existing Plus NFA Thu May 7, 2009 15:49:11 Page 55-1

Folsom South of US-50 Annexation
Existing Plus NFA AM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #53 Empire Ranch Rd/Street "A"

Average Delay (sec/veh): 4.6 Worst Case Level Of Service: B[ 10.1]

| 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 | 1 | 1 0 | 1 | 0 | 1 | 1 0 | 1 | 0 | 0 | 1 0 | 1 | 0 | 0 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 9 | 95 | 9 | | 18 | 45 | 25 | | 37 | 9 | 12 | | 19 | 18 | 44 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 9 | 95 | 9 | | 18 | 45 | 25 | | 37 | 9 | 12 | | 19 | 18 | 44 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 10 | 107 | 10 | | 20 | 51 | 28 | | 42 | 10 | 13 | | 21 | 20 | 49 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| FinalVolume: | 10 | 107 | 10 | | 20 | 51 | 28 | | 42 | 10 | 13 | | 21 | 20 | 49 | |
| Critical Gap Module: | | | | | | | | | | | | | | | | |
| Critical Gp: | 4.1 | xxxx | xxxxx | | 4.1 | xxxx | xxxxx | | 7.5 | 6.5 | 6.9 | | 7.5 | 6.5 | 6.9 | |
| FollowUpTim: | 2.2 | xxxx | xxxxx | | 2.2 | xxxx | xxxxx | | 3.5 | 4.0 | 3.3 | | 3.5 | 4.0 | 3.3 | |
| Capacity Module: | | | | | | | | | | | | | | | | |
| Cnflict Vol: | 79 | xxxx | xxxxx | | 117 | xxxx | xxxxx | | 189 | 242 | 39 | | 203 | 251 | 58 | |
| Potent Cap.: | 1532 | xxxx | xxxxx | | 1484 | xxxx | xxxxx | | 760 | 663 | 1030 | | 743 | 655 | 1002 | |
| Move Cap.: | 1532 | xxxx | xxxxx | | 1484 | xxxx | xxxxx | | 694 | 650 | 1030 | | 713 | 642 | 1002 | |
| Volume/Cap: | 0.01 | xxxx | xxxx | | 0.01 | xxxx | xxxx | | 0.06 | 0.02 | 0.01 | | 0.03 | 0.03 | 0.05 | |
| Level Of Service Module: | | | | | | | | | | | | | | | | |
| 2Way95thQ: | 0.0 | xxxx | xxxxx | | 0.0 | xxxx | xxxxx | | 0.2 | xxxx | xxxxx | | 0.1 | xxxx | xxxxx | |
| Control Del: | 7.4 | xxxx | xxxxx | | 7.5 | xxxx | xxxxx | | 10.5 | xxxx | xxxxx | | 10.2 | xxxx | xxxxx | |
| LOS by Move: | A | * | * | | A | * | * | | B | * | * | | B | * | * | |
| Movement: | LT - | LTR - | RT | | LT - | LTR - | RT | | LT - | LTR - | RT | | LT - | LTR - | RT | |
| Shared Cap.: | xxxx | xxxx | xxxxx | | xxxx | xxxx | xxxxx | | xxxx | xxxx | 823 | | xxxx | xxxx | 862 | |
| SharedQueue: | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | 0.1 | | xxxxx | xxxx | 0.3 | |
| Shrd ConDel: | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | 9.5 | | xxxxx | xxxx | 9.5 | |
| Shared LOS: | * | * | * | | * | * | * | | * | * | A | | * | * | A | |
| ApproachDel: | xxxxxx | | | | xxxxxx | | | | 10.1 | | | | 9.7 | | | |
| ApproachLOS: | * | | | | * | | | | B | | | | A | | | |

Note: Queue reported is the number of cars per lane.





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Folsom South of US-50 Annexation
Existing Plus NFA AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #54 Scott Rd (North)/South Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.271
Loss Time (sec): 12 Average Delay (sec/veh): 25.9
Optimal Cycle: 30 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 2 | 0 1 | 1 | 0 | 2 | 0 1 | 0 | 1 | 0 | 0 1 | 0 | 1 | 0 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 71 | 145 | 15 | | 29 | 350 | 91 | | 72 | 3 | 59 | | 40 | 7 | 56 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 71 | 145 | 15 | | 29 | 350 | 91 | | 72 | 3 | 59 | | 40 | 7 | 56 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 80 | 163 | 17 | | 33 | 393 | 102 | | 81 | 3 | 66 | | 45 | 8 | 63 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 80 | 163 | 17 | | 33 | 393 | 102 | | 81 | 3 | 66 | | 45 | 8 | 63 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 80 | 163 | 17 | | 33 | 393 | 102 | | 81 | 3 | 66 | | 45 | 8 | 63 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.95 | 0.85 | | 0.95 | 0.95 | 0.85 | | 0.95 | 0.95 | 0.85 | | 0.96 | 0.96 | 0.85 | |
| Lanes: | 1.00 | 2.00 | 1.00 | | 1.00 | 2.00 | 1.00 | | 0.96 | 0.04 | 1.00 | | 0.85 | 0.15 | 1.00 | |
| Final Sat.: | 1805 | 3610 | 1615 | | 1805 | 3610 | 1615 | | 1740 | 73 | 1615 | | 1551 | 271 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.05 | 0.01 | | 0.02 | 0.11 | 0.06 | | 0.05 | 0.05 | 0.04 | | 0.03 | 0.03 | 0.04 | |
| Crit Moves: | **** | | | | | **** | | | **** | | | | | | **** | |
| Green/Cycle: | 0.16 | 0.40 | 0.40 | | 0.16 | 0.40 | 0.40 | | 0.17 | 0.19 | 0.19 | | 0.12 | 0.14 | 0.14 | |
| Volume/Cap: | 0.27 | 0.11 | 0.03 | | 0.11 | 0.27 | 0.16 | | 0.27 | 0.24 | 0.21 | | 0.24 | 0.20 | 0.27 | |
| Delay/Veh: | 37.1 | 18.7 | 18.0 | | 36.0 | 20.2 | 19.2 | | 36.5 | 34.4 | 34.2 | | 40.3 | 38.1 | 38.8 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 37.1 | 18.7 | 18.0 | | 36.0 | 20.2 | 19.2 | | 36.5 | 34.4 | 34.2 | | 40.3 | 38.1 | 38.8 | |
| LOS by Move: | D | B | B | | D | C | B | | D | C | C | | D | D | D | |
| HCM2kAvgQ: | 2 | 2 | 0 | | 1 | 4 | 2 | | 2 | 2 | 2 | | 2 | 2 | 2 | |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Existing Plus NFA AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #55 Oak Ave Pkwy/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.259
Loss Time (sec): 9 Average Delay (sec/veh): 14.5
Optimal Cycle: 24 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Ovl | | | | Include | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 2 | 0 | 2 | 0 | 0 | |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | | 115 | 0 | 74 | | 109 | 314 | 0 | | 0 | 541 | 207 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 0 | 0 | 0 | | 115 | 0 | 74 | | 109 | 314 | 0 | | 0 | 541 | 207 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 0 | 0 | 0 | | 129 | 0 | 83 | | 122 | 353 | 0 | | 0 | 608 | 233 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 0 | 0 | | 129 | 0 | 83 | | 122 | 353 | 0 | | 0 | 608 | 233 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 0 | 0 | | 129 | 0 | 83 | | 122 | 353 | 0 | | 0 | 608 | 233 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 1.00 | 1.00 | | 0.60 | 1.00 | 0.85 | | 0.92 | 0.95 | 1.00 | | 1.00 | 0.91 | 0.85 | |
| Lanes: | 0.00 | 0.00 | 0.00 | | 2.00 | 0.00 | 1.00 | | 2.00 | 2.00 | 0.00 | | 0.00 | 3.00 | 1.00 | |
| Final Sat.: | 0 | 0 | 0 | | 2285 | 0 | 1615 | | 3502 | 3610 | 0 | | 0 | 5187 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | | 0.06 | 0.00 | 0.05 | | 0.03 | 0.10 | 0.00 | | 0.00 | 0.12 | 0.14 | |
| Crit Moves: | | | | | **** | | | | **** | | | | | | **** | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | | 0.22 | 0.00 | 0.35 | | 0.14 | 0.69 | 0.00 | | 0.00 | 0.56 | 0.56 | |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | | 0.26 | 0.00 | 0.15 | | 0.26 | 0.14 | 0.00 | | 0.00 | 0.21 | 0.26 | |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | | 32.6 | 0.0 | 22.1 | | 39.0 | 5.3 | 0.0 | | 0.0 | 11.2 | 11.6 | |
| 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: | 0.0 | 0.0 | 0.0 | | 32.6 | 0.0 | 22.1 | | 39.0 | 5.3 | 0.0 | | 0.0 | 11.2 | 11.6 | |
| LOS by Move: | A | A | A | | C | A | C | | D | A | A | | A | B | B | |
| HCM2kAvgQ: | 0 | 0 | 0 | | 2 | 0 | 2 | | 2 | 2 | 0 | | 0 | 3 | 4 | |

Note: Queue reported is the number of cars per lane.





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Folsom South of US-50 Annexation
Existing Plus NFA AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #56 Empire Ranch Rd/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.213
Loss Time (sec): 9 Average Delay (sec/veh): 5.9
Optimal Cycle: 23 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Ovl | | | | Include | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | | 67 | 0 | 11 | | 5 | 393 | 0 | | 0 | 730 | 96 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 0 | 0 | 0 | | 67 | 0 | 11 | | 5 | 393 | 0 | | 0 | 730 | 96 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 0 | 0 | 0 | | 75 | 0 | 12 | | 6 | 442 | 0 | | 0 | 820 | 108 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 0 | 0 | | 75 | 0 | 12 | | 6 | 442 | 0 | | 0 | 820 | 108 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 0 | 0 | 0 | | 75 | 0 | 12 | | 6 | 442 | 0 | | 0 | 820 | 108 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 1.00 | 1.00 | | 0.62 | 1.00 | 0.85 | | 0.95 | 0.95 | 1.00 | | 1.00 | 0.91 | 0.85 | |
| Lanes: | 0.00 | 0.00 | 0.00 | | 2.00 | 0.00 | 1.00 | | 1.00 | 2.00 | 0.00 | | 0.00 | 3.00 | 1.00 | |
| Final Sat.: | 0 | 0 | 0 | | 2341 | 0 | 1615 | | 1805 | 3610 | 0 | | 0 | 5187 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | | 0.03 | 0.00 | 0.01 | | 0.00 | 0.12 | 0.00 | | 0.00 | 0.16 | 0.07 | |
| Crit Moves: | | | | | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | | 0.15 | 0.00 | 0.17 | | 0.01 | 0.76 | 0.00 | | 0.00 | 0.74 | 0.74 | |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | | 0.21 | 0.00 | 0.05 | | 0.21 | 0.16 | 0.00 | | 0.00 | 0.21 | 0.09 | |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | | 37.5 | 0.0 | 35.1 | | 52.7 | 3.3 | 0.0 | | 0.0 | 3.9 | 3.5 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | | 37.5 | 0.0 | 35.1 | | 52.7 | 3.3 | 0.0 | | 0.0 | 3.9 | 3.5 | |
| LOS by Move: | A | A | A | | D | A | D | | D | A | A | | A | A | A | |
| HCM2kAvgQ: | 0 | 0 | 0 | | 1 | 0 | 0 | | 0 | 2 | 0 | | 0 | 3 | 1 | |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Existing Plus NFA AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #57 Hazel Blvd/ Gold Country

Cycle (sec): 100 Critical Vol./Cap. (X): 0.732
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 85 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Split Phase | | | | Split Phase | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 3 | 0 1 | 1 | 0 | 3 | 0 1 | 2 | 0 | 0 | 1 1 | 1 | 0 | 0 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 186 | 880 | 6 | | 3 | 2596 | 418 | | 125 | 4 | 267 | | 1 | 2 | 2 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 186 | 880 | 6 | | 3 | 2596 | 418 | | 125 | 4 | 267 | | 1 | 2 | 2 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Volume: | 186 | 880 | 6 | | 3 | 2596 | 418 | | 125 | 4 | 267 | | 1 | 2 | 2 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 186 | 880 | 6 | | 3 | 2596 | 418 | | 125 | 4 | 267 | | 1 | 2 | 2 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 186 | 880 | 6 | | 3 | 2596 | 418 | | 125 | 4 | 267 | | 1 | 2 | 2 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | |
| Adjustment: | 1.00 | 0.72 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Lanes: | 2.00 | 3.00 | 1.00 | | 1.00 | 3.00 | 1.00 | | 2.00 | 0.03 | 1.97 | | 1.00 | 0.50 | 0.50 | |
| Final Sat.: | 3000 | 3240 | 1500 | | 1500 | 4500 | 1500 | | 3000 | 44 | 2956 | | 1500 | 750 | 750 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.06 | 0.27 | 0.00 | | 0.00 | 0.58 | 0.28 | | 0.04 | 0.09 | 0.09 | | 0.00 | 0.00 | 0.00 | |
| Crit Volume: | 93 | | | | | 865 | | | | 136 | | | | 4 | | |
| Crit Moves: | **** | | | | | **** | | | | **** | | | | **** | | |





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Folsom South of US-50 Annexation
Existing Plus NFA AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #58 Hazel Ave/ Folsom Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.618
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 60 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Split Phase | | | | Split Phase | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 0 | 1 0 | 1 | 1 | 0 | 1 1 | 2 | 0 | 1 | 1 0 | 1 | 0 | 1 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 7 | 26 | 2 | | 394 | 147 | 296 | | 87 | 131 | 25 | | 10 | 600 | 394 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 7 | 26 | 2 | | 394 | 147 | 296 | | 87 | 131 | 25 | | 10 | 600 | 394 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Volume: | 7 | 26 | 2 | | 394 | 147 | 296 | | 87 | 131 | 25 | | 10 | 600 | 394 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 7 | 26 | 2 | | 394 | 147 | 296 | | 87 | 131 | 25 | | 10 | 600 | 394 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 7 | 26 | 2 | | 394 | 147 | 296 | | 87 | 131 | 25 | | 10 | 600 | 394 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | |
| Adjustment: | 0.95 | 0.95 | 0.95 | | 0.95 | 0.95 | 0.95 | | 0.95 | 0.95 | 0.95 | | 0.95 | 0.95 | 0.95 | |
| Lanes: | 1.00 | 0.93 | 0.07 | | 1.89 | 0.70 | 1.41 | | 2.00 | 1.68 | 0.32 | | 1.00 | 1.00 | 1.00 | |
| Final Sat.: | 1425 | 1323 | 102 | | 2689 | 999 | 2011 | | 2850 | 2393 | 457 | | 1425 | 1425 | 1425 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.02 | 0.02 | | 0.15 | 0.15 | 0.15 | | 0.03 | 0.05 | 0.05 | | 0.01 | 0.42 | 0.28 | |
| Crit Volume: | | | 28 | | | | 210 | | 43 | | | | | 600 | | |
| Crit Moves: | | | **** | | | | **** | | **** | | | | | **** | | |

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-------------------------------------------------------------------------------
                        Folsom South of US-50 Annexation
                              Existing Plus NFA AM
-------------------------------------------------------------------------------
                      Level Of Service Computation Report
              2000 HCM Unsignalized Method (Base Volume Alternative)
*******************************************************************************
Intersection #59 Grant Line Rd/ White Rock Rd
*******************************************************************************
Average Delay (sec/veh):      4.5       Worst Case Level Of Service: F[ 57.9]
*******************************************************************************
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  1  0  0  0    0  0  0  1  0    0  0  1! 0  0    0  0  0  0  0
------------||---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     209  573     0     0  202   532    50    0    37     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:  209  573     0     0  202   532    50    0    37     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:     0.95 0.95  0.95  0.95 0.95  0.95  0.95 0.95  0.95  0.95 0.95  0.95
PHF Volume:   220  603     0     0  213   560    53    0    39     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:  220  603     0     0  213   560    53    0    39     0    0     0
------------||---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.4  6.5   6.2 xxxxx xxxx xxxxx
FollowUpTim:  2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5  4.0   3.3 xxxxx xxxx xxxxx
------------||---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  773 xxxx xxxxx  xxxx xxxx xxxxx  1536 1536   493  xxxx xxxx xxxxx
Potent Cap.:  852 xxxx xxxxx  xxxx xxxx xxxxx   129  117   580  xxxx xxxx xxxxx
Move Cap.:    852 xxxx xxxxx  xxxx xxxx xxxxx   100   83   580  xxxx xxxx xxxxx
Volume/Cap:  0.26 xxxx  xxxx  xxxx xxxx  xxxx  0.53 0.00  0.07  xxxx xxxx  xxxx
------------||---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    1.0 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del: 10.7 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    B    *     *     *    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  154 xxxxx  xxxx xxxx xxxxx
SharedQueue:  1.0 xxxx xxxxx xxxxx xxxx xxxxx xxxxx  3.1 xxxxx xxxxx xxxx xxxxx
Shrd ConDel: 10.7 xxxx xxxxx xxxxx xxxx xxxxx xxxxx 57.9 xxxxx xxxxx xxxx xxxxx
Shared LOS:     B    *     *     *    *     *     *    F     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx            57.9           xxxxxx
ApproachLOS:         *                *              F                *
*******************************************************************************
Note: Queue reported is the number of cars per lane.
*******************************************************************************
```





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                              Existing Plus NFA AM
-------------------------------------------------------------------------------
                      Level Of Service Computation Report
           Circular 212 Planning Method (Base Volume Alternative)
*******************************************************************************
Intersection #60 Grantline Rd/ Sunrise Rd
*******************************************************************************
Cycle (sec):          100                Critical Vol./Cap. (X):         0.831
Loss Time (sec):        0                Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        135                Level Of Service:                  D
*******************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------||---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase      Protected        Protected
Rights:           Include          Include          Ovl              Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
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
Lanes:        0  0  1! 0  0    0  0  1! 0  0    1  0  1  0  1    1  0  1  0  1
------------||---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      16   15     8     2    1   243   636  503     9     4  325    18
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   16   15     8     2    1   243   636  503     9     4  325    18
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:    16   15     8     2    1   243   636  503     9     4  325    18
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   16   15     8     2    1   243   636  503     9     4  325    18
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   16   15     8     2    1   243   636  503     9     4  325    18
------------||---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
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:       0.41 0.38  0.21  0.01 0.01  0.98  1.00 1.00  1.00  1.00 1.00  1.00
Final Sat.:   615  577   308    12    6  1482  1500 1500  1500  1500 1500  1500
------------||---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.03 0.03  0.03  0.16 0.16  0.16  0.42 0.34  0.01  0.00 0.22  0.01
Crit Volume:        39                246         636                   325
Crit Moves:       ****              ****        ****                  ****
*******************************************************************************
```

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Existing Plus NFA AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #65 Sunrise Blvd/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.651
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 65 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 2 | 0 1 | 2 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 637 | 1016 | 64 | | 213 | 676 | 505 | | 251 | 210 | 262 | | 78 | 457 | 143 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 637 | 1016 | 64 | | 213 | 676 | 505 | | 251 | 210 | 262 | | 78 | 457 | 143 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Volume: | 637 | 1016 | 64 | | 213 | 676 | 505 | | 251 | 210 | 262 | | 78 | 457 | 143 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 637 | 1016 | 64 | | 213 | 676 | 505 | | 251 | 210 | 262 | | 78 | 457 | 143 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 637 | 1016 | 64 | | 213 | 676 | 505 | | 251 | 210 | 262 | | 78 | 457 | 143 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | |
| 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: | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 2.00 | 1.00 | | 2.00 | 3.00 | 1.00 | |
| Final Sat.: | 3000 | 4500 | 1500 | | 3000 | 4500 | 1500 | | 3000 | 3000 | 1500 | | 3000 | 4500 | 1500 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.21 | 0.23 | 0.04 | | 0.07 | 0.15 | 0.34 | | 0.08 | 0.07 | 0.17 | | 0.03 | 0.10 | 0.10 | |
| Crit Volume: | 319 | | | | | | 505 | | 0 | | | | | 152 | | |
| Crit Moves: | **** | | | | | | **** | | **** | | | | | **** | | |





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Folsom South of US-50 Annexation
Existing Plus NFA AM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #66 Fitzgerald Road / White Rock Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.757
Loss Time (sec): 0 Average Delay (sec/veh): 16.5
Optimal Cycle: 0 Level Of Service: C

| 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: | 0 | 0 | 1! | 0 | 0 | 0 | 1! | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1! | 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 82 | 62 | 11 | | 11 | 16 | 47 | | 43 | 165 | 149 | | 20 | 458 | 46 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 82 | 62 | 11 | | 11 | 16 | 47 | | 43 | 165 | 149 | | 20 | 458 | 46 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Volume: | 82 | 62 | 11 | | 11 | 16 | 47 | | 43 | 165 | 149 | | 20 | 458 | 46 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 82 | 62 | 11 | | 11 | 16 | 47 | | 43 | 165 | 149 | | 20 | 458 | 46 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 82 | 62 | 11 | | 11 | 16 | 47 | | 43 | 165 | 149 | | 20 | 458 | 46 | |
| 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: | 0.53 | 0.40 | 0.07 | | 0.15 | 0.22 | 0.63 | | 1.00 | 0.53 | 0.47 | | 0.04 | 0.87 | 0.09 | |
| Final Sat.: | 277 | 209 | 37 | | 78 | 113 | 332 | | 560 | 338 | 305 | | 26 | 605 | 61 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.30 | 0.30 | 0.30 | | 0.14 | 0.14 | 0.14 | | 0.08 | 0.49 | 0.49 | | 0.76 | 0.76 | 0.76 | |
| Crit Moves: | | **** | | | | | **** | | | **** | | | | | **** | |
| Delay/Veh: | 11.4 | 11.4 | 11.4 | | 9.8 | 9.8 | 9.8 | | 9.4 | 12.8 | 12.8 | | 21.7 | 21.7 | 21.7 | |
| 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: | 11.4 | 11.4 | 11.4 | | 9.8 | 9.8 | 9.8 | | 9.4 | 12.8 | 12.8 | | 21.7 | 21.7 | 21.7 | |
| LOS by Move: | B | B | B | | A | A | A | | A | B | B | | C | C | C | |
| ApproachDel: | 11.4 | | | | 9.8 | | | | 12.4 | | | | 21.7 | | | |
| Delay Adj: | 1.00 | | | | 1.00 | | | | 1.00 | | | | 1.00 | | | |
| ApprAdjDel: | 11.4 | | | | 9.8 | | | | 12.4 | | | | 21.7 | | | |
| LOS by Appr: | B | | | | A | | | | B | | | | C | | | |
| AllWayAvgQ: | 0.3 | 0.3 | 0.3 | | 0.1 | 0.1 | 0.1 | | 0.1 | 0.8 | 0.8 | | 2.6 | 2.6 | 2.6 | |

Note: Queue reported is the number of cars per lane.

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-------------------------------------------------------------------------------
                        Folsom South of US-50 Annexation
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-------------------------------------------------------------------------------
                      Level Of Service Computation Report
              Circular 212 Planning Method (Base Volume Alternative)
*******************************************************************************
Intersection #67 Sunrise Blvd/ Douglas Rd
*******************************************************************************
Cycle (sec):          100                Critical Vol./Cap. (X):          0.792
Loss Time (sec):        0                Average Delay (sec/veh):       xxxxxx
Optimal Cycle:        110                Level Of Service:                    C
*******************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include           Ovl             Include           Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
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
Lanes:        1  0  1  1  0    1  0  2  0  1    0  0  1! 0  0    0  1  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     157 1204    51    90  433    96   243   33    29    26   84   256
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:  157 1204    51    90  433    96   243   33    29    26   84   256
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   157 1204    51    90  433    96   243   33    29    26   84   256
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  157 1204    51    90  433    96   243   33    29    26   84   256
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
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:  157 1204    51    90  433    96   243   33    29    26   84   256
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
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 1.92  0.08  1.00 2.00  1.00  0.80 0.11  0.09  0.24 0.76  1.00
Final Sat.:  1500 2878   122  1500 3000  1500  1195  162   143   355 1145  1500
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.10 0.42  0.42  0.06 0.14  0.06  0.20 0.20  0.20  0.07 0.07  0.17
Crit Volume:             628     0                 305                       256
Crit Moves:             ****  ****                ****                      ****
*******************************************************************************
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-------------------------------------------------------------------------------
                        Folsom South of US-50 Annexation
                              Existing Plus NFA AM
-------------------------------------------------------------------------------
                      Level Of Service Computation Report
           2000 HCM Unsignalized Method (Base Volume Alternative)
*******************************************************************************
Intersection #68 Grant Line Rd/ Douglas Rd
*******************************************************************************
Average Delay (sec/veh):      4.1       Worst Case Level Of Service: D[ 30.8]
*******************************************************************************
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  1  0  0  0    0  0  0  1  0    0  0  1! 0  0    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     200  543     0     0  205    57    69    0    23     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:  200  543     0     0  205    57    69    0    23     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:   200  543     0     0  205    57    69    0    23     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:  200  543     0     0  205    57    69    0    23     0    0     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.4  6.5   6.2 xxxxx xxxx xxxxx
FollowUpTim:  2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5  4.0   3.3 xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  262 xxxx xxxxx  xxxx xxxx xxxxx  1177 1177   234  xxxx xxxx xxxxx
Potent Cap.: 1314 xxxx xxxxx  xxxx xxxx xxxxx   213  193   811  xxxx xxxx xxxxx
Move Cap.:   1314 xxxx xxxxx  xxxx xxxx xxxxx   185  160   811  xxxx xxxx xxxxx
Volume/Cap:  0.15 xxxx  xxxx  xxxx xxxx  xxxx  0.37 0.00  0.03  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.5 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:  8.2 xxxx xxxxx xxxxx 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
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  229 xxxxx  xxxx xxxx xxxxx
SharedQueue:  0.5 xxxx xxxxx xxxxx xxxx xxxxx xxxxx  1.8 xxxxx xxxxx xxxx xxxxx
Shrd ConDel:  8.2 xxxx xxxxx xxxxx xxxx xxxxx xxxxx 30.8 xxxxx xxxxx xxxx xxxxx
Shared LOS:     A    *     *     *    *     *     *    D     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx             30.8           xxxxxx
ApproachLOS:         *                *                D                *
*******************************************************************************
Note: Queue reported is the number of cars per lane.
*******************************************************************************
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Folsom South of US-50 Annexation
Existing Plus NFA AM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #69 Grant Line Road / Kiefer Boulevard

Cycle (sec): 100 Critical Vol./Cap. (X): 0.809
Loss Time (sec): 0 Average Delay (sec/veh): 18.4
Optimal Cycle: 0 Level Of Service: C

| 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 | 0 | 0 | 0 | 0 |
| Lanes: | 0 | 0 | 1! | 0 0 | 0 | 0 | 1! | 0 0 | 0 | 0 | 1! | 0 0 | 0 | 0 | 1! | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 9 | 570 | 18 | 20 | 246 | 1 | 1 | 1 | 1 | 15 | 0 | 200 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 9 | 570 | 18 | 20 | 246 | 1 | 1 | 1 | 1 | 15 | 0 | 200 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Volume: | 9 | 570 | 18 | 20 | 246 | 1 | 1 | 1 | 1 | 15 | 0 | 200 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 9 | 570 | 18 | 20 | 246 | 1 | 1 | 1 | 1 | 15 | 0 | 200 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| 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: | 9 | 570 | 18 | 20 | 246 | 1 | 1 | 1 | 1 | 15 | 0 | 200 | | | | |
| 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: | 0.02 | 0.95 | 0.03 | 0.07 | 0.92 | 0.01 | 0.34 | 0.33 | 0.33 | 0.07 | 0.00 | 0.93 | | | | |
| Final Sat.: | 11 | 704 | 22 | 50 | 610 | 2 | 170 | 170 | 170 | 43 | 0 | 580 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.81 | 0.81 | 0.81 | 0.40 | 0.40 | 0.40 | 0.01 | 0.01 | 0.01 | 0.34 | xxxx | 0.34 | | | | |
| Crit Moves: | | **** | | | | **** | **** | | | **** | | | | | | |
| Delay/Veh: | 24.2 | 24.2 | 24.2 | 11.5 | 11.5 | 11.5 | 9.2 | 9.2 | 9.2 | 10.8 | 0.0 | 10.8 | | | | |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| AdjDel/Veh: | 24.2 | 24.2 | 24.2 | 11.5 | 11.5 | 11.5 | 9.2 | 9.2 | 9.2 | 10.8 | 0.0 | 10.8 | | | | |
| LOS by Move: | C | C | C | B | B | B | A | A | A | B | * | B | | | | |
| ApproachDel: | 24.2 | | | 11.5 | | | 9.2 | | | 10.8 | | | | | | |
| Delay Adj: | 1.00 | | | 1.00 | | | 1.00 | | | 1.00 | | | | | | |
| ApprAdjDel: | 24.2 | | | 11.5 | | | 9.2 | | | 10.8 | | | | | | |
| LOS by Appr: | C | | | B | | | A | | | B | | | | | | |
| AllWayAvgQ: | 3.4 | 3.4 | 3.4 | 0.6 | 0.6 | 0.6 | 0.0 | 0.0 | 0.0 | 0.4 | 0.4 | 0.4 | | | | |

Note: Queue reported is the number of cars per lane.





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Folsom South of US-50 Annexation
Existing Plus NFA AM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #83 White Rock Rd/ Carson Crossing Rd

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: D[ 25.5]

| 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 | 0 | 0 | 0 | 1 0 | 1 | 0 | 1 | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 14 | 0 | 8 | 0 | 0 | 0 | 0 | 656 | 14 | 2 | 502 | 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: | 14 | 0 | 8 | 0 | 0 | 0 | 0 | 656 | 14 | 2 | 502 | 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: | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | 0.84 | | | | |
| PHF Volume: | 17 | 0 | 10 | 0 | 0 | 0 | 0 | 781 | 17 | 2 | 598 | 0 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| FinalVolume: | 17 | 0 | 10 | 0 | 0 | 0 | 0 | 781 | 17 | 2 | 598 | 0 | | | | |
| Critical Gap Module: | | | | | | | | | | | | | | | | |
| Critical Gp: | 6.4 | 6.5 | 6.2 | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 4.1 | xxxx | xxxxx | | | | |
| FollowUpTim: | 3.5 | 4.0 | 3.3 | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 2.2 | xxxx | xxxxx | | | | |
| Capacity Module: | | | | | | | | | | | | | | | | |
| Cnflict Vol: | 1392 | 1392 | 789 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 798 | xxxx | xxxxx | | | | |
| Potent Cap.: | 158 | 143 | 394 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 834 | xxxx | xxxxx | | | | |
| Move Cap.: | 158 | 143 | 394 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 834 | xxxx | xxxxx | | | | |
| Volume/Cap: | 0.11 | 0.00 | 0.02 | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | 0.00 | xxxx | xxxx | | | | |
| Level Of Service Module: | | | | | | | | | | | | | | | | |
| 2Way95thQ: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 0.0 | xxxx | xxxxx | | | | |
| Control Del: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 9.3 | xxxx | xxxxx | | | | |
| LOS by Move: | * | * | * | * | * | * | * | * | * | A | * | * | | | | |
| Movement: | LT - LTR - RT | | | | LT - LTR - RT | | | | LT - LTR - RT | | | | LT - LTR - RT | | | |
| Shared Cap.: | xxxx | 202 | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | | |
| SharedQueue: | xxxxx | 0.4 | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | | |
| Shrd ConDel: | xxxxx | 25.5 | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | | |
| Shared LOS: | * | D | * | * | * | * | * | * | * | * | * | * | | | | |
| ApproachDel: | 25.5 | | | xxxxxx | | | xxxxxx | | | xxxxxx | | | | | | |
| ApproachLOS: | D | | | * | | | * | | | * | | | | | | |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Existing Plus NFA AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #84 White Rock Rd/ Stonebriar Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.471
Loss Time (sec): 12 Average Delay (sec/veh): 18.8
Optimal Cycle: 39 Level of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | L | - T | - R | L | - T | - R | L | - T | - R |
| Control: | Protected | | | Protected | | | Split Phase | | | Split Phase | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 | 0 | 0 1 | 0 | 1 | 0 1 | 1 | 0 | 0 1 | 0 | 0 | 1! 0 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 74 | 492 | 1 | 68 | 427 | 15 | 56 | 1 | 56 | 13 | 1 | 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: | 74 | 492 | 1 | 68 | 427 | 15 | 56 | 1 | 56 | 13 | 1 | 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: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 83 | 553 | 1 | 76 | 480 | 17 | 63 | 1 | 63 | 15 | 1 | 42 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 83 | 553 | 1 | 76 | 480 | 17 | 63 | 1 | 63 | 15 | 1 | 42 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 83 | 553 | 1 | 76 | 480 | 17 | 63 | 1 | 63 | 15 | 1 | 42 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.93 | 0.98 | 0.98 | 0.93 | 0.98 | 0.83 | 0.95 | 0.85 | 0.85 | 0.89 | 0.89 | 0.89 |
| Lanes: | 1.00 | 0.99 | 0.01 | 1.00 | 1.00 | 1.00 | 1.00 | 0.02 | 0.98 | 0.25 | 0.02 | 0.73 |
| Final Sat.: | 1769 | 1858 | 4 | 1769 | 1862 | 1583 | 1805 | 28 | 1592 | 431 | 33 | 1227 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.05 | 0.30 | 0.30 | 0.04 | 0.26 | 0.01 | 0.03 | 0.04 | 0.04 | 0.03 | 0.03 | 0.03 |
| Crit Moves: | | **** | | **** | | | | **** | | | **** | |
| Green/Cycle: | 0.11 | 0.63 | 0.63 | 0.09 | 0.61 | 0.61 | 0.08 | 0.08 | 0.08 | 0.07 | 0.07 | 0.07 |
| Volume/Cap: | 0.42 | 0.47 | 0.47 | 0.47 | 0.42 | 0.02 | 0.42 | 0.47 | 0.47 | 0.47 | 0.47 | 0.47 |
| Delay/Veh: | 42.8 | 9.9 | 9.9 | 45.3 | 10.4 | 7.6 | 45.3 | 46.2 | 46.2 | 47.4 | 47.4 | 47.4 |
| 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: | 42.8 | 9.9 | 9.9 | 45.3 | 10.4 | 7.6 | 45.3 | 46.2 | 46.2 | 47.4 | 47.4 | 47.4 |
| LOS by Move: | D | A | A | D | B | A | D | D | D | D | D | D |
| HCM2kAvgQ: | 3 | 9 | 9 | 3 | 8 | 0 | 2 | 2 | 2 | 2 | 2 | 2 |

Note: Queue reported is the number of cars per lane.





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Folsom South of US-50 Annexation
Existing Plus NFA AM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #85 White Rock Rd/ Windfield Way

Average Delay (sec/veh): 3.7 Worst Case Level Of Service: D[ 33.0]

| 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 | 0 | 1 1 0 | 1 | 0 | 2 0 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 54 | 0 | 54 | 0 | 0 | 0 | 0 | 382 | 312 | 164 | 452 | 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: | 54 | 0 | 54 | 0 | 0 | 0 | 0 | 382 | 312 | 164 | 452 | 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: | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |
| PHF Volume: | 59 | 0 | 59 | 0 | 0 | 0 | 0 | 420 | 343 | 180 | 497 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 59 | 0 | 59 | 0 | 0 | 0 | 0 | 420 | 343 | 180 | 497 | 0 |
| Critical Gap Module: | | | | | | | | | | | | |
| Critical Gp: | 6.8 | 6.5 | 6.9 | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 4.1 | xxxx | xxxxx |
| FollowUpTim: | 3.5 | 4.0 | 3.3 | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 2.2 | xxxx | xxxxx |
| Capacity Module: | | | | | | | | | | | | |
| Cnflict Vol: | 1200 | 1448 | 381 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 763 | xxxx | xxxxx |
| Potent Cap.: | 181 | 132 | 622 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 859 | xxxx | xxxxx |
| Move Cap.: | 151 | 105 | 622 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 859 | xxxx | xxxxx |
| Volume/Cap: | 0.39 | 0.00 | 0.10 | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | 0.21 | xxxx | xxxx |
| Level Of Service Module: | | | | | | | | | | | | |
| 2Way95thQ: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 0.8 | xxxx | xxxxx |
| Control Del: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 10.3 | xxxx | xxxxx |
| LOS by Move: | * | * | * | * | * | * | * | * | * | B | * | * |
| Movement: | LT - | LTR - | RT | LT - | LTR - | RT | LT - | LTR - | RT | LT - | LTR - | RT |
| Shared Cap.: | xxxx | 244 | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| SharedQueue: | xxxxx | 2.5 | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| Shrd ConDel: | xxxxx | 33.0 | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| Shared LOS: | * | D | * | * | * | * | * | * | * | * | * | * |
| ApproachDel: | 33.0 | | | xxxxxx | | | xxxxxx | | | xxxxxx | | |
| ApproachLOS: | D | | | * | | | * | | | * | | |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Existing Plus NFA AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #86 White Rock Rd/ Latrobe Rd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.550
Loss Time (sec): 12 Average Delay (sec/veh): 29.2
Optimal Cycle: 45 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Include | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 4 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 1 | 1 0 | 2 | 0 | 2 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 59 | 364 | 68 | | 72 | 1074 | 465 | | 264 | 84 | 16 | | 164 | 266 | 226 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 59 | 364 | 68 | | 72 | 1074 | 465 | | 264 | 84 | 16 | | 164 | 266 | 226 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 66 | 409 | 76 | | 81 | 1207 | 522 | | 297 | 94 | 18 | | 184 | 299 | 254 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 66 | 409 | 76 | | 81 | 1207 | 522 | | 297 | 94 | 18 | | 184 | 299 | 254 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 66 | 409 | 76 | | 81 | 1207 | 522 | | 297 | 94 | 18 | | 184 | 299 | 254 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.93 | 0.89 | 0.83 | | 0.90 | 0.89 | 0.83 | | 0.90 | 0.91 | 0.91 | | 0.92 | 0.95 | 0.85 | |
| Lanes: | 1.00 | 4.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 1.68 | 0.32 | | 2.00 | 2.00 | 1.00 | |
| Final Sat.: | 1769 | 6778 | 1583 | | 3432 | 5083 | 1583 | | 3432 | 2900 | 552 | | 3502 | 3610 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.06 | 0.05 | | 0.02 | 0.24 | 0.33 | | 0.09 | 0.03 | 0.03 | | 0.05 | 0.08 | 0.16 | |
| Crit Moves: | **** | | | | | **** | | | **** | | | | | | **** | |
| Green/Cycle: | 0.07 | 0.36 | 0.61 | | 0.14 | 0.43 | 0.59 | | 0.16 | 0.15 | 0.15 | | 0.25 | 0.24 | 0.38 | |
| Volume/Cap: | 0.55 | 0.17 | 0.08 | | 0.17 | 0.55 | 0.56 | | 0.55 | 0.21 | 0.21 | | 0.21 | 0.34 | 0.41 | |
| Delay/Veh: | 59.5 | 26.2 | 9.8 | | 45.6 | 25.7 | 15.9 | | 47.9 | 44.7 | 44.7 | | 36.0 | 37.7 | 27.5 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 59.5 | 26.2 | 9.8 | | 45.6 | 25.7 | 15.9 | | 47.9 | 44.7 | 44.7 | | 36.0 | 37.7 | 27.5 | |
| LOS by Move: | E | C | A | | D | C | B | | D | D | D | | D | D | C | |
| HCM2kAvgQ: | 3 | 3 | 1 | | 1 | 12 | 12 | | 5 | 2 | 2 | | 3 | 5 | 7 | |

Note: Queue reported is the number of cars per lane.





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Folsom South of US-50 Annexation
Existing Plus NFA AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #87 White Rock Rd/ Valley View Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.474
Loss Time (sec): 12 Average Delay (sec/veh): 16.8
Optimal Cycle: 39 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Split Phase | | | | Split Phase | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 0 | 1 0 | 1 | 0 | 0 | 1 0 | 1 | 0 | 0 | 1 0 | 1 | 0 | 0 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 130 | 10 | 43 | | 11 | 11 | 11 | | 8 | 171 | 57 | | 23 | 481 | 34 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 130 | 10 | 43 | | 11 | 11 | 11 | | 8 | 171 | 57 | | 23 | 481 | 34 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.87 | 0.87 | 0.87 | | 0.87 | 0.87 | 0.87 | | 0.87 | 0.87 | 0.87 | | 0.87 | 0.87 | 0.87 | |
| PHF Volume: | 149 | 11 | 49 | | 13 | 13 | 13 | | 9 | 197 | 66 | | 26 | 553 | 39 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 149 | 11 | 49 | | 13 | 13 | 13 | | 9 | 197 | 66 | | 26 | 553 | 39 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 149 | 11 | 49 | | 13 | 13 | 13 | | 9 | 197 | 66 | | 26 | 553 | 39 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.88 | 0.88 | | 0.95 | 0.93 | 0.93 | | 0.95 | 0.96 | 0.96 | | 0.95 | 0.99 | 0.99 | |
| Lanes: | 1.00 | 0.19 | 0.81 | | 1.00 | 0.50 | 0.50 | | 1.00 | 0.75 | 0.25 | | 1.00 | 0.93 | 0.07 | |
| Final Sat.: | 1805 | 315 | 1353 | | 1805 | 879 | 879 | | 1805 | 1372 | 457 | | 1805 | 1757 | 124 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.08 | 0.04 | 0.04 | | 0.01 | 0.01 | 0.01 | | 0.01 | 0.14 | 0.14 | | 0.01 | 0.31 | 0.31 | |
| Crit Moves: | **** | | | | | **** | | | **** | | | | | **** | | |
| Green/Cycle: | 0.17 | 0.17 | 0.17 | | 0.03 | 0.03 | 0.03 | | 0.01 | 0.61 | 0.61 | | 0.06 | 0.66 | 0.66 | |
| Volume/Cap: | 0.47 | 0.21 | 0.21 | | 0.23 | 0.47 | 0.47 | | 0.47 | 0.23 | 0.23 | | 0.23 | 0.47 | 0.47 | |
| Delay/Veh: | 38.3 | 35.7 | 35.7 | | 49.5 | 54.2 | 54.2 | | 66.3 | 8.9 | 8.9 | | 45.7 | 8.5 | 8.5 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 38.3 | 35.7 | 35.7 | | 49.5 | 54.2 | 54.2 | | 66.3 | 8.9 | 8.9 | | 45.7 | 8.5 | 8.5 | |
| LOS by Move: | D | D | D | | D | D | D | | E | A | A | | D | A | A | |
| HCM2kAvgQ: | 5 | 2 | 2 | | 1 | 1 | 1 | | 0 | 4 | 4 | | 1 | 9 | 9 | |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Existing Plus NFA AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #88 El Dorado Hills Blvd/Serrano Prky

Cycle (sec): 100 Critical Vol./Cap. (X): 0.829
Loss Time (sec): 12 Average Delay (sec/veh): 31.6
Optimal Cycle: 84 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Split Phase | | | | Split Phase | | | |
| Rights: | Ignore | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 2 | 0 1 | 1 | 0 | 1 | 1 0 | 1 | 0 | 0 | 1 0 | 1 | 0 | 1! | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 40 | 533 | 247 | | 85 | 1256 | 18 | | 17 | 17 | 81 | | 650 | 16 | 45 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 40 | 533 | 247 | | 85 | 1256 | 18 | | 17 | 17 | 81 | | 650 | 16 | 45 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 45 | 599 | 0 | | 96 | 1411 | 20 | | 19 | 19 | 91 | | 730 | 18 | 51 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 45 | 599 | 0 | | 96 | 1411 | 20 | | 19 | 19 | 91 | | 730 | 18 | 51 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 45 | 599 | 0 | | 96 | 1411 | 20 | | 19 | 19 | 91 | | 730 | 18 | 51 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.95 | 1.00 | | 0.95 | 0.95 | 0.95 | | 0.95 | 0.88 | 0.88 | | 0.95 | 0.95 | 0.95 | |
| Lanes: | 1.00 | 2.00 | 1.00 | | 1.00 | 1.97 | 0.03 | | 1.00 | 0.17 | 0.83 | | 1.84 | 0.04 | 0.12 | |
| Final Sat.: | 1805 | 3610 | 1900 | | 1805 | 3552 | 51 | | 1805 | 289 | 1376 | | 3316 | 75 | 210 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.17 | 0.00 | | 0.05 | 0.40 | 0.40 | | 0.01 | 0.07 | 0.07 | | 0.22 | 0.24 | 0.24 | |
| Crit Moves: | **** | | | | **** | | | | **** | | | | | | **** | |
| Green/Cycle: | 0.03 | 0.39 | 0.00 | | 0.12 | 0.48 | 0.48 | | 0.08 | 0.08 | 0.08 | | 0.29 | 0.29 | 0.29 | |
| Volume/Cap: | 0.83 | 0.43 | 0.00 | | 0.43 | 0.83 | 0.83 | | 0.13 | 0.83 | 0.83 | | 0.76 | 0.83 | 0.83 | |
| Delay/Veh: | 112.0 | 22.8 | 0.0 | | 41.9 | 26.0 | 26.0 | | 43.2 | 78.6 | 78.6 | | 35.5 | 39.2 | 39.2 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 112.0 | 22.8 | 0.0 | | 41.9 | 26.0 | 26.0 | | 43.2 | 78.6 | 78.6 | | 35.5 | 39.2 | 39.2 | |
| LOS by Move: | F | C | A | | D | C | C | | D | E | E | | D | D | D | |
| HCM2kAvgQ: | 2 | 7 | 0 | | 3 | 22 | 22 | | 1 | 6 | 6 | | 13 | 15 | 15 | |

Note: Queue reported is the number of cars per lane.





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Folsom South of US-50 Annexation
Existing Plus NFA AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #89 El Dorado Hills Blvd/Saratoga Way

Cycle (sec): 100 Critical Vol./Cap. (X): 0.662
Loss Time (sec): 12 Average Delay (sec/veh): 22.7
Optimal Cycle: 55 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Split Phase | | | | Split Phase | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 2 | 1 0 | 1 | 0 | 1 | 1 0 | 1 | 1 | 0 | 0 1 | 1 | 0 | 0 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 68 | 679 | 50 | | 200 | 1362 | 7 | | 15 | 18 | 150 | | 48 | 11 | 61 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 68 | 679 | 50 | | 200 | 1362 | 7 | | 15 | 18 | 150 | | 48 | 11 | 61 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.95 | 0.95 | 0.95 | | 0.95 | 0.95 | 0.95 | | 0.95 | 0.95 | 0.95 | | 0.95 | 0.95 | 0.95 | |
| PHF Volume: | 72 | 715 | 53 | | 211 | 1434 | 7 | | 16 | 19 | 158 | | 51 | 12 | 64 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 72 | 715 | 53 | | 211 | 1434 | 7 | | 16 | 19 | 158 | | 51 | 12 | 64 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 72 | 715 | 53 | | 211 | 1434 | 7 | | 16 | 19 | 158 | | 51 | 12 | 64 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.90 | 0.90 | | 0.95 | 0.95 | 0.95 | | 0.98 | 0.98 | 0.85 | | 0.95 | 0.87 | 0.87 | |
| Lanes: | 1.00 | 2.79 | 0.21 | | 1.00 | 1.99 | 0.01 | | 1.00 | 1.00 | 1.00 | | 1.00 | 0.15 | 0.85 | |
| Final Sat.: | 1805 | 4783 | 352 | | 1805 | 3588 | 18 | | 1858 | 1858 | 1615 | | 1805 | 253 | 1405 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.15 | 0.15 | | 0.12 | 0.40 | 0.40 | | 0.01 | 0.01 | 0.10 | | 0.03 | 0.05 | 0.05 | |
| Crit Moves: | **** | | | | **** | | | | | | **** | | | | **** | |
| Green/Cycle: | 0.06 | 0.37 | 0.37 | | 0.29 | 0.60 | 0.60 | | 0.15 | 0.15 | 0.15 | | 0.07 | 0.07 | 0.07 | |
| Volume/Cap: | 0.66 | 0.40 | 0.40 | | 0.40 | 0.66 | 0.66 | | 0.06 | 0.07 | 0.66 | | 0.41 | 0.66 | 0.66 | |
| Delay/Veh: | 60.3 | 23.3 | 23.3 | | 29.0 | 13.9 | 13.9 | | 36.7 | 36.8 | 47.1 | | 46.7 | 59.0 | 59.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 60.3 | 23.3 | 23.3 | | 29.0 | 13.9 | 13.9 | | 36.7 | 36.8 | 47.1 | | 46.7 | 59.0 | 59.0 | |
| LOS by Move: | E | C | C | | C | B | B | | D | D | D | | D | E | E | |
| HCM2kAvgQ: | 2 | 6 | 6 | | 5 | 15 | 15 | | 0 | 1 | 6 | | 2 | 4 | 4 | |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Existing Plus NFA AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #90 El Dorado Hills Blvd/Park Drive

Cycle (sec): 100 Critical Vol./Cap. (X): 0.484
Loss Time (sec): 9 Average Delay (sec/veh): 11.5
Optimal Cycle: 33 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - | R | L | - T | - | R | L | - T | - | R | L | - T | - | R |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 2 | 1 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 816 | 152 | | 62 | 1658 | 0 | | 0 | 0 | | 0 | 226 | | 0 | 38 |
| Growth Adj: | 1.00 | 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 | 816 | 152 | | 62 | 1658 | 0 | | 0 | 0 | | 0 | 226 | | 0 | 38 |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 |
| PHF Adj: | 0.95 | 0.95 | 0.95 | | 0.95 | 0.95 | 0.95 | | 0.95 | 0.95 | | 0.95 | 0.95 | | 0.95 | 0.95 |
| PHF Volume: | 0 | 859 | 160 | | 65 | 1745 | 0 | | 0 | 0 | | 0 | 238 | | 0 | 40 |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 |
| Reduced Vol: | 0 | 859 | 160 | | 65 | 1745 | 0 | | 0 | 0 | | 0 | 238 | | 0 | 40 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 |
| FinalVolume: | 0 | 859 | 160 | | 65 | 1745 | 0 | | 0 | 0 | | 0 | 238 | | 0 | 40 |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | | 1900 | 1900 | | 1900 | 1900 |
| Adjustment: | 1.00 | 0.89 | 0.89 | | 0.95 | 0.91 | 1.00 | | 1.00 | 1.00 | | 1.00 | 0.60 | | 1.00 | 0.85 |
| Lanes: | 0.00 | 2.53 | 0.47 | | 1.00 | 3.00 | 0.00 | | 0.00 | 0.00 | | 0.00 | 2.00 | | 0.00 | 1.00 |
| Final Sat.: | 0 | 4268 | 795 | | 1805 | 5187 | 0 | | 0 | 0 | | 0 | 2293 | | 0 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.20 | 0.20 | | 0.04 | 0.34 | 0.00 | | 0.00 | 0.00 | | 0.00 | 0.10 | | 0.00 | 0.02 |
| Crit Moves: | **** | | | | | **** | | | | | | | **** | | | |
| Green/Cycle: | 0.00 | 0.59 | 0.59 | | 0.11 | 0.70 | 0.00 | | 0.00 | 0.00 | | 0.00 | 0.21 | | 0.00 | 0.21 |
| Volume/Cap: | 0.00 | 0.34 | 0.34 | | 0.34 | 0.48 | 0.00 | | 0.00 | 0.00 | | 0.00 | 0.48 | | 0.00 | 0.12 |
| Delay/Veh: | 0.0 | 10.6 | 10.6 | | 42.5 | 7.1 | 0.0 | | 0.0 | 0.0 | | 0.0 | 35.2 | | 0.0 | 31.8 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 10.6 | 10.6 | | 42.5 | 7.1 | 0.0 | | 0.0 | 0.0 | | 0.0 | 35.2 | | 0.0 | 31.8 |
| LOS by Move: | A | B | B | | D | A | A | | A | A | | A | D | | A | C |
| HCM2kAvgQ: | 0 | 6 | 6 | | 2 | 9 | 0 | | 0 | 0 | | 0 | 4 | | 0 | 1 |

Note: Queue reported is the number of cars per lane.





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Folsom South of US-50 Annexation
Existing Plus NFA AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #91 Latrobe Rd/ Town Center Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.423
Loss Time (sec): 12 Average Delay (sec/veh): 15.9
Optimal Cycle: 36 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - | R | L | - T | - | R | L | - T | - | R | L | - T | - | R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 3 | 0 | 1 | 2 | 0 | 3 | 0 | 1 | 2 | 0 | 1 | 1 | 0 | 1 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | | | |
| Base Vol: | 59 | 757 | 67 | | 506 | 1416 | 394 | | 23 | 4 | | 7 | 86 | | 64 | 280 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 |
| Initial Bse: | 59 | 757 | 67 | | 506 | 1416 | 394 | | 23 | 4 | | 7 | 86 | | 64 | 280 |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 |
| PHF Adj: | 0.93 | 0.93 | 0.93 | | 0.93 | 0.93 | 0.93 | | 0.93 | 0.93 | | 0.93 | 0.93 | | 0.93 | 0.93 |
| PHF Volume: | 63 | 814 | 72 | | 544 | 1523 | 424 | | 25 | 4 | | 8 | 92 | | 69 | 301 |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 |
| Reduced Vol: | 63 | 814 | 72 | | 544 | 1523 | 424 | | 25 | 4 | | 8 | 92 | | 69 | 301 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 |
| 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: | 63 | 814 | 72 | | 544 | 1523 | 424 | | 25 | 4 | | 8 | 92 | | 69 | 301 |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | | 1900 | 1900 | | 1900 | 1900 |
| Adjustment: | 0.90 | 0.89 | 0.83 | | 0.90 | 0.89 | 0.83 | | 0.92 | 0.86 | | 0.86 | 0.95 | | 1.00 | 0.85 |
| Lanes: | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 |
| Final Sat.: | 3432 | 5083 | 1583 | | 3432 | 5083 | 1583 | | 3502 | 1634 | | 1634 | 1805 | | 1900 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.16 | 0.05 | | 0.16 | 0.30 | 0.27 | | 0.01 | 0.00 | | 0.00 | 0.05 | | 0.04 | 0.19 |
| Crit Moves: | | **** | | | **** | | | | | **** | | | **** | | | |
| Green/Cycle: | 0.04 | 0.38 | 0.38 | | 0.37 | 0.71 | 0.71 | | 0.02 | 0.01 | | 0.01 | 0.12 | | 0.11 | 0.48 |
| Volume/Cap: | 0.42 | 0.42 | 0.12 | | 0.42 | 0.42 | 0.38 | | 0.34 | 0.42 | | 0.74 | 0.42 | | 0.34 | 0.39 |
| Delay/Veh: | 48.5 | 23.2 | 20.3 | | 23.5 | 6.1 | 6.0 | | 51.1 | 59.5 | | 152.1 | 42.0 | | 42.4 | 16.9 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 |
| AdjDel/Veh: | 48.5 | 23.2 | 20.3 | | 23.5 | 6.1 | 6.0 | | 51.1 | 59.5 | | 152.1 | 42.0 | | 42.4 | 16.9 |
| LOS by Move: | D | C | C | | C | A | A | | D | E | | F | D | | D | B |
| HCM2kAvgQ: | 1 | 7 | 1 | | 6 | 7 | 5 | | 1 | 1 | | 1 | 3 | | 2 | 6 |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Existing Plus NFA AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #92 Hazel Blvd/ Tributary- WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.824
Loss Time (sec): 9 Average Delay (sec/veh): 29.0
Optimal Cycle: 74 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Permitted | | | Permitted | | |
| Rights: | Ignore | | | Ovl | | | Ovl | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 0 | 3 0 | 1 | 0 0 | 3 0 | 1 | 0 0 | 0 0 | 1 | 1 0 | 0 1 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 360 | 513 | 339 | 0 | 1434 | 158 | 0 | 0 | 295 | 84 | 83 | 551 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 360 | 513 | 339 | 0 | 1434 | 158 | 0 | 0 | 295 | 84 | 83 | 551 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | 0.00 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 404 | 576 | 0 | 0 | 1611 | 178 | 0 | 0 | 331 | 94 | 93 | 619 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 404 | 576 | 0 | 0 | 1611 | 178 | 0 | 0 | 331 | 94 | 93 | 619 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 404 | 576 | 0 | 0 | 1611 | 178 | 0 | 0 | 331 | 94 | 93 | 619 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.91 | 1.00 | 1.00 | 0.91 | 0.85 | 1.00 | 1.00 | 0.87 | 0.78 | 0.87 | 0.87 |
| Lanes: | 1.00 | 3.00 | 1.00 | 0.00 | 3.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 | 0.26 | 1.74 |
| Final Sat.: | 1805 | 5187 | 1900 | 0 | 5187 | 1615 | 0 | 0 | 1644 | 1484 | 433 | 2873 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.22 | 0.11 | 0.00 | 0.00 | 0.31 | 0.11 | 0.00 | 0.00 | 0.20 | 0.06 | 0.22 | 0.22 |
| Crit Moves: | **** | | | | **** | | | | | | **** | |
| Green/Cycle: | 0.27 | 0.65 | 0.00 | 0.00 | 0.38 | 0.38 | 0.00 | 0.00 | 0.53 | 0.26 | 0.26 | 0.26 |
| Volume/Cap: | 0.82 | 0.17 | 0.00 | 0.00 | 0.82 | 0.29 | 0.00 | 0.00 | 0.38 | 0.24 | 0.82 | 0.82 |
| Delay/Veh: | 45.1 | 7.0 | 0.0 | 0.0 | 31.2 | 22.1 | 0.0 | 0.0 | 13.9 | 29.5 | 41.3 | 41.3 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 45.1 | 7.0 | 0.0 | 0.0 | 31.2 | 22.1 | 0.0 | 0.0 | 13.9 | 29.5 | 41.3 | 41.3 |
| LOS by Move: | D | A | A | A | C | C | A | A | B | C | D | D |
| HCM2kAvgQ: | 12 | 2 | 0 | 0 | 16 | 4 | 0 | 0 | 6 | 2 | 13 | 13 |

Note: Queue reported is the number of cars per lane.





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Folsom South of US-50 Annexation
Existing Plus NFA AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #93 Hazel Ave/ EB US-50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.626
Loss Time (sec): 9 Average Delay (sec/veh): 20.6
Optimal Cycle: 43 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Permitted | | | Permitted | | |
| Rights: | Ignore | | | Ignore | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 0 0 | 2 0 | 1 | 0 0 | 2 0 | 1 | 1 0 | 1! 0 | 1 | 0 0 | 0 0 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 443 | 76 | 0 | 710 | 995 | 787 | 0 | 136 | 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 | 443 | 76 | 0 | 710 | 995 | 787 | 0 | 136 | 0 | 0 | 0 |
| User Adj: | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | 0.00 | 0.89 | 0.89 | 0.00 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 0 | 0 | 0 | 0 | 798 | 0 | 884 | 0 | 153 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 0 | 798 | 0 | 884 | 0 | 153 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 0 | 0 | 0 | 798 | 0 | 884 | 0 | 153 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 0.72 | 1.00 | 0.72 | 1.00 | 1.00 | 1.00 |
| Lanes: | 0.00 | 2.00 | 1.00 | 0.00 | 2.00 | 1.00 | 1.85 | 0.00 | 1.15 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 0 | 3610 | 1900 | 0 | 3610 | 1900 | 2537 | 0 | 1571 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.00 | 0.22 | 0.00 | 0.35 | 0.00 | 0.10 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | | | | | **** | | **** | | | | | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | 0.00 | 0.35 | 0.00 | 0.56 | 0.00 | 0.56 | 0.00 | 0.00 | 0.00 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.00 | 0.63 | 0.00 | 0.63 | 0.00 | 0.17 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 0.0 | 27.8 | 0.0 | 15.8 | 0.0 | 10.9 | 0.0 | 0.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 0.0 | 27.8 | 0.0 | 15.8 | 0.0 | 10.9 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | A | A | A | A | C | A | B | A | B | A | A | A |
| HCM2kAvgQ: | 0 | 0 | 0 | 0 | 10 | 0 | 11 | 0 | 2 | 0 | 0 | 0 |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Existing Plus NFA AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #94 Folsom Blvd/ WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.456
Loss Time (sec): 9 Average Delay (sec/veh): 8.0
Optimal Cycle: 32 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Ignore | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 3 | 0 0 | 0 | 0 | 3 | 0 1 | 1 | 0 | 1! | 0 1 | 0 | 0 | 0 | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 4 | 1303 | 0 | 0 | 1533 | 1482 | 83 | 0 | 174 | 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: | 4 | 1303 | 0 | 0 | 1533 | 1482 | 83 | 0 | 174 | 0 | 0 | 0 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.00 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | | | | |
| PHF Volume: | 4 | 1464 | 0 | 0 | 1722 | 0 | 93 | 0 | 196 | 0 | 0 | 0 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 4 | 1464 | 0 | 0 | 1722 | 0 | 93 | 0 | 196 | 0 | 0 | 0 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| FinalVolume: | 4 | 1464 | 0 | 0 | 1722 | 0 | 93 | 0 | 196 | 0 | 0 | 0 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 0.95 | 0.91 | 1.00 | 1.00 | 0.91 | 1.00 | 0.76 | 1.00 | 0.76 | 1.00 | 1.00 | 1.00 | | | | |
| Lanes: | 1.00 | 3.00 | 0.00 | 0.00 | 3.00 | 1.00 | 1.32 | 0.00 | 1.68 | 0.00 | 0.00 | 0.00 | | | | |
| Final Sat.: | 1805 | 5187 | 0 | 0 | 5187 | 1900 | 1921 | 0 | 2435 | 0 | 0 | 0 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.28 | 0.00 | 0.00 | 0.33 | 0.00 | 0.05 | 0.00 | 0.08 | 0.00 | 0.00 | 0.00 | | | | |
| Crit Moves: | **** | | | | **** | | | | **** | | | | | | | |
| Green/Cycle: | 0.01 | 0.73 | 0.00 | 0.00 | 0.73 | 0.00 | 0.18 | 0.00 | 0.18 | 0.00 | 0.00 | 0.00 | | | | |
| Volume/Cap: | 0.46 | 0.38 | 0.00 | 0.00 | 0.46 | 0.00 | 0.28 | 0.00 | 0.46 | 0.00 | 0.00 | 0.00 | | | | |
| Delay/Veh: | 79.6 | 5.0 | 0.0 | 0.0 | 5.6 | 0.0 | 35.8 | 0.0 | 37.4 | 0.0 | 0.0 | 0.0 | | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| AdjDel/Veh: | 79.6 | 5.0 | 0.0 | 0.0 | 5.6 | 0.0 | 35.8 | 0.0 | 37.4 | 0.0 | 0.0 | 0.0 | | | | |
| LOS by Move: | E | A | A | A | A | A | D | A | D | A | A | A | | | | |
| HCM2kAvgQ: | 0 | 6 | 0 | 0 | 7 | 0 | 2 | 0 | 4 | 0 | 0 | 0 | | | | |

Note: Queue reported is the number of cars per lane.





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Folsom South of US-50 Annexation
Existing Plus NFA AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #95 Folsom Blvd/ EB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.983
Loss Time (sec): 9 Average Delay (sec/veh): 43.3
Optimal Cycle: 176 Level Of Service: D

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Ignore | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 2 | 0 0 | 0 | 0 | 2 | 0 1 | 3 | 0 | 0 | 0 1 | 0 | 0 | 0 | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 84 | 406 | 0 | 0 | 1481 | 226 | 945 | 0 | 48 | 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: | 84 | 406 | 0 | 0 | 1481 | 226 | 945 | 0 | 48 | 0 | 0 | 0 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.00 | 0.89 | 0.89 | 0.89 | | | | |
| PHF Volume: | 94 | 456 | 0 | 0 | 1664 | 254 | 1062 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 94 | 456 | 0 | 0 | 1664 | 254 | 1062 | 0 | 0 | 0 | 0 | 0 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | | | | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | | | | |
| FinalVolume: | 94 | 456 | 0 | 0 | 1664 | 254 | 1062 | 0 | 0 | 0 | 0 | 0 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 0.95 | 0.95 | 1.00 | 1.00 | 0.95 | 0.85 | 0.49 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Lanes: | 1.00 | 2.00 | 0.00 | 0.00 | 2.00 | 1.00 | 3.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | | | | |
| Final Sat.: | 1805 | 3610 | 0 | 0 | 3610 | 1615 | 2787 | 0 | 1900 | 0 | 0 | 0 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.05 | 0.13 | 0.00 | 0.00 | 0.46 | 0.16 | 0.38 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | | | |
| Crit Moves: | **** | | | | **** | | **** | | | | | | | | | |
| Green/Cycle: | 0.05 | 0.52 | 0.00 | 0.00 | 0.47 | 0.47 | 0.39 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | | | |
| Volume/Cap: | 0.98 | 0.24 | 0.00 | 0.00 | 0.98 | 0.34 | 0.98 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | | | |
| Delay/Veh: | 133.3 | 13.1 | 0.0 | 0.0 | 44.0 | 17.0 | 53.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| AdjDel/Veh: | 133.3 | 13.1 | 0.0 | 0.0 | 44.0 | 17.0 | 53.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | |
| LOS by Move: | F | B | A | A | D | B | D | A | A | A | A | A | | | | |
| HCM2kAvgQ: | 6 | 4 | 0 | 0 | 31 | 5 | 14 | 0 | 0 | 0 | 0 | 0 | | | | |

Note: Queue reported is the number of cars per lane.

AM Existing Plus NFA Thu May 7, 2009 15:49:11 Page 81-1

Folsom South of US-50 Annexation
Existing Plus NFA AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #96 Prairie City/ WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.883
Loss Time (sec): 6 Average Delay (sec/veh): 27.5
Optimal Cycle: 85 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Ignore | | | | Ignore | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1502 | 356 | | 0 | 528 | 38 | | 0 | 0 | 0 | | 79 | 0 | 1083 | |
| Growth Adj: | 1.00 | 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 | 1502 | 356 | | 0 | 528 | 38 | | 0 | 0 | 0 | | 79 | 0 | 1083 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.96 | 0.96 | 0.00 | | 0.96 | 0.96 | 0.00 | | 0.96 | 0.96 | 0.96 | | 0.96 | 0.96 | 0.96 | |
| PHF Volume: | 0 | 1565 | 0 | | 0 | 550 | 0 | | 0 | 0 | 0 | | 82 | 0 | 1128 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 1565 | 0 | | 0 | 550 | 0 | | 0 | 0 | 0 | | 82 | 0 | 1128 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 1565 | 0 | | 0 | 550 | 0 | | 0 | 0 | 0 | | 82 | 0 | 1128 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.95 | 1.00 | | 1.00 | 0.95 | 1.00 | | 1.00 | 1.00 | 1.00 | | 0.64 | 1.00 | 0.75 | |
| Lanes: | 0.00 | 2.00 | 1.00 | | 0.00 | 2.00 | 1.00 | | 0.00 | 0.00 | 0.00 | | 2.00 | 0.00 | 2.00 | |
| Final Sat.: | 0 | 3610 | 1900 | | 0 | 3610 | 1900 | | 0 | 0 | 0 | | 2440 | 0 | 2842 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.43 | 0.00 | | 0.00 | 0.15 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.03 | 0.00 | 0.40 | |
| Crit Moves: | | **** | | | | | | | | | | | | | **** | |
| Green/Cycle: | 0.00 | 0.49 | 0.00 | | 0.00 | 0.49 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.45 | 0.00 | 0.45 | |
| Volume/Cap: | 0.00 | 0.88 | 0.00 | | 0.00 | 0.31 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.08 | 0.00 | 0.88 | |
| Delay/Veh: | 0.0 | 28.5 | 0.0 | | 0.0 | 15.4 | 0.0 | | 0.0 | 0.0 | 0.0 | | 15.7 | 0.0 | 32.7 | |
| 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: | 0.0 | 28.5 | 0.0 | | 0.0 | 15.4 | 0.0 | | 0.0 | 0.0 | 0.0 | | 15.7 | 0.0 | 32.7 | |
| LOS by Move: | A | C | A | | A | B | A | | A | A | A | | B | A | C | |
| HCM2kAvgQ: | 0 | 24 | 0 | | 0 | 5 | 0 | | 0 | 0 | 0 | | 1 | 0 | 21 | |

Note: Queue reported is the number of cars per lane.





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Folsom South of US-50 Annexation
Existing Plus NFA AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #97 Prairie City/ EB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.497
Loss Time (sec): 6 Average Delay (sec/veh): 15.8
Optimal Cycle: 27 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 3 | 0 | 1 | 1 | 1 | 0 | 0 | 2 | |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1291 | 52 | | 0 | 607 | 0 | | 588 | 2 | 158 | | 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 | 1291 | 52 | | 0 | 607 | 0 | | 588 | 2 | 158 | | 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: | 0.91 | 0.91 | 0.91 | | 0.91 | 0.91 | 0.91 | | 0.91 | 0.91 | 0.91 | | 0.91 | 0.91 | 0.91 | |
| PHF Volume: | 0 | 1419 | 57 | | 0 | 667 | 0 | | 646 | 2 | 174 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 1419 | 57 | | 0 | 667 | 0 | | 646 | 2 | 174 | | 0 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 1419 | 57 | | 0 | 667 | 0 | | 646 | 2 | 174 | | 0 | 0 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.91 | 0.85 | | 1.00 | 0.91 | 1.00 | | 0.88 | 0.88 | 0.75 | | 1.00 | 1.00 | 1.00 | |
| Lanes: | 0.00 | 3.00 | 1.00 | | 0.00 | 3.00 | 1.00 | | 1.99 | 0.01 | 2.00 | | 0.00 | 0.00 | 0.00 | |
| Final Sat.: | 0 | 5187 | 1615 | | 0 | 5187 | 1900 | | 3340 | 11 | 2842 | | 0 | 0 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.27 | 0.04 | | 0.00 | 0.13 | 0.00 | | 0.19 | 0.19 | 0.06 | | 0.00 | 0.00 | 0.00 | |
| Crit Moves: | | **** | | | | | | | | **** | | | | | | |
| Green/Cycle: | 0.00 | 0.55 | 0.55 | | 0.00 | 0.55 | 0.00 | | 0.39 | 0.39 | 0.39 | | 0.00 | 0.00 | 0.00 | |
| Volume/Cap: | 0.00 | 0.50 | 0.06 | | 0.00 | 0.23 | 0.00 | | 0.50 | 0.50 | 0.16 | | 0.00 | 0.00 | 0.00 | |
| Delay/Veh: | 0.0 | 14.0 | 10.5 | | 0.0 | 11.6 | 0.0 | | 23.4 | 23.4 | 19.9 | | 0.0 | 0.0 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 14.0 | 10.5 | | 0.0 | 11.6 | 0.0 | | 23.4 | 23.4 | 19.9 | | 0.0 | 0.0 | 0.0 | |
| LOS by Move: | A | B | B | | A | B | A | | C | C | B | | A | A | A | |
| HCM2kAvgQ: | 0 | 10 | 1 | | 0 | 4 | 0 | | 8 | 8 | 2 | | 0 | 0 | 0 | |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Existing Plus NFA AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #98 East Bidwell St/ WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.583
Loss Time (sec): 6 Average Delay (sec/veh): 19.9
Optimal Cycle: 32 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Ignore | | | | Ignore | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 818 | 307 | 0 | 1159 | 232 | 0 | 0 | 0 | 712 | 0 | 768 | | | | |
| Growth Adj: | 1.00 | 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 | 818 | 307 | 0 | 1159 | 232 | 0 | 0 | 0 | 712 | 0 | 768 | | | | |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.99 | 0.99 | 0.00 | 0.99 | 0.99 | 0.00 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | | | | |
| PHF Volume: | 0 | 826 | 0 | 0 | 1171 | 0 | 0 | 0 | 0 | 719 | 0 | 776 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 0 | 826 | 0 | 0 | 1171 | 0 | 0 | 0 | 0 | 719 | 0 | 776 | | | | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| FinalVolume: | 0 | 826 | 0 | 0 | 1171 | 0 | 0 | 0 | 0 | 719 | 0 | 776 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 1.00 | 0.91 | 1.00 | 1.00 | 0.91 | 1.00 | 1.00 | 1.00 | 1.00 | 0.59 | 1.00 | 0.75 | | | | |
| Lanes: | 0.00 | 3.00 | 1.00 | 0.00 | 3.00 | 1.00 | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 2.00 | | | | |
| Final Sat.: | 0 | 5187 | 1900 | 0 | 5187 | 1900 | 0 | 0 | 0 | 2230 | 0 | 2842 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.16 | 0.00 | 0.00 | 0.23 | 0.00 | 0.00 | 0.00 | 0.00 | 0.32 | 0.00 | 0.27 | | | | |
| Crit Moves: | | | | | **** | | | | | **** | | | | | | |
| Green/Cycle: | 0.00 | 0.39 | 0.00 | 0.00 | 0.39 | 0.00 | 0.00 | 0.00 | 0.00 | 0.55 | 0.00 | 0.55 | | | | |
| Volume/Cap: | 0.00 | 0.41 | 0.00 | 0.00 | 0.58 | 0.00 | 0.00 | 0.00 | 0.00 | 0.58 | 0.00 | 0.49 | | | | |
| Delay/Veh: | 0.0 | 22.5 | 0.0 | 0.0 | 24.7 | 0.0 | 0.0 | 0.0 | 0.0 | 15.5 | 0.0 | 14.0 | | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| AdjDel/Veh: | 0.0 | 22.5 | 0.0 | 0.0 | 24.7 | 0.0 | 0.0 | 0.0 | 0.0 | 15.5 | 0.0 | 14.0 | | | | |
| LOS by Move: | A | C | A | A | C | A | A | A | A | B | A | B | | | | |
| HCM2kAvgQ: | 0 | 7 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 8 | 0 | 8 | | | | |

Note: Queue reported is the number of cars per lane.





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Folsom South of US-50 Annexation
Existing Plus NFA AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #99 East Bidwell St/ EB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.482
Loss Time (sec): 6 Average Delay (sec/veh): 13.9
Optimal Cycle: 26 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Ignore | | | | Ignore | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 3 | 0 | 1 | 2 | 0 | 0 | 0 | 2 | |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 825 | 255 | 0 | 1504 | 366 | 301 | 0 | 413 | 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 | 825 | 255 | 0 | 1504 | 366 | 301 | 0 | 413 | 0 | 0 | 0 | | | | |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.96 | 0.96 | 0.00 | 0.96 | 0.96 | 0.00 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | | | | |
| PHF Volume: | 0 | 859 | 0 | 0 | 1567 | 0 | 314 | 0 | 430 | 0 | 0 | 0 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 0 | 859 | 0 | 0 | 1567 | 0 | 314 | 0 | 430 | 0 | 0 | 0 | | | | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| FinalVolume: | 0 | 859 | 0 | 0 | 1567 | 0 | 314 | 0 | 430 | 0 | 0 | 0 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 1.00 | 0.91 | 1.00 | 1.00 | 0.91 | 1.00 | 0.59 | 1.00 | 0.75 | 1.00 | 1.00 | 1.00 | | | | |
| Lanes: | 0.00 | 3.00 | 1.00 | 0.00 | 3.00 | 1.00 | 2.00 | 0.00 | 2.00 | 0.00 | 0.00 | 0.00 | | | | |
| Final Sat.: | 0 | 5187 | 1900 | 0 | 5187 | 1900 | 2256 | 0 | 2842 | 0 | 0 | 0 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.17 | 0.00 | 0.00 | 0.30 | 0.00 | 0.14 | 0.00 | 0.15 | 0.00 | 0.00 | 0.00 | | | | |
| Crit Moves: | | | | | **** | | | | **** | | | | | | | |
| Green/Cycle: | 0.00 | 0.63 | 0.00 | 0.00 | 0.63 | 0.00 | 0.31 | 0.00 | 0.31 | 0.00 | 0.00 | 0.00 | | | | |
| Volume/Cap: | 0.00 | 0.26 | 0.00 | 0.00 | 0.48 | 0.00 | 0.44 | 0.00 | 0.48 | 0.00 | 0.00 | 0.00 | | | | |
| Delay/Veh: | 0.0 | 8.4 | 0.0 | 0.0 | 10.1 | 0.0 | 27.8 | 0.0 | 28.2 | 0.0 | 0.0 | 0.0 | | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| AdjDel/Veh: | 0.0 | 8.4 | 0.0 | 0.0 | 10.1 | 0.0 | 27.8 | 0.0 | 28.2 | 0.0 | 0.0 | 0.0 | | | | |
| LOS by Move: | A | A | A | A | B | A | C | A | C | A | A | A | | | | |
| HCM2kAvgQ: | 0 | 4 | 0 | 0 | 9 | 0 | 4 | 0 | 6 | 0 | 0 | 0 | | | | |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Existing Plus NFA AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #100 El Dorado Hills Blvd/ WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 1.056
Loss Time (sec): 9 Average Delay (sec/veh): 50.6
Optimal Cycle: 180 Level Of Service: D

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | | |
| Base Vol: | 515 | 747 | 0 | | 0 | 757 | 1124 | | 0 | 0 | 0 | | 540 | 0 | 222 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 515 | 747 | 0 | | 0 | 757 | 1124 | | 0 | 0 | 0 | | 540 | 0 | 222 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.93 | 0.93 | 0.93 | | 0.93 | 0.93 | 0.93 | | 0.93 | 0.93 | 0.93 | | 0.93 | 0.93 | 0.93 | |
| PHF Volume: | 554 | 803 | 0 | | 0 | 814 | 1209 | | 0 | 0 | 0 | | 581 | 0 | 239 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 263 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 554 | 803 | 0 | | 0 | 814 | 946 | | 0 | 0 | 0 | | 581 | 0 | 239 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 554 | 803 | 0 | | 0 | 814 | 946 | | 0 | 0 | 0 | | 581 | 0 | 239 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.90 | 0.93 | 1.00 | | 1.00 | 0.95 | 0.85 | | 1.00 | 1.00 | 1.00 | | 0.71 | 1.00 | 0.83 | |
| Lanes: | 2.00 | 2.00 | 0.00 | | 0.00 | 2.00 | 1.00 | | 0.00 | 0.00 | 0.00 | | 2.00 | 0.00 | 1.00 | |
| Final Sat.: | 3432 | 3538 | 0 | | 0 | 3610 | 1615 | | 0 | 0 | 0 | | 2711 | 0 | 1583 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.16 | 0.23 | 0.00 | | 0.00 | 0.23 | 0.59 | | 0.00 | 0.00 | 0.00 | | 0.21 | 0.00 | 0.15 | |
| Crit Moves: | **** | | | | | | **** | | | | | | **** | | | |
| Green/Cycle: | 0.15 | 0.71 | 0.00 | | 0.00 | 0.55 | 0.55 | | 0.00 | 0.00 | 0.00 | | 0.20 | 0.00 | 0.20 | |
| Volume/Cap: | 1.06 | 0.32 | 0.00 | | 0.00 | 0.41 | 1.06 | | 0.00 | 0.00 | 0.00 | | 1.06 | 0.00 | 0.74 | |
| Delay/Veh: | 97.3 | 5.6 | 0.0 | | 0.0 | 13.0 | 68.3 | | 0.0 | 0.0 | 0.0 | | 93.9 | 0.0 | 46.5 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 97.3 | 5.6 | 0.0 | | 0.0 | 13.0 | 68.3 | | 0.0 | 0.0 | 0.0 | | 93.9 | 0.0 | 46.5 | |
| LOS by Move: | F | A | A | | A | B | E | | A | A | A | | F | A | D | |
| HCM2kAvgQ: | 12 | 5 | 0 | | 0 | 7 | 38 | | 0 | 0 | 0 | | 15 | 0 | 9 | |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Existing Plus NFA AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #101 El Dorado Hills Blvd/ EB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.881
Loss Time (sec): 9 Average Delay (sec/veh): 34.6
Optimal Cycle: 94 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Ovl | | | | Ignore | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 3 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 768 | 271 | | 188 | 1128 | 0 | | 0 | 0 | 1189 | | 0 | 0 | 446 | |
| Growth Adj: | 1.00 | 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 | 768 | 271 | | 188 | 1128 | 0 | | 0 | 0 | 1189 | | 0 | 0 | 446 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| PHF Adj: | 0.93 | 0.93 | 0.93 | | 0.93 | 0.93 | 0.93 | | 0.93 | 0.93 | 0.93 | | 0.93 | 0.93 | 0.00 | |
| PHF Volume: | 0 | 826 | 291 | | 202 | 1213 | 0 | | 0 | 0 | 1278 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 826 | 291 | | 202 | 1213 | 0 | | 0 | 0 | 1278 | | 0 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| FinalVolume: | 0 | 826 | 291 | | 202 | 1213 | 0 | | 0 | 0 | 1278 | | 0 | 0 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.97 | 0.89 | 0.83 | | 0.93 | 0.93 | 1.00 | | 1.00 | 1.00 | 0.73 | | 1.00 | 1.00 | 1.00 | |
| Lanes: | 2.00 | 3.00 | 1.00 | | 1.00 | 2.00 | 0.00 | | 0.00 | 0.00 | 2.00 | | 0.00 | 0.00 | 1.00 | |
| Final Sat.: | 3686 | 5083 | 1583 | | 1769 | 3538 | 0 | | 0 | 0 | 2786 | | 0 | 0 | 1900 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.16 | 0.18 | | 0.11 | 0.34 | 0.00 | | 0.00 | 0.00 | 0.46 | | 0.00 | 0.00 | 0.00 | |
| Crit Moves: | **** | | | | | **** | | | | | **** | | | | | |
| Green/Cycle: | 0.00 | 0.24 | 0.24 | | 0.15 | 0.39 | 0.00 | | 0.00 | 0.00 | 0.52 | | 0.00 | 0.00 | 0.00 | |
| Volume/Cap: | 0.00 | 0.68 | 0.77 | | 0.77 | 0.88 | 0.00 | | 0.00 | 0.00 | 0.88 | | 0.00 | 0.00 | 0.00 | |
| Delay/Veh: | 0.0 | 36.0 | 44.5 | | 53.6 | 35.3 | 0.0 | | 0.0 | 0.0 | 27.8 | | 0.0 | 0.0 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 36.0 | 44.5 | | 53.6 | 35.3 | 0.0 | | 0.0 | 0.0 | 27.8 | | 0.0 | 0.0 | 0.0 | |
| LOS by Move: | A | D | D | | D | D | A | | A | A | C | | A | A | A | |
| HCM2kAvgQ: | 0 | 8 | 9 | | 6 | 20 | 0 | | 0 | 0 | 23 | | 0 | 0 | 0 | |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Existing Plus NFA AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #102 Sunrise Rd/ Jackson Hwy-SR16

Cycle (sec): 100 Critical Vol./Cap. (X): 1.027
Loss Time (sec): 12 Average Delay (sec/veh): 62.2
Optimal Cycle: 180 Level Of Service: E

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 4 | 647 | 67 | | 135 | 206 | 55 | | 70 | 202 | 7 | | 49 | 571 | 166 | |
| Growth Adj: | 1.00 | 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 | 647 | 67 | | 135 | 206 | 55 | | 70 | 202 | 7 | | 49 | 571 | 166 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.88 | 0.88 | 0.88 | | 0.88 | 0.88 | 0.88 | | 0.88 | 0.88 | 0.88 | | 0.88 | 0.88 | 0.88 | |
| PHF Volume: | 5 | 735 | 76 | | 153 | 234 | 63 | | 80 | 230 | 8 | | 56 | 649 | 189 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 5 | 735 | 76 | | 153 | 234 | 63 | | 80 | 230 | 8 | | 56 | 649 | 189 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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 | 735 | 76 | | 153 | 234 | 63 | | 80 | 230 | 8 | | 56 | 649 | 189 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.99 | 0.99 | | 0.95 | 1.00 | 0.85 | | 0.95 | 1.00 | 0.85 | | 0.95 | 1.00 | 0.85 | |
| Lanes: | 1.00 | 0.91 | 0.09 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Final Sat.: | 1805 | 1698 | 176 | | 1805 | 1900 | 1615 | | 1805 | 1900 | 1615 | | 1805 | 1900 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.43 | 0.43 | | 0.08 | 0.12 | 0.04 | | 0.04 | 0.12 | 0.00 | | 0.03 | 0.34 | 0.12 | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.01 | 0.42 | 0.42 | | 0.08 | 0.49 | 0.54 | | 0.04 | 0.30 | 0.31 | | 0.08 | 0.33 | 0.42 | |
| Volume/Cap: | 0.25 | 1.03 | 1.03 | | 1.03 | 0.25 | 0.07 | | 1.03 | 0.40 | 0.02 | | 0.40 | 1.03 | 0.28 | |
| Delay/Veh: | 56.2 | 68.0 | 68.0 | | 126.8 | 14.7 | 11.2 | | 157.7 | 28.4 | 24.0 | | 45.9 | 76.2 | 19.6 | |
| 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: | 56.2 | 68.0 | 68.0 | | 126.8 | 14.7 | 11.2 | | 157.7 | 28.4 | 24.0 | | 45.9 | 76.2 | 19.6 | |
| LOS by Move: | E | E | E | | F | B | B | | F | C | C | | D | E | B | |
| HCM2kAvgQ: | 0 | 29 | 29 | | 7 | 4 | 1 | | 5 | 6 | 0 | | 1 | 21 | 3 | |

Note: Queue reported is the number of cars per lane.





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Folsom South of US-50 Annexation
Existing Plus NFA AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #103 Grant Line Rd/ Jackson Rd- SR16

Cycle (sec): 100 Critical Vol./Cap. (X): 1.197
Loss Time (sec): 12 Average Delay (sec/veh): 119.8
Optimal Cycle: 180 Level Of Service: F

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Split Phase | | | | Split Phase | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 1! | 0 | 0 | 0 | 0 | 1! | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 5 | 454 | 20 | | 14 | 224 | 52 | | 84 | 320 | 0 | | 131 | 723 | 113 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 5 | 454 | 20 | | 14 | 224 | 52 | | 84 | 320 | 0 | | 131 | 723 | 113 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.86 | 0.86 | 0.86 | | 0.86 | 0.86 | 0.86 | | 0.86 | 0.86 | 0.86 | | 0.86 | 0.86 | 0.86 | |
| PHF Volume: | 6 | 528 | 23 | | 16 | 260 | 60 | | 98 | 372 | 0 | | 152 | 841 | 131 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 6 | 528 | 23 | | 16 | 260 | 60 | | 98 | 372 | 0 | | 152 | 841 | 131 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 6 | 528 | 23 | | 16 | 260 | 60 | | 98 | 372 | 0 | | 152 | 841 | 131 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.99 | 0.99 | 0.99 | | 0.97 | 0.97 | 0.97 | | 0.95 | 1.00 | 1.00 | | 0.95 | 0.98 | 0.98 | |
| Lanes: | 0.01 | 0.95 | 0.04 | | 0.05 | 0.77 | 0.18 | | 1.00 | 1.00 | 0.00 | | 1.00 | 0.86 | 0.14 | |
| Final Sat.: | 20 | 1790 | 79 | | 89 | 1429 | 332 | | 1805 | 1900 | 0 | | 1805 | 1610 | 252 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.29 | 0.29 | 0.29 | | 0.18 | 0.18 | 0.18 | | 0.05 | 0.20 | 0.00 | | 0.08 | 0.52 | 0.52 | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.25 | 0.25 | 0.25 | | 0.15 | 0.15 | 0.15 | | 0.05 | 0.34 | 0.00 | | 0.14 | 0.44 | 0.44 | |
| Volume/Cap: | 1.20 | 1.20 | 1.20 | | 1.20 | 1.20 | 1.20 | | 1.20 | 0.58 | 0.00 | | 0.58 | 1.20 | 1.20 | |
| Delay/Veh: | 145.6 | 146 | 145.6 | | 160.2 | 160 | 160.2 | | 209.7 | 28.7 | 0.0 | | 43.2 | 129 | 128.7 | |
| 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: | 145.6 | 146 | 145.6 | | 160.2 | 160 | 160.2 | | 209.7 | 28.7 | 0.0 | | 43.2 | 129 | 128.7 | |
| LOS by Move: | F | F | F | | F | F | F | | F | C | A | | D | F | F | |
| HCM2kAvgQ: | 31 | 31 | 31 | | 18 | 18 | 18 | | 5 | 9 | 0 | | 4 | 50 | 50 | |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Existing Plus NFA AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #104 Oak Ave Pkwy/ WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.359
Loss Time (sec): 6 Average Delay (sec/veh): 8.2
Optimal Cycle: 22 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Ignore | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 790 | 203 | | 0 | 655 | 378 | | 0 | 0 | 0 | | 152 | 0 | 92 | |
| Growth Adj: | 1.00 | 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 | 790 | 203 | | 0 | 655 | 378 | | 0 | 0 | 0 | | 152 | 0 | 92 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 0 | 888 | 0 | | 0 | 736 | 425 | | 0 | 0 | 0 | | 171 | 0 | 103 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 888 | 0 | | 0 | 736 | 425 | | 0 | 0 | 0 | | 171 | 0 | 103 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 888 | 0 | | 0 | 736 | 425 | | 0 | 0 | 0 | | 171 | 0 | 103 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.95 | 1.00 | | 1.00 | 0.95 | 0.85 | | 1.00 | 1.00 | 1.00 | | 0.60 | 1.00 | 0.75 | |
| Lanes: | 0.00 | 2.00 | 1.00 | | 0.00 | 2.00 | 1.00 | | 0.00 | 0.00 | 0.00 | | 2.00 | 0.00 | 2.00 | |
| Final Sat.: | 0 | 3610 | 1900 | | 0 | 3610 | 1615 | | 0 | 0 | 0 | | 2293 | 0 | 2842 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.25 | 0.00 | | 0.00 | 0.20 | 0.26 | | 0.00 | 0.00 | 0.00 | | 0.07 | 0.00 | 0.04 | |
| Crit Moves: | | | | | | | **** | | | | | | **** | | | |
| Green/Cycle: | 0.00 | 0.73 | 0.00 | | 0.00 | 0.73 | 0.73 | | 0.00 | 0.00 | 0.00 | | 0.21 | 0.00 | 0.21 | |
| Volume/Cap: | 0.00 | 0.34 | 0.00 | | 0.00 | 0.28 | 0.36 | | 0.00 | 0.00 | 0.00 | | 0.36 | 0.00 | 0.18 | |
| Delay/Veh: | 0.0 | 4.8 | 0.0 | | 0.0 | 4.6 | 5.0 | | 0.0 | 0.0 | 0.0 | | 34.4 | 0.0 | 32.7 | |
| 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: | 0.0 | 4.8 | 0.0 | | 0.0 | 4.6 | 5.0 | | 0.0 | 0.0 | 0.0 | | 34.4 | 0.0 | 32.7 | |
| LOS by Move: | A | A | A | | A | A | A | | A | A | A | | C | A | C | |
| HCM2kAvgQ: | 0 | 5 | 0 | | 0 | 4 | 5 | | 0 | 0 | 0 | | 3 | 0 | 2 | |

Note: Queue reported is the number of cars per lane.





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Folsom South of US-50 Annexation
Existing Plus NFA AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #105 Oak Ave Pkwy/ EB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.438
Loss Time (sec): 6 Average Delay (sec/veh): 18.7
Optimal Cycle: 24 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 2 | 0 | 1 | 2 | 0 | 0 | 0 | 2 | |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 458 | 38 | | 0 | 449 | 80 | | 534 | 0 | 359 | | 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 | 458 | 38 | | 0 | 449 | 80 | | 534 | 0 | 359 | | 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: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 0 | 515 | 43 | | 0 | 504 | 90 | | 600 | 0 | 403 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 515 | 43 | | 0 | 504 | 90 | | 600 | 0 | 403 | | 0 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 515 | 43 | | 0 | 504 | 90 | | 600 | 0 | 403 | | 0 | 0 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.95 | 0.85 | | 1.00 | 0.95 | 0.85 | | 0.59 | 1.00 | 0.75 | | 1.00 | 1.00 | 1.00 | |
| Lanes: | 0.00 | 2.00 | 1.00 | | 0.00 | 2.00 | 1.00 | | 2.00 | 0.00 | 2.00 | | 0.00 | 0.00 | 0.00 | |
| Final Sat.: | 0 | 3610 | 1615 | | 0 | 3610 | 1615 | | 2226 | 0 | 2842 | | 0 | 0 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.14 | 0.03 | | 0.00 | 0.14 | 0.06 | | 0.27 | 0.00 | 0.14 | | 0.00 | 0.00 | 0.00 | |
| Crit Moves: | | **** | | | | | | | **** | | | | | | | |
| Green/Cycle: | 0.00 | 0.33 | 0.33 | | 0.00 | 0.33 | 0.33 | | 0.61 | 0.00 | 0.61 | | 0.00 | 0.00 | 0.00 | |
| Volume/Cap: | 0.00 | 0.44 | 0.08 | | 0.00 | 0.43 | 0.17 | | 0.44 | 0.00 | 0.23 | | 0.00 | 0.00 | 0.00 | |
| Delay/Veh: | 0.0 | 26.8 | 23.5 | | 0.0 | 26.7 | 24.3 | | 10.4 | 0.0 | 8.7 | | 0.0 | 0.0 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 26.8 | 23.5 | | 0.0 | 26.7 | 24.3 | | 10.4 | 0.0 | 8.7 | | 0.0 | 0.0 | 0.0 | |
| LOS by Move: | A | C | C | | A | C | C | | B | A | A | | A | A | A | |
| HCM2kAvgQ: | 0 | 6 | 1 | | 0 | 6 | 2 | | 5 | 0 | 3 | | 0 | 0 | 0 | |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Existing Plus NFA AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #106 Empire Ranch Rd/ WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.564
Loss Time (sec): 6 Average Delay (sec/veh): 14.6
Optimal Cycle: 31 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 174 | 258 | | 0 | 406 | 509 | | 0 | 0 | 0 | | 354 | 0 | 167 | |
| Growth Adj: | 1.00 | 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 | 174 | 258 | | 0 | 406 | 509 | | 0 | 0 | 0 | | 354 | 0 | 167 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 0 | 196 | 290 | | 0 | 456 | 572 | | 0 | 0 | 0 | | 398 | 0 | 188 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 196 | 290 | | 0 | 456 | 572 | | 0 | 0 | 0 | | 398 | 0 | 188 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 0 | 196 | 290 | | 0 | 456 | 572 | | 0 | 0 | 0 | | 398 | 0 | 188 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.91 | 0.85 | | 1.00 | 0.91 | 0.85 | | 1.00 | 1.00 | 1.00 | | 0.59 | 1.00 | 0.75 | |
| Lanes: | 0.00 | 3.00 | 1.00 | | 0.00 | 3.00 | 1.00 | | 0.00 | 0.00 | 0.00 | | 2.00 | 0.00 | 2.00 | |
| Final Sat.: | 0 | 5187 | 1615 | | 0 | 5187 | 1615 | | 0 | 0 | 0 | | 2260 | 0 | 2842 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.04 | 0.18 | | 0.00 | 0.09 | 0.35 | | 0.00 | 0.00 | 0.00 | | 0.18 | 0.00 | 0.07 | |
| Crit Moves: | | | | | | | **** | | | | | | **** | | | |
| Green/Cycle: | 0.00 | 0.63 | 0.63 | | 0.00 | 0.63 | 0.63 | | 0.00 | 0.00 | 0.00 | | 0.31 | 0.00 | 0.31 | |
| Volume/Cap: | 0.00 | 0.06 | 0.29 | | 0.00 | 0.14 | 0.56 | | 0.00 | 0.00 | 0.00 | | 0.56 | 0.00 | 0.21 | |
| Delay/Veh: | 0.0 | 7.2 | 8.6 | | 0.0 | 7.6 | 11.5 | | 0.0 | 0.0 | 0.0 | | 29.8 | 0.0 | 25.5 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 7.2 | 8.6 | | 0.0 | 7.6 | 11.5 | | 0.0 | 0.0 | 0.0 | | 29.8 | 0.0 | 25.5 | |
| LOS by Move: | A | A | A | | A | A | B | | A | A | A | | C | A | C | |
| HCM2kAvgQ: | 0 | 1 | 4 | | 0 | 2 | 10 | | 0 | 0 | 0 | | 6 | 0 | 2 | |

Note: Queue reported is the number of cars per lane.





AM Existing Plus NFA Thu May 7, 2009 15:49:12 Page 92-1

Folsom South of US-50 Annexation
Existing Plus NFA AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #107 Empire Ranch Rd/ EB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.246
Loss Time (sec): 6 Average Delay (sec/veh): 16.1
Optimal Cycle: 19 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Ignore | | | | Ignore | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 3 | 0 | 1 | 2 | 0 | 0 | 0 | 2 | |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 340 | 163 | | 0 | 536 | 224 | | 93 | 0 | 323 | | 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 | 340 | 163 | | 0 | 536 | 224 | | 93 | 0 | 323 | | 0 | 0 | 0 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 0 | 362 | 0 | | 0 | 570 | 0 | | 99 | 0 | 344 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 362 | 0 | | 0 | 570 | 0 | | 99 | 0 | 344 | | 0 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 362 | 0 | | 0 | 570 | 0 | | 99 | 0 | 344 | | 0 | 0 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.91 | 1.00 | | 1.00 | 0.91 | 1.00 | | 0.63 | 1.00 | 0.75 | | 1.00 | 1.00 | 1.00 | |
| Lanes: | 0.00 | 3.00 | 1.00 | | 0.00 | 3.00 | 1.00 | | 2.00 | 0.00 | 2.00 | | 0.00 | 0.00 | 0.00 | |
| Final Sat.: | 0 | 5187 | 1900 | | 0 | 5187 | 1900 | | 2385 | 0 | 2842 | | 0 | 0 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.07 | 0.00 | | 0.00 | 0.11 | 0.00 | | 0.04 | 0.00 | 0.12 | | 0.00 | 0.00 | 0.00 | |
| Crit Moves: | | | | | | **** | | | | | **** | | | | | |
| Green/Cycle: | 0.00 | 0.45 | 0.00 | | 0.00 | 0.45 | 0.00 | | 0.49 | 0.00 | 0.49 | | 0.00 | 0.00 | 0.00 | |
| Volume/Cap: | 0.00 | 0.16 | 0.00 | | 0.00 | 0.25 | 0.00 | | 0.08 | 0.00 | 0.25 | | 0.00 | 0.00 | 0.00 | |
| Delay/Veh: | 0.0 | 16.4 | 0.0 | | 0.0 | 17.2 | 0.0 | | 13.5 | 0.0 | 14.8 | | 0.0 | 0.0 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 16.4 | 0.0 | | 0.0 | 17.2 | 0.0 | | 13.5 | 0.0 | 14.8 | | 0.0 | 0.0 | 0.0 | |
| LOS by Move: | A | B | A | | A | B | A | | B | A | B | | A | A | A | |
| HCM2kAvgQ: | 0 | 2 | 0 | | 0 | 4 | 0 | | 1 | 0 | 3 | | 0 | 0 | 0 | |

Note: Queue reported is the number of cars per lane.

LEVEL OF SERVICE WORKSHEETS

# EXISTING CONDITIONS
# NO FEDERAL ACTION (NF) ALTERNATIVE
# PM PEAK HOUR

Folsom South of US-50 Annexation
Existing Plus NFA PM

Impact Analysis Report
Level Of Service

| Intersection | Base LOS | Base Del/ Veh | Base V/ C | Future LOS | Future Del/ Veh | Future V/ C | Change in | |
|---|---|---|---|---|---|---|---|---|
| # 1 Folsom Blvd/ Blue Ravine Rd | F | 81.7 | 1.111 | F | 81.7 | 1.111 | + 0.000 | D/V |
| # 2 Sibly Street/ Blue Ravine Road | C | 28.5 | 0.674 | C | 28.5 | 0.674 | + 0.000 | D/V |
| # 3 Oak Avenue Parkway/ Blue Ravin | C | 28.3 | 0.647 | C | 28.3 | 0.647 | + 0.000 | D/V |
| # 4 Empire Ranch Road/ Natoma Stre | C | 19.4 | 0.835 | C | 19.4 | 0.835 | + 0.000 | V/C |
| # 5 Oak Avenue Parkway/ Riley Stre | C | 24.7 | 0.591 | C | 24.7 | 0.591 | + 0.000 | D/V |
| # 6 Oak Avenue Parkway/ East Bidwe | C | 30.7 | 0.599 | C | 30.7 | 0.599 | + 0.000 | D/V |
| # 7 East Bidwell St/Nesmith Ct | B | 12.6 | 0.649 | B | 12.6 | 0.649 | + 0.000 | D/V |
| # 8 East Bidwell St/Scholar Way | B | 12.9 | 0.584 | B | 12.9 | 0.584 | + 0.000 | D/V |
| # 9 East Bidwell St/Power Center D | C | 20.2 | 0.607 | C | 20.2 | 0.607 | + 0.000 | D/V |
| # 10 Broadstone Pkwy/ East Bidwell | C | 26.6 | 0.605 | C | 26.6 | 0.605 | + 0.000 | D/V |
| # 11 Empire Ranch Road/ Broadstone | B | 13.2 | 0.468 | B | 13.2 | 0.468 | + 0.000 | V/C |
| # 12 Oak Avenue Prky / Haverhill Dr | A | 9.8 | 0.479 | A | 9.8 | 0.479 | + 0.000 | D/V |
| # 13 Oak Avenue Prky / Haldion Wy | B | 13.7 | 0.536 | B | 13.7 | 0.536 | + 0.000 | D/V |
| # 14 Folsom Blvd/ Iron Point Road | C | 22.3 | 0.859 | C | 22.3 | 0.859 | + 0.000 | D/V |
| # 15 Prairie City Rd/ Iron Point Rd | C | 29.8 | 0.647 | C | 29.8 | 0.647 | + 0.000 | D/V |
| # 16 Grover Rd/ Iron Point Rd | B | 10.0 | 0.339 | B | 10.0 | 0.339 | + 0.000 | D/V |
| # 17 McAdoo Dr/ Iron Point Rd | B | 17.1 | 0.396 | B | 17.1 | 0.396 | + 0.000 | D/V |
| # 18 Oak Ave Pkwy/ Iron Point Rd | C | 34.0 | 0.698 | C | 34.0 | 0.698 | + 0.000 | D/V |
| # 19 Rowberry Dr/ Iron Point Rd | C | 20.6 | 0.554 | C | 20.6 | 0.554 | + 0.000 | D/V |
| # 20 Broadstone Pkwy/ Iron Point Rd | B | 19.2 | 0.548 | B | 19.2 | 0.548 | + 0.000 | D/V |
| # 21 East Bidwell St/ Iron Point Rd | D | 37.0 | 0.892 | D | 37.0 | 0.892 | + 0.000 | D/V |
| # 22 Cavitt Dr/ Iron Point Rd | C | 20.1 | 0.424 | C | 20.1 | 0.424 | + 0.000 | D/V |
| # 23 Serpa Way / Iron Point Rd | C | 26.8 | 0.208 | C | 26.8 | 0.208 | + 0.000 | D/V |
| # 24 Empire Ranch Road/ Iron Point | B | 17.8 | 0.294 | B | 17.8 | 0.294 | + 0.000 | D/V |

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Folsom South of US-50 Annexation
Existing Plus NFA PM

| Intersection | Base LOS | Base Del/ Veh | Base V/ C | Future LOS | Future Del/ Veh | Future V/ C | Change in | |
|---|---|---|---|---|---|---|---|---|
| # 25 Prairie City Rd/ High School | B | 16.2 | 0.423 | B | 16.2 | 0.423 | + 0.000 | D/V |
| # 26 East Bidwell / Placerville Roa | A | 9.9 | 0.742 | A | 9.9 | 0.742 | + 0.000 | D/V |
| # 27 Prairie City Rd/ White Rock Rd | B | 19.1 | 0.302 | B | 19.1 | 0.302 | + 0.000 | D/V |
| # 28 Scott Rd (South)/ White Rock R | D | 26.2 | 0.311 | D | 26.2 | 0.311 | + 0.000 | D/V |
| # 29 Scott Rd (North)/ White Rock R | C | 22.6 | 0.459 | C | 22.6 | 0.459 | + 0.000 | D/V |
| # 30 Placerville Rd/ White Rock Rd | B | 12.6 | 0.232 | B | 12.6 | 0.232 | + 0.000 | D/V |
| # 31 Empire Ranch Rd/ North Rd | C | 24.3 | 0.339 | C | 24.3 | 0.339 | + 0.000 | D/V |
| # 32 Prairie City Rd/ Easton Valley | B | 17.8 | 0.457 | B | 17.8 | 0.457 | + 0.000 | D/V |
| # 33 Oak Ave Pkwy/ Easton Valley Pk | C | 23.0 | 0.473 | C | 23.0 | 0.473 | + 0.000 | D/V |
| # 34 RowberryDr/ Easton Valley Pkwy | B | 16.8 | 0.494 | B | 16.8 | 0.494 | + 0.000 | D/V |
| # 35 1st St/ Easton Valley Pkwy | C | 24.8 | 0.585 | C | 24.8 | 0.585 | + 0.000 | D/V |
| # 36 2nd St/ Easton Valley Pkwy | C | 25.3 | 0.492 | C | 25.3 | 0.492 | + 0.000 | D/V |
| # 37 3rd St/ Easton Valley Pkwy | C | 21.6 | 0.484 | C | 21.6 | 0.484 | + 0.000 | D/V |
| # 38 Scott Rd (North)/ Easton Valle | C | 33.4 | 0.787 | C | 33.4 | 0.787 | + 0.000 | D/V |
| # 39 4th St/ Easton Valley Pkwy | C | 26.0 | 0.233 | C | 26.0 | 0.233 | + 0.000 | D/V |
| # 40 Placerville Rd/ Easton Valley | B | 13.9 | 0.230 | B | 13.9 | 0.230 | + 0.000 | D/V |
| # 41 Hillside Dr/ Easton Valley Pkw | C | 19.9 | 0.273 | C | 19.9 | 0.273 | + 0.000 | D/V |
| # 42 Empire Ranch Rd/ Easton Valley | C | 24.7 | 0.304 | C | 24.7 | 0.304 | + 0.000 | D/V |
| # 43 Prairie City Rd/Middle Rd | B | 11.2 | 0.031 | B | 11.2 | 0.031 | + 0.000 | D/V |
| # 44 Oak Ave Pkwy/Middle Rd | C | 18.1 | 0.095 | C | 18.1 | 0.095 | + 0.000 | D/V |
| # 45 Scott Rd (North)/ Street "B" | C | 27.3 | 0.581 | C | 27.3 | 0.581 | + 0.000 | D/V |
| # 46 East Rd/Street "B" | B | 12.4 | 0.588 | B | 12.4 | 0.588 | + 0.000 | V/C |
| # 47 Prairie City Rd/Street "A" | C | 16.7 | 0.146 | C | 16.7 | 0.146 | + 0.000 | D/V |
| # 48 Oak Ave Pkwy/Street "A" | B | 11.5 | 0.314 | B | 11.5 | 0.314 | + 0.000 | V/C |
| # 49 West Rd/Street "A" | A | 9.2 | 0.264 | A | 9.2 | 0.264 | + 0.000 | V/C |

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Folsom South of US-50 Annexation
Existing Plus NFA PM

| Intersection | Base LOS | Base Del/ Veh | Base V/ C | Future LOS | Future Del/ Veh | Future V/ C | Change in |
|---|---|---|---|---|---|---|---|
| # 50 Scott Rd (North)/ Street "A" | C | 22.4 | 0.396 | C | 22.4 | 0.396 | + 0.000 D/V |
| # 51 East Rd/Street "A" | A | 8.1 | 0.182 | A | 8.1 | 0.182 | + 0.000 V/C |
| # 52 Placerville Rd/ Street "A" | A | 9.9 | 0.309 | A | 9.9 | 0.309 | + 0.000 V/C |
| # 53 Empire Ranch Rd/Street "A" | B | 11.6 | 0.056 | B | 11.6 | 0.056 | + 0.000 D/V |
| # 54 Scott Rd (North)/South Rd | C | 24.6 | 0.331 | C | 24.6 | 0.331 | + 0.000 D/V |
| # 55 Oak Ave Pkwy/ White Rock Rd | B | 17.2 | 0.263 | B | 17.2 | 0.263 | + 0.000 D/V |
| # 56 Empire Ranch Rd/ White Rock Rd | A | 7.8 | 0.278 | A | 7.8 | 0.278 | + 0.000 D/V |
| # 57 Hazel Blvd/ Gold Country | F | xxxxx | 1.057 | F | xxxxx | 1.057 | + 0.000 V/C |
| # 58 Hazel Ave/ Folsom Blvd | F | xxxxx | 1.007 | F | xxxxx | 1.007 | + 0.000 V/C |
| # 59 Grant Line Rd/ White Rock Rd | F | 632.5 | 1.782 | F | 632.5 | 1.782 | + 0.000 D/V |
| # 60 Grantline Rd/ Sunrise Rd | D | xxxxx | 0.831 | D | xxxxx | 0.831 | + 0.000 V/C |
| # 65 Sunrise Blvd/ White Rock Rd | C | xxxxx | 0.706 | C | xxxxx | 0.706 | + 0.000 V/C |
| # 66 Fitzgerald Road / White Rock R | C | 18.1 | 0.786 | C | 18.1 | 0.786 | + 0.000 V/C |
| # 67 Sunrise Blvd/ Douglas Rd | B | xxxxx | 0.686 | B | xxxxx | 0.686 | + 0.000 V/C |
| # 68 Grant Line Rd/ Douglas Rd | D | 31.0 | 0.368 | D | 31.0 | 0.368 | + 0.000 D/V |
| # 69 Grant Line Road / Kiefer Boule | C | 21.6 | 0.855 | C | 21.6 | 0.855 | + 0.000 V/C |
| # 83 White Rock Rd/ Carson Crossing | E | 39.6 | 0.138 | E | 39.6 | 0.138 | + 0.000 D/V |
| # 84 White Rock Rd/ Stonebriar Rd | B | 19.5 | 0.677 | B | 19.5 | 0.677 | + 0.000 D/V |
| # 85 White Rock Rd/ Windfield Way | F | 229.6 | 1.314 | F | 229.6 | 1.314 | + 0.000 D/V |
| # 86 White Rock Rd/ Latrobe Rd | C | 31.6 | 0.408 | C | 31.6 | 0.408 | + 0.000 D/V |
| # 87 White Rock Rd/ Valley View Pkw | C | 22.4 | 0.615 | C | 22.4 | 0.615 | + 0.000 D/V |
| # 88 El Dorado Hills Blvd/Serrano P | C | 25.4 | 0.673 | C | 25.4 | 0.673 | + 0.000 D/V |
| # 89 El Dorado Hills Blvd/Saratoga | D | 52.7 | 0.997 | D | 52.7 | 0.997 | + 0.000 D/V |
| # 90 El Dorado Hills Blvd/Park Driv | B | 12.9 | 0.618 | B | 12.9 | 0.618 | + 0.000 D/V |
| # 91 Latrobe Rd/ Town Center Blvd | E | 64.6 | 1.057 | E | 64.6 | 1.057 | + 0.000 D/V |





Folsom South of US-50 Annexation
Existing Plus NFA PM

| Intersection | Base LOS | Base Del/ Veh | Base V/ C | Future LOS | Future Del/ Veh | Future V/ C | Change in |
|---|---|---|---|---|---|---|---|
| # 92 Hazel Blvd/ Tributary- WB US 5 | C | 27.3 | 0.833 | C | 27.3 | 0.833 | + 0.000 D/V |
| # 93 Hazel Ave/ EB US-50 Ramps | C | 21.1 | 0.794 | C | 21.1 | 0.794 | + 0.000 D/V |
| # 94 Folsom Blvd/ WB US 50 Ramps | B | 10.0 | 0.574 | B | 10.0 | 0.574 | + 0.000 D/V |
| # 95 Folsom Blvd/ EB US 50 Ramps | F | 83.1 | 1.142 | F | 83.1 | 1.142 | + 0.000 D/V |
| # 96 Prairie City/ WB US 50 Ramps | B | 15.6 | 0.371 | B | 15.6 | 0.371 | + 0.000 D/V |
| # 97 Prairie City/ EB US 50 Ramps | B | 15.4 | 0.475 | B | 15.4 | 0.475 | + 0.000 D/V |
| # 98 East Bidwell St/ WB US 50 Ramp | C | 21.1 | 0.698 | C | 21.1 | 0.698 | + 0.000 D/V |
| # 99 East Bidwell St/ EB US 50 Ramp | B | 16.2 | 0.521 | B | 16.2 | 0.521 | + 0.000 D/V |
| #100 El Dorado Hills Blvd/ WB US 50 | C | 28.8 | 0.919 | C | 28.8 | 0.919 | + 0.000 D/V |
| #101 El Dorado Hills Blvd/ EB US 50 | C | 29.0 | 0.894 | C | 29.0 | 0.894 | + 0.000 D/V |
| #102 Sunrise Rd/ Jackson Hwy-SR16 | D | 42.1 | 0.932 | D | 42.1 | 0.932 | + 0.000 D/V |
| #103 Grant Line Rd/ Jackson Rd- SR1 | F | 101.9 | 1.136 | F | 101.9 | 1.136 | + 0.000 D/V |
| #104 Oak Ave Pkwy/ WB US 50 Ramps | A | 5.2 | 0.363 | A | 5.2 | 0.363 | + 0.000 D/V |
| #105 Oak Ave Pkwy/ EB US 50 Ramps | C | 20.3 | 0.629 | C | 20.3 | 0.629 | + 0.000 D/V |
| #106 Empire Ranch Rd/ WB US 50 Ramp | B | 12.4 | 0.407 | B | 12.4 | 0.407 | + 0.000 D/V |
| #107 Empire Ranch Rd/ EB US 50 Ramp | B | 18.8 | 0.372 | B | 18.8 | 0.372 | + 0.000 D/V |

PM Existing Plus NFA Thu May 7, 2009 15:50:01 Page 3-1

Folsom South of US-50 Annexation
Existing Plus NFA PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #1 Folsom Blvd/ Blue Ravine Rd

Cycle (sec): 120 Critical Vol./Cap. (X): 1.111
Loss Time (sec): 15 Average Delay (sec/veh): 81.7
Optimal Cycle: 180 Level Of Service: F

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 2 | 0 1 | 1 | 0 | 2 | 0 1 | 1 | 0 | 1 | 0 1 | 2 | 0 | 1 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 36 | 988 | 467 | | 473 | 1081 | 19 | | 571 | 454 | 132 | | 291 | 81 | 460 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 36 | 988 | 467 | | 473 | 1081 | 19 | | 571 | 454 | 132 | | 291 | 81 | 460 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.92 | 0.92 | 0.92 | | 0.92 | 0.92 | 0.92 | | 0.92 | 0.92 | 0.92 | | 0.92 | 0.92 | 0.92 | |
| PHF Volume: | 39 | 1074 | 508 | | 514 | 1175 | 21 | | 621 | 493 | 143 | | 316 | 88 | 500 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 39 | 1074 | 508 | | 514 | 1175 | 21 | | 621 | 493 | 143 | | 316 | 88 | 500 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 39 | 1074 | 508 | | 514 | 1175 | 21 | | 621 | 493 | 143 | | 316 | 88 | 500 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.95 | 0.85 | | 0.95 | 0.95 | 0.85 | | 0.95 | 1.00 | 0.85 | | 0.92 | 1.00 | 0.85 | |
| Lanes: | 1.00 | 2.00 | 1.00 | | 1.00 | 2.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 2.00 | 1.00 | 1.00 | |
| Final Sat.: | 1805 | 3610 | 1615 | | 1805 | 3610 | 1615 | | 1805 | 1900 | 1615 | | 3502 | 1900 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.30 | 0.31 | | 0.28 | 0.33 | 0.01 | | 0.34 | 0.26 | 0.09 | | 0.09 | 0.05 | 0.31 | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.03 | 0.27 | 0.36 | | 0.26 | 0.49 | 0.80 | | 0.31 | 0.26 | 0.29 | | 0.09 | 0.04 | 0.30 | |
| Volume/Cap: | 0.66 | 1.11 | 0.88 | | 1.11 | 0.66 | 0.02 | | 1.11 | 1.00 | 0.30 | | 1.00 | 1.11 | 1.04 | |
| Delay/Veh: | 82.1 | 109 | 50.3 | | 120.4 | 24.0 | 2.4 | | 113.8 | 84.0 | 33.3 | | 104.2 | 192 | 93.6 | |
| 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: | 82.1 | 109 | 50.3 | | 120.4 | 24.0 | 2.4 | | 113.8 | 84.0 | 33.3 | | 104.2 | 192 | 93.6 | |
| LOS by Move: | F | F | D | | F | C | A | | F | F | C | | F | F | F | |
| HCM2kAvgQ: | 1 | 28 | 18 | | 29 | 17 | 0 | | 34 | 24 | 4 | | 8 | 5 | 23 | |

Note: Queue reported is the number of cars per lane.





PM Existing Plus NFA Thu May 7, 2009 15:50:01 Page 4-1

Folsom South of US-50 Annexation
Existing Plus NFA PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #2 Sibly Street/ Blue Ravine Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.674
Loss Time (sec): 12 Average Delay (sec/veh): 28.5
Optimal Cycle: 56 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 2 | 0 1 | 1 | 0 | 2 | 0 1 | 1 | 0 | 2 | 0 1 | 2 | 0 | 1 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 300 | 694 | 309 | | 51 | 373 | 69 | | 118 | 796 | 531 | | 195 | 407 | 41 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 300 | 694 | 309 | | 51 | 373 | 69 | | 118 | 796 | 531 | | 195 | 407 | 41 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.92 | 0.92 | 0.92 | | 0.92 | 0.92 | 0.92 | | 0.92 | 0.92 | 0.92 | | 0.92 | 0.92 | 0.92 | |
| PHF Volume: | 326 | 754 | 336 | | 55 | 405 | 75 | | 128 | 865 | 577 | | 212 | 442 | 45 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 326 | 754 | 336 | | 55 | 405 | 75 | | 128 | 865 | 577 | | 212 | 442 | 45 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 326 | 754 | 336 | | 55 | 405 | 75 | | 128 | 865 | 577 | | 212 | 442 | 45 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.95 | 0.85 | | 0.95 | 0.95 | 0.85 | | 0.95 | 0.95 | 0.85 | | 0.92 | 0.94 | 0.94 | |
| Lanes: | 1.00 | 2.00 | 1.00 | | 1.00 | 2.00 | 1.00 | | 1.00 | 2.00 | 1.00 | | 2.00 | 1.82 | 0.18 | |
| Final Sat.: | 1805 | 3610 | 1615 | | 1805 | 3610 | 1615 | | 1805 | 3610 | 1615 | | 3502 | 3234 | 326 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.18 | 0.21 | 0.21 | | 0.03 | 0.11 | 0.05 | | 0.07 | 0.24 | 0.36 | | 0.06 | 0.14 | 0.14 | |
| Crit Moves: | **** | | | | | **** | | | | | **** | | **** | | | |
| Green/Cycle: | 0.27 | 0.38 | 0.47 | | 0.06 | 0.17 | 0.32 | | 0.15 | 0.36 | 0.62 | | 0.09 | 0.29 | 0.29 | |
| Volume/Cap: | 0.67 | 0.55 | 0.44 | | 0.55 | 0.67 | 0.15 | | 0.47 | 0.67 | 0.57 | | 0.67 | 0.47 | 0.47 | |
| Delay/Veh: | 36.4 | 24.9 | 18.2 | | 52.4 | 42.1 | 24.5 | | 39.9 | 28.7 | 11.8 | | 49.8 | 29.3 | 29.3 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 36.4 | 24.9 | 18.2 | | 52.4 | 42.1 | 24.5 | | 39.9 | 28.7 | 11.8 | | 49.8 | 29.3 | 29.3 | |
| LOS by Move: | D | C | B | | D | D | C | | D | C | B | | D | C | C | |
| HCM2kAvgQ: | 9 | 9 | 7 | | 3 | 7 | 2 | | 3 | 11 | 9 | | 3 | 6 | 6 | |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Existing Plus NFA PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #3 Oak Avenue Parkway/ Blue Ravine Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.647
Loss Time (sec): 12 Average Delay (sec/veh): 28.3
Optimal Cycle: 53 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ignore | | | | Include | | | | Ignore | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 3 | 0 1 | 1 | 0 | 3 | 0 1 | 2 | 0 | 2 | 0 1 | 2 | 0 | 1 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 249 | 375 | 673 | | 17 | 157 | 26 | | 2 | 957 | 167 | | 377 | 423 | 11 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 249 | 375 | 673 | | 17 | 157 | 26 | | 2 | 957 | 167 | | 377 | 423 | 11 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.95 | 0.95 | 0.00 | | 0.95 | 0.95 | 0.95 | | 0.95 | 0.95 | 0.00 | | 0.95 | 0.95 | 0.95 | |
| PHF Volume: | 262 | 395 | 0 | | 18 | 165 | 27 | | 2 | 1007 | 0 | | 397 | 445 | 12 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 262 | 395 | 0 | | 18 | 165 | 27 | | 2 | 1007 | 0 | | 397 | 445 | 12 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 262 | 395 | 0 | | 18 | 165 | 27 | | 2 | 1007 | 0 | | 397 | 445 | 12 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.91 | 1.00 | | 0.95 | 0.91 | 0.85 | | 0.92 | 0.95 | 1.00 | | 0.92 | 0.95 | 0.95 | |
| Lanes: | 1.00 | 3.00 | 1.00 | | 1.00 | 3.00 | 1.00 | | 2.00 | 2.00 | 1.00 | | 2.00 | 1.95 | 0.05 | |
| Final Sat.: | 1805 | 5187 | 1900 | | 1805 | 5187 | 1615 | | 3502 | 3610 | 1900 | | 3502 | 3504 | 91 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.15 | 0.08 | 0.00 | | 0.01 | 0.03 | 0.02 | | 0.00 | 0.28 | 0.00 | | 0.11 | 0.13 | 0.13 | |
| Crit Moves: | **** | | | | | **** | | | | **** | | | **** | | | |
| Green/Cycle: | 0.22 | 0.24 | 0.00 | | 0.03 | 0.05 | 0.05 | | 0.00 | 0.43 | 0.00 | | 0.18 | 0.60 | 0.60 | |
| Volume/Cap: | 0.65 | 0.31 | 0.00 | | 0.31 | 0.65 | 0.34 | | 0.21 | 0.65 | 0.00 | | 0.65 | 0.21 | 0.21 | |
| Delay/Veh: | 38.8 | 31.2 | 0.0 | | 50.5 | 52.4 | 48.6 | | 60.0 | 23.4 | 0.0 | | 40.8 | 9.1 | 9.1 | |
| 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: | 38.8 | 31.2 | 0.0 | | 50.5 | 52.4 | 48.6 | | 60.0 | 23.4 | 0.0 | | 40.8 | 9.1 | 9.1 | |
| LOS by Move: | D | C | A | | D | D | D | | E | C | A | | D | A | A | |
| HCM2kAvgQ: | 7 | 3 | 0 | | 1 | 3 | 1 | | 0 | 12 | 0 | | 7 | 3 | 3 | |

Note: Queue reported is the number of cars per lane.





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Folsom South of US-50 Annexation
Existing Plus NFA PM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #4 Empire Ranch Road/ Natoma Street

Cycle (sec): 100 Critical Vol./Cap. (X): 0.835
Loss Time (sec): 0 Average Delay (sec/veh): 19.4
Optimal Cycle: 0 Level Of Service: C

| 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: | 2 | 0 | 1 | 0 0 | 0 | 0 | 1 | 0 1 | 2 | 0 | 0 | 0 1 | 0 | 0 | 0 | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 276 | 450 | 0 | | 0 | 197 | 17 | | 30 | 0 | 204 | | 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: | 276 | 450 | 0 | | 0 | 197 | 17 | | 30 | 0 | 204 | | 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: | 0.90 | 0.90 | 0.90 | | 0.90 | 0.90 | 0.90 | | 0.90 | 0.90 | 0.90 | | 0.90 | 0.90 | 0.90 | |
| PHF Volume: | 307 | 500 | 0 | | 0 | 219 | 19 | | 33 | 0 | 227 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 307 | 500 | 0 | | 0 | 219 | 19 | | 33 | 0 | 227 | | 0 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 307 | 500 | 0 | | 0 | 219 | 19 | | 33 | 0 | 227 | | 0 | 0 | 0 | |
| 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: | 2.00 | 1.00 | 0.00 | | 0.00 | 1.00 | 1.00 | | 2.00 | 0.00 | 1.00 | | 0.00 | 0.00 | 0.00 | |
| Final Sat.: | 1092 | 599 | 0 | | 0 | 547 | 605 | | 940 | 0 | 558 | | 0 | 0 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.28 | 0.84 | xxxx | | xxxx | 0.40 | 0.03 | | 0.04 | xxxx | 0.41 | | xxxx | xxxx | xxxx | |
| Crit Moves: | | **** | | | | **** | | | | | **** | | | | | |
| Delay/Veh: | 11.6 | 31.2 | 0.0 | | 0.0 | 12.9 | 8.5 | | 10.3 | 0.0 | 12.7 | | 0.0 | 0.0 | 0.0 | |
| Delay Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 11.6 | 31.2 | 0.0 | | 0.0 | 12.9 | 8.5 | | 10.3 | 0.0 | 12.7 | | 0.0 | 0.0 | 0.0 | |
| LOS by Move: | B | D | * | | * | B | A | | B | * | B | | * | * | * | |
| ApproachDel: | 23.7 | | | | | 12.6 | | | | 12.4 | | | xxxxxx | | | |
| Delay Adj: | 1.00 | | | | | 1.00 | | | | 1.00 | | | xxxxx | | | |
| ApprAdjDel: | 23.7 | | | | | 12.6 | | | | 12.4 | | | xxxxxx | | | |
| LOS by Appr: | C | | | | | B | | | | B | | | * | | | |
| AllWayAvgQ: | 0.4 | 3.7 | 0.0 | | 0.0 | 0.6 | 0.0 | | 0.0 | 0.0 | 0.6 | | 0.0 | 0.0 | 0.0 | |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Existing Plus NFA PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #5 Oak Avenue Parkway/ Riley Street

Cycle (sec): 100 Critical Vol./Cap. (X): 0.591
Loss Time (sec): 12 Average Delay (sec/veh): 24.7
Optimal Cycle: 48 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 0 | 2 | 1 0 | 1 0 | 1 | 1 0 | 1 0 | 1 | 0 1 | 1 0 | 0 | 1 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 210 | 910 | 35 | 26 | 534 | 167 | 313 | 12 | 176 | 30 | 6 | 8 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 210 | 910 | 35 | 26 | 534 | 167 | 313 | 12 | 176 | 30 | 6 | 8 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| PHF Volume: | 219 | 948 | 36 | 27 | 556 | 174 | 326 | 13 | 183 | 31 | 6 | 8 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 219 | 948 | 36 | 27 | 556 | 174 | 326 | 13 | 183 | 31 | 6 | 8 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 219 | 948 | 36 | 27 | 556 | 174 | 326 | 13 | 183 | 31 | 6 | 8 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.90 | 0.90 | 0.95 | 0.92 | 0.92 | 0.95 | 1.00 | 0.85 | 0.95 | 0.91 | 0.91 |
| Lanes: | 1.00 | 2.89 | 0.11 | 1.00 | 1.52 | 0.48 | 1.00 | 1.00 | 1.00 | 1.00 | 0.43 | 0.57 |
| Final Sat.: | 1805 | 4965 | 191 | 1805 | 2651 | 829 | 1805 | 1900 | 1615 | 1805 | 744 | 992 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.12 | 0.19 | 0.19 | 0.02 | 0.21 | 0.21 | 0.18 | 0.01 | 0.11 | 0.02 | 0.01 | 0.01 |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | |
| Green/Cycle: | 0.21 | 0.52 | 0.52 | 0.04 | 0.36 | 0.36 | 0.31 | 0.28 | 0.28 | 0.04 | 0.01 | 0.01 |
| Volume/Cap: | 0.59 | 0.37 | 0.37 | 0.37 | 0.59 | 0.59 | 0.59 | 0.02 | 0.41 | 0.41 | 0.59 | 0.59 |
| Delay/Veh: | 38.5 | 14.4 | 14.4 | 49.8 | 27.1 | 27.1 | 31.1 | 26.3 | 30.0 | 50.2 | 81.7 | 81.7 |
| 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: | 38.5 | 14.4 | 14.4 | 49.8 | 27.1 | 27.1 | 31.1 | 26.3 | 30.0 | 50.2 | 81.7 | 81.7 |
| LOS by Move: | D | B | B | D | C | C | C | C | C | D | F | F |
| HCM2kAvgQ: | 6 | 6 | 6 | 1 | 9 | 9 | 9 | 0 | 5 | 1 | 1 | 1 |

Note: Queue reported is the number of cars per lane.





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Folsom South of US-50 Annexation
Existing Plus NFA PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #6 Oak Avenue Parkway/ East Bidwell Street

Cycle (sec): 100 Critical Vol./Cap. (X): 0.599
Loss Time (sec): 12 Average Delay (sec/veh): 30.7
Optimal Cycle: 48 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Ignore | | | Ignore | | | Ignore | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 2 0 | 3 | 0 1 | 2 0 | 3 | 0 1 | 2 0 | 3 | 0 1 | 2 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 149 | 802 | 240 | 355 | 328 | 122 | 125 | 1087 | 215 | 178 | 1012 | 578 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 149 | 802 | 240 | 355 | 328 | 122 | 125 | 1087 | 215 | 178 | 1012 | 578 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 0.98 | 0.98 | 0.00 | 0.98 | 0.98 | 0.00 | 0.98 | 0.98 | 0.00 | 0.98 | 0.98 | 0.00 |
| PHF Volume: | 152 | 818 | 0 | 362 | 335 | 0 | 128 | 1109 | 0 | 182 | 1033 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 152 | 818 | 0 | 362 | 335 | 0 | 128 | 1109 | 0 | 182 | 1033 | 0 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| FinalVolume: | 152 | 818 | 0 | 362 | 335 | 0 | 128 | 1109 | 0 | 182 | 1033 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.91 | 1.00 | 0.92 | 0.91 | 1.00 | 0.92 | 0.91 | 1.00 | 0.92 | 0.91 | 1.00 |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3502 | 5187 | 1900 | 3502 | 5187 | 1900 | 3502 | 5187 | 1900 | 3502 | 5187 | 1900 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.16 | 0.00 | 0.10 | 0.06 | 0.00 | 0.04 | 0.21 | 0.00 | 0.05 | 0.20 | 0.00 |
| Crit Moves: | | **** | | **** | | | | **** | | **** | | |
| Green/Cycle: | 0.18 | 0.26 | 0.00 | 0.17 | 0.26 | 0.00 | 0.07 | 0.36 | 0.00 | 0.09 | 0.38 | 0.00 |
| Volume/Cap: | 0.25 | 0.60 | 0.00 | 0.60 | 0.25 | 0.00 | 0.53 | 0.60 | 0.00 | 0.60 | 0.53 | 0.00 |
| Delay/Veh: | 35.7 | 32.9 | 0.0 | 39.8 | 29.3 | 0.0 | 47.3 | 26.8 | 0.0 | 47.3 | 24.7 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 35.7 | 32.9 | 0.0 | 39.8 | 29.3 | 0.0 | 47.3 | 26.8 | 0.0 | 47.3 | 24.7 | 0.0 |
| LOS by Move: | D | C | A | D | C | A | D | C | A | D | C | A |
| HCM2kAvgQ: | 2 | 8 | 0 | 5 | 3 | 0 | 3 | 11 | 0 | 3 | 9 | 0 |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Existing Plus NFA PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #7 East Bidwell St/Nesmith Ct

Cycle (sec): 100 Critical Vol./Cap. (X): 0.649
Loss Time (sec): 12 Average Delay (sec/veh): 12.6
Optimal Cycle: 53 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Split Phase | | | | Split Phase | | | |
| Rights: | Ovl | | | | Include | | | | Include | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 2 | 0 1 | 2 | 0 | 2 | 1 0 | 0 | 0 | 1! | 0 0 | 1 | 1 | 0 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 13 | 1503 | 63 | | 173 | 1424 | 16 | | 57 | 2 | 53 | | 24 | 1 | 82 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 13 | 1503 | 63 | | 173 | 1424 | 16 | | 57 | 2 | 53 | | 24 | 1 | 82 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 14 | 1599 | 67 | | 184 | 1515 | 17 | | 61 | 2 | 56 | | 26 | 1 | 87 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 14 | 1599 | 67 | | 184 | 1515 | 17 | | 61 | 2 | 56 | | 26 | 1 | 87 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 14 | 1599 | 67 | | 184 | 1515 | 17 | | 61 | 2 | 56 | | 26 | 1 | 87 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.95 | 0.85 | | 0.92 | 0.91 | 0.91 | | 0.91 | 0.91 | 0.91 | | 0.95 | 0.95 | 0.85 | |
| Lanes: | 1.00 | 2.00 | 1.00 | | 2.00 | 2.97 | 0.03 | | 0.51 | 0.02 | 0.47 | | 1.92 | 0.08 | 1.00 | |
| Final Sat.: | 1805 | 3610 | 1615 | | 3502 | 5119 | 58 | | 882 | 31 | 821 | | 3480 | 145 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.44 | 0.04 | | 0.05 | 0.30 | 0.30 | | 0.07 | 0.07 | 0.07 | | 0.01 | 0.01 | 0.05 | |
| Crit Moves: | | **** | | | **** | | | | | | **** | | | **** | | |
| Green/Cycle: | 0.02 | 0.68 | 0.69 | | 0.08 | 0.74 | 0.74 | | 0.11 | 0.11 | 0.11 | | 0.01 | 0.01 | 0.09 | |
| Volume/Cap: | 0.40 | 0.65 | 0.06 | | 0.65 | 0.40 | 0.40 | | 0.65 | 0.65 | 0.65 | | 0.65 | 0.65 | 0.59 | |
| Delay/Veh: | 55.8 | 9.7 | 4.9 | | 49.8 | 4.7 | 4.7 | | 50.9 | 50.9 | 50.9 | | 80.5 | 80.5 | 49.5 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 55.8 | 9.7 | 4.9 | | 49.8 | 4.7 | 4.7 | | 50.9 | 50.9 | 50.9 | | 80.5 | 80.5 | 49.5 | |
| LOS by Move: | E | A | A | | D | A | A | | D | D | D | | F | F | D | |
| HCM2kAvgQ: | 1 | 15 | 1 | | 4 | 6 | 6 | | 4 | 4 | 4 | | 0 | 0 | 3 | |

Note: Queue reported is the number of cars per lane.





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Folsom South of US-50 Annexation
Existing Plus NFA PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #8 East Bidwell St/Scholar Way

Cycle (sec): 100 Critical Vol./Cap. (X): 0.584
Loss Time (sec): 12 Average Delay (sec/veh): 12.9
Optimal Cycle: 47 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ignore | | | | Ignore | | | | Ignore | | | | Ignore | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 2 | 0 1 | 2 | 0 | 3 | 0 1 | 1 | 0 | 2 | 0 1 | 1 | 0 | 2 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 37 | 1383 | 272 | | 79 | 1332 | 95 | | 117 | 54 | 5 | | 106 | 44 | 97 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 37 | 1383 | 272 | | 79 | 1332 | 95 | | 117 | 54 | 5 | | 106 | 44 | 97 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.00 | |
| PHF Volume: | 39 | 1471 | 0 | | 84 | 1417 | 0 | | 124 | 57 | 0 | | 113 | 47 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 39 | 1471 | 0 | | 84 | 1417 | 0 | | 124 | 57 | 0 | | 113 | 47 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| FinalVolume: | 39 | 1471 | 0 | | 84 | 1417 | 0 | | 124 | 57 | 0 | | 113 | 47 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.95 | 1.00 | | 0.92 | 0.91 | 1.00 | | 0.95 | 0.95 | 1.00 | | 0.95 | 0.95 | 1.00 | |
| Lanes: | 2.00 | 2.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 1.00 | 2.00 | 1.00 | | 1.00 | 2.00 | 1.00 | |
| Final Sat.: | 3502 | 3610 | 1900 | | 3502 | 5187 | 1900 | | 1805 | 3610 | 1900 | | 1805 | 3610 | 1900 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.41 | 0.00 | | 0.02 | 0.27 | 0.00 | | 0.07 | 0.02 | 0.00 | | 0.06 | 0.01 | 0.00 | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.03 | 0.70 | 0.00 | | 0.04 | 0.71 | 0.00 | | 0.12 | 0.03 | 0.00 | | 0.11 | 0.02 | 0.00 | |
| Volume/Cap: | 0.38 | 0.58 | 0.00 | | 0.58 | 0.38 | 0.00 | | 0.58 | 0.56 | 0.00 | | 0.56 | 0.58 | 0.00 | |
| Delay/Veh: | 50.1 | 8.0 | 0.0 | | 53.1 | 5.8 | 0.0 | | 45.9 | 54.7 | 0.0 | | 45.5 | 59.0 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 50.1 | 8.0 | 0.0 | | 53.1 | 5.8 | 0.0 | | 45.9 | 54.7 | 0.0 | | 45.5 | 59.0 | 0.0 | |
| LOS by Move: | D | A | A | | D | A | A | | D | D | A | | D | E | A | |
| HCM2kAvgQ: | 1 | 12 | 0 | | 2 | 6 | 0 | | 4 | 1 | 0 | | 3 | 1 | 0 | |

Note: Queue reported is the number of cars per lane.

PM Existing Plus NFA Thu May 7, 2009 15:50:01 Page 11-1

Folsom South of US-50 Annexation
Existing Plus NFA PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #9 East Bidwell St/Power Center Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.607
Loss Time (sec): 12 Average Delay (sec/veh): 20.2
Optimal Cycle: 49 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Split Phase | | | Split Phase | | |
| Rights: | Ovl | | | Ovl | | | Ovl | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 0 | 3 0 | 1 | 1 0 | 3 0 | 1 | 1 1 | 0 0 | 1 | 0 1 | 0 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 81 | 1484 | 170 | 182 | 1240 | 72 | 149 | 39 | 67 | 104 | 12 | 101 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 81 | 1484 | 170 | 182 | 1240 | 72 | 149 | 39 | 67 | 104 | 12 | 101 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 86 | 1579 | 181 | 194 | 1319 | 77 | 159 | 41 | 71 | 111 | 13 | 107 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 86 | 1579 | 181 | 194 | 1319 | 77 | 159 | 41 | 71 | 111 | 13 | 107 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 86 | 1579 | 181 | 194 | 1319 | 77 | 159 | 41 | 71 | 111 | 13 | 107 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.91 | 0.85 | 0.95 | 0.91 | 0.85 | 0.96 | 0.96 | 0.85 | 0.96 | 0.96 | 0.85 |
| Lanes: | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 | 1.59 | 0.41 | 1.00 | 0.90 | 0.10 | 1.00 |
| Final Sat.: | 1805 | 5187 | 1615 | 1805 | 5187 | 1615 | 2897 | 758 | 1615 | 1630 | 188 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.05 | 0.30 | 0.11 | 0.11 | 0.25 | 0.05 | 0.05 | 0.05 | 0.04 | 0.07 | 0.07 | 0.07 |
| Crit Moves: | | **** | | **** | | | | **** | | | **** | |
| Green/Cycle: | 0.11 | 0.50 | 0.61 | 0.18 | 0.57 | 0.66 | 0.09 | 0.09 | 0.20 | 0.11 | 0.11 | 0.29 |
| Volume/Cap: | 0.45 | 0.61 | 0.18 | 0.61 | 0.45 | 0.07 | 0.61 | 0.61 | 0.22 | 0.61 | 0.61 | 0.23 |
| Delay/Veh: | 43.5 | 18.3 | 8.5 | 41.3 | 12.5 | 6.1 | 47.0 | 47.0 | 34.1 | 47.5 | 47.5 | 27.4 |
| 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: | 43.5 | 18.3 | 8.5 | 41.3 | 12.5 | 6.1 | 47.0 | 47.0 | 34.1 | 47.5 | 47.5 | 27.4 |
| LOS by Move: | D | B | A | D | B | A | D | D | C | D | D | C |
| HCM2kAvgQ: | 3 | 13 | 2 | 6 | 9 | 1 | 3 | 3 | 2 | 4 | 4 | 2 |

Note: Queue reported is the number of cars per lane.





PM Existing Plus NFA Thu May 7, 2009 15:50:01 Page 12-1

Folsom South of US-50 Annexation
Existing Plus NFA PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #10 Broadstone Pkwy/ East Bidwell St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.605
Loss Time (sec): 12 Average Delay (sec/veh): 26.6
Optimal Cycle: 49 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Ignore | | | Ignore | | | Ignore | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 2 0 | 3 0 | 1 | 2 0 | 3 0 | 1 | 2 0 | 3 0 | 1 | 2 0 | 3 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 59 | 500 | 38 | 239 | 365 | 174 | 289 | 1166 | 44 | 128 | 1396 | 378 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 59 | 500 | 38 | 239 | 365 | 174 | 289 | 1166 | 44 | 128 | 1396 | 378 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 0.97 | 0.97 | 0.00 | 0.97 | 0.97 | 0.00 | 0.97 | 0.97 | 0.00 | 0.97 | 0.97 | 0.00 |
| PHF Volume: | 61 | 515 | 0 | 246 | 376 | 0 | 298 | 1202 | 0 | 132 | 1439 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 61 | 515 | 0 | 246 | 376 | 0 | 298 | 1202 | 0 | 132 | 1439 | 0 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| FinalVolume: | 61 | 515 | 0 | 246 | 376 | 0 | 298 | 1202 | 0 | 132 | 1439 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.91 | 1.00 | 0.92 | 0.91 | 1.00 | 0.92 | 0.91 | 1.00 | 0.92 | 0.91 | 1.00 |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3502 | 5187 | 1900 | 3502 | 5187 | 1900 | 3502 | 5187 | 1900 | 3502 | 5187 | 1900 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.10 | 0.00 | 0.07 | 0.07 | 0.00 | 0.09 | 0.23 | 0.00 | 0.04 | 0.28 | 0.00 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green/Cycle: | 0.05 | 0.16 | 0.00 | 0.12 | 0.23 | 0.00 | 0.14 | 0.52 | 0.00 | 0.08 | 0.46 | 0.00 |
| Volume/Cap: | 0.32 | 0.60 | 0.00 | 0.60 | 0.32 | 0.00 | 0.60 | 0.45 | 0.00 | 0.45 | 0.60 | 0.00 |
| Delay/Veh: | 46.5 | 40.0 | 0.0 | 44.6 | 32.4 | 0.0 | 42.5 | 15.4 | 0.0 | 44.7 | 20.7 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 46.5 | 40.0 | 0.0 | 44.6 | 32.4 | 0.0 | 42.5 | 15.4 | 0.0 | 44.7 | 20.7 | 0.0 |
| LOS by Move: | D | D | A | D | C | A | D | B | A | D | C | A |
| HCM2kAvgQ: | 1 | 5 | 0 | 5 | 4 | 0 | 4 | 8 | 0 | 3 | 12 | 0 |

Note: Queue reported is the number of cars per lane.

Folsom South of US-50 Annexation
Existing Plus NFA PM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #11 Empire Ranch Road/ Broadstone Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.468
Loss Time (sec): 0 Average Delay (sec/veh): 13.2
Optimal Cycle: 0 Level Of Service: B

| 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 | 2 | 1 0 | 1 | 0 | 2 | 1 0 | 2 | 0 | 1 | 0 1 | 0 | 0 | 1! | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 52 | 675 | 14 | | 11 | 351 | 67 | | 86 | 22 | 33 | | 8 | 28 | 3 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 52 | 675 | 14 | | 11 | 351 | 67 | | 86 | 22 | 33 | | 8 | 28 | 3 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 58 | 758 | 16 | | 12 | 394 | 75 | | 97 | 25 | 37 | | 9 | 31 | 3 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 58 | 758 | 16 | | 12 | 394 | 75 | | 97 | 25 | 37 | | 9 | 31 | 3 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 58 | 758 | 16 | | 12 | 394 | 75 | | 97 | 25 | 37 | | 9 | 31 | 3 | |
| 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 | 2.94 | 0.06 | | 1.00 | 2.52 | 0.48 | | 2.00 | 1.00 | 1.00 | | 0.20 | 0.72 | 0.08 | |
| Final Sat.: | 507 | 1620 | 34 | | 463 | 1269 | 251 | | 856 | 454 | 498 | | 94 | 330 | 35 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.12 | 0.47 | 0.47 | | 0.03 | 0.31 | 0.30 | | 0.11 | 0.05 | 0.07 | | 0.10 | 0.10 | 0.10 | |
| Crit Moves: | | **** | | | | **** | | | **** | | | | **** | | | |
| Delay/Veh: | 10.5 | 14.4 | 14.3 | | 10.4 | 12.6 | 12.0 | | 11.6 | 10.5 | 9.9 | | 11.1 | 11.1 | 11.1 | |
| Delay Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 10.5 | 14.4 | 14.3 | | 10.4 | 12.6 | 12.0 | | 11.6 | 10.5 | 9.9 | | 11.1 | 11.1 | 11.1 | |
| LOS by Move: | B | B | B | | B | B | B | | B | B | A | | B | B | B | |
| ApproachDel: | | 14.2 | | | | 12.4 | | | | 11.0 | | | | 11.1 | | |
| Delay Adj: | | 1.00 | | | | 1.00 | | | | 1.00 | | | | 1.00 | | |
| ApprAdjDel: | | 14.2 | | | | 12.4 | | | | 11.0 | | | | 11.1 | | |
| LOS by Appr: | | B | | | | B | | | | B | | | | B | | |
| AllWayAvgQ: | 0.1 | 0.8 | 0.8 | | 0.0 | 0.4 | 0.4 | | 0.1 | 0.1 | 0.1 | | 0.1 | 0.1 | 0.1 | |

Note: Queue reported is the number of cars per lane.





Folsom South of US-50 Annexation
Existing Plus NFA PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #12 Oak Avenue Prky / Haverhill Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.479
Loss Time (sec): 9 Average Delay (sec/veh): 9.8
Optimal Cycle: 33 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 1 | 1 0 | 1 | 0 | 1 | 1 0 | 0 | 0 | 1! | 0 0 | 0 | 0 | 1! | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 5 | 1047 | 74 | | 62 | 667 | 4 | | 2 | 5 | 3 | | 21 | 7 | 87 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 5 | 1047 | 74 | | 62 | 667 | 4 | | 2 | 5 | 3 | | 21 | 7 | 87 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.96 | 0.96 | 0.96 | | 0.96 | 0.96 | 0.96 | | 0.96 | 0.96 | 0.96 | | 0.96 | 0.96 | 0.96 | |
| PHF Volume: | 5 | 1091 | 77 | | 65 | 695 | 4 | | 2 | 5 | 3 | | 22 | 7 | 91 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 5 | 1091 | 77 | | 65 | 695 | 4 | | 2 | 5 | 3 | | 22 | 7 | 91 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 5 | 1091 | 77 | | 65 | 695 | 4 | | 2 | 5 | 3 | | 22 | 7 | 91 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.94 | 0.94 | | 0.95 | 0.95 | 0.95 | | 0.92 | 0.92 | 0.92 | | 0.85 | 0.85 | 0.85 | |
| Lanes: | 1.00 | 1.87 | 0.13 | | 1.00 | 1.99 | 0.01 | | 0.20 | 0.50 | 0.30 | | 0.18 | 0.06 | 0.76 | |
| Final Sat.: | 1805 | 3338 | 236 | | 1805 | 3585 | 21 | | 350 | 876 | 525 | | 296 | 99 | 1228 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.33 | 0.33 | | 0.04 | 0.19 | 0.19 | | 0.01 | 0.01 | 0.01 | | 0.07 | 0.07 | 0.07 | |
| Crit Moves: | | **** | | | **** | | | | | | | | | **** | | |
| Green/Cycle: | 0.01 | 0.68 | 0.68 | | 0.07 | 0.74 | 0.74 | | 0.15 | 0.15 | 0.15 | | 0.15 | 0.15 | 0.15 | |
| Volume/Cap: | 0.26 | 0.48 | 0.48 | | 0.48 | 0.26 | 0.26 | | 0.04 | 0.04 | 0.04 | | 0.48 | 0.48 | 0.48 | |
| Delay/Veh: | 55.9 | 7.7 | 7.7 | | 47.1 | 4.1 | 4.1 | | 36.1 | 36.1 | 36.1 | | 40.1 | 40.1 | 40.1 | |
| 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: | 55.9 | 7.7 | 7.7 | | 47.1 | 4.1 | 4.1 | | 36.1 | 36.1 | 36.1 | | 40.1 | 40.1 | 40.1 | |
| LOS by Move: | E | A | A | | D | A | A | | D | D | D | | D | D | D | |
| HCM2kAvgQ: | 0 | 9 | 9 | | 2 | 3 | 3 | | 0 | 0 | 0 | | 4 | 4 | 4 | |

Note: Queue reported is the number of cars per lane.

Folsom South of US-50 Annexation
Existing Plus NFA PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #13 Oak Avenue Prky / Haldion Wy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.536
Loss Time (sec): 9 Average Delay (sec/veh): 13.7
Optimal Cycle: 36 Level of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 1 | 1 0 | 1 | 0 | 1 | 1 0 | 0 | 0 | 1! | 0 0 | 0 | 0 | 1! | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 55 | 1072 | 149 | | 65 | 594 | 23 | | 15 | 5 | 41 | | 84 | 8 | 41 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 55 | 1072 | 149 | | 65 | 594 | 23 | | 15 | 5 | 41 | | 84 | 8 | 41 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.97 | 0.97 | 0.97 | | 0.97 | 0.97 | 0.97 | | 0.97 | 0.97 | 0.97 | | 0.97 | 0.97 | 0.97 | |
| PHF Volume: | 57 | 1105 | 154 | | 67 | 612 | 24 | | 15 | 5 | 42 | | 87 | 8 | 42 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 57 | 1105 | 154 | | 67 | 612 | 24 | | 15 | 5 | 42 | | 87 | 8 | 42 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 57 | 1105 | 154 | | 67 | 612 | 24 | | 15 | 5 | 42 | | 87 | 8 | 42 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.93 | 0.93 | | 0.95 | 0.94 | 0.94 | | 0.85 | 0.85 | 0.85 | | 0.76 | 0.76 | 0.76 | |
| Lanes: | 1.00 | 1.76 | 0.24 | | 1.00 | 1.93 | 0.07 | | 0.25 | 0.08 | 0.67 | | 0.63 | 0.06 | 0.31 | |
| Final Sat.: | 1805 | 3112 | 433 | | 1805 | 3455 | 134 | | 395 | 132 | 1079 | | 910 | 87 | 444 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.36 | 0.36 | | 0.04 | 0.18 | 0.18 | | 0.04 | 0.04 | 0.04 | | 0.10 | 0.10 | 0.10 | |
| Crit Moves: | | **** | | | **** | | | | | | | | | **** | | |
| Green/Cycle: | 0.11 | 0.66 | 0.66 | | 0.07 | 0.62 | 0.62 | | 0.18 | 0.18 | 0.18 | | 0.18 | 0.18 | 0.18 | |
| Volume/Cap: | 0.28 | 0.54 | 0.54 | | 0.54 | 0.28 | 0.28 | | 0.22 | 0.22 | 0.22 | | 0.54 | 0.54 | 0.54 | |
| Delay/Veh: | 41.7 | 9.1 | 9.1 | | 49.5 | 8.8 | 8.8 | | 35.6 | 35.6 | 35.6 | | 39.6 | 39.6 | 39.6 | |
| 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: | 41.7 | 9.1 | 9.1 | | 49.5 | 8.8 | 8.8 | | 35.6 | 35.6 | 35.6 | | 39.6 | 39.6 | 39.6 | |
| LOS by Move: | D | A | A | | D | A | A | | D | D | D | | D | D | D | |
| HCM2kAvgQ: | 2 | 10 | 10 | | 2 | 5 | 5 | | 2 | 2 | 2 | | 5 | 5 | 5 | |

Note: Queue reported is the number of cars per lane.





Folsom South of US-50 Annexation
Existing Plus NFA PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #14 Folsom Blvd/ Iron Point Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.859
Loss Time (sec): 12 Average Delay (sec/veh): 22.3
Optimal Cycle: 93 Level of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 2 | 0 1 | 1 | 0 | 2 | 0 0 | 0 | 0 | 0 | 0 0 | 2 | 0 | 0 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1461 | 1017 | | 159 | 1327 | 0 | | 0 | 0 | 0 | | 663 | 0 | 202 | |
| Growth Adj: | 1.00 | 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 | 1461 | 1017 | | 159 | 1327 | 0 | | 0 | 0 | 0 | | 663 | 0 | 202 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.95 | 0.95 | 0.95 | | 0.95 | 0.95 | 0.95 | | 0.95 | 0.95 | 0.95 | | 0.95 | 0.95 | 0.95 | |
| PHF Volume: | 0 | 1538 | 1071 | | 167 | 1397 | 0 | | 0 | 0 | 0 | | 698 | 0 | 213 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 1538 | 1071 | | 167 | 1397 | 0 | | 0 | 0 | 0 | | 698 | 0 | 213 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 1538 | 1071 | | 167 | 1397 | 0 | | 0 | 0 | 0 | | 698 | 0 | 213 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.95 | 0.85 | | 0.95 | 0.95 | 1.00 | | 1.00 | 1.00 | 1.00 | | 0.92 | 1.00 | 0.85 | |
| Lanes: | 0.00 | 2.00 | 1.00 | | 1.00 | 2.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 2.00 | 0.00 | 1.00 | |
| Final Sat.: | 0 | 3610 | 1615 | | 1805 | 3610 | 0 | | 0 | 0 | 0 | | 3502 | 0 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.43 | 0.66 | | 0.09 | 0.39 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.20 | 0.00 | 0.13 | |
| Crit Moves: | | | **** | | **** | | | | | | | | **** | | | |
| Green/Cycle: | 0.00 | 0.54 | 0.77 | | 0.11 | 0.65 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.23 | 0.00 | 0.23 | |
| Volume/Cap: | 0.00 | 0.79 | 0.86 | | 0.86 | 0.60 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.86 | 0.00 | 0.57 | |
| Delay/Veh: | 0.0 | 20.7 | 13.9 | | 73.5 | 10.5 | 0.0 | | 0.0 | 0.0 | 0.0 | | 45.9 | 0.0 | 36.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 20.7 | 13.9 | | 73.5 | 10.5 | 0.0 | | 0.0 | 0.0 | 0.0 | | 45.9 | 0.0 | 36.0 | |
| LOS by Move: | A | C | B | | E | B | A | | A | A | A | | D | A | D | |
| HCM2kAvgQ: | 0 | 20 | 24 | | 5 | 13 | 0 | | 0 | 0 | 0 | | 12 | 0 | 6 | |

Note: Queue reported is the number of cars per lane.

PM Existing Plus NFA Thu May 7, 2009 15:50:01 Page 17-1

Folsom South of US-50 Annexation
Existing Plus NFA PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #15 Prairie City Rd/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.647
Loss Time (sec): 12 Average Delay (sec/veh): 29.8
Optimal Cycle: 53 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Ignore | | | Ignore | | | Ignore | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 2 | 0 2 | 0 1 | 2 | 0 3 | 0 1 | 2 | 0 3 | 0 1 | 2 | 0 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 294 | 943 | 144 | 370 | 829 | 15 | 108 | 878 | 399 | 16 | 178 | 186 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 294 | 943 | 144 | 370 | 829 | 15 | 108 | 878 | 399 | 16 | 178 | 186 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 0.95 | 0.95 | 0.00 | 0.95 | 0.95 | 0.00 | 0.95 | 0.95 | 0.00 | 0.95 | 0.95 | 0.00 |
| PHF Volume: | 309 | 993 | 0 | 389 | 873 | 0 | 114 | 924 | 0 | 17 | 187 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 309 | 993 | 0 | 389 | 873 | 0 | 114 | 924 | 0 | 17 | 187 | 0 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| FinalVolume: | 309 | 993 | 0 | 389 | 873 | 0 | 114 | 924 | 0 | 17 | 187 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.95 | 1.00 | 0.92 | 0.91 | 1.00 | 0.92 | 0.91 | 1.00 | 0.92 | 0.91 | 1.00 |
| Lanes: | 2.00 | 2.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3502 | 3610 | 1900 | 3502 | 5187 | 1900 | 3502 | 5187 | 1900 | 3502 | 5187 | 1900 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.09 | 0.27 | 0.00 | 0.11 | 0.17 | 0.00 | 0.03 | 0.18 | 0.00 | 0.00 | 0.04 | 0.00 |
| Crit Moves: | | **** | | **** | | | | **** | | **** | | |
| Green/Cycle: | 0.21 | 0.43 | 0.00 | 0.17 | 0.39 | 0.00 | 0.13 | 0.28 | 0.00 | 0.01 | 0.15 | 0.00 |
| Volume/Cap: | 0.43 | 0.65 | 0.00 | 0.65 | 0.43 | 0.00 | 0.24 | 0.65 | 0.00 | 0.65 | 0.24 | 0.00 |
| Delay/Veh: | 35.0 | 23.8 | 0.0 | 41.0 | 22.4 | 0.0 | 39.0 | 33.0 | 0.0 | 94.4 | 37.7 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 35.0 | 23.8 | 0.0 | 41.0 | 22.4 | 0.0 | 39.0 | 33.0 | 0.0 | 94.4 | 37.7 | 0.0 |
| LOS by Move: | D | C | A | D | C | A | D | C | A | F | D | A |
| HCM2kAvgQ: | 4 | 13 | 0 | 6 | 7 | 0 | 2 | 9 | 0 | 0 | 2 | 0 |

Note: Queue reported is the number of cars per lane.





PM Existing Plus NFA Thu May 7, 2009 15:50:01 Page 18-1

Folsom South of US-50 Annexation
Existing Plus NFA PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #16 Grover Rd/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.339
Loss Time (sec): 12 Average Delay (sec/veh): 10.0
Optimal Cycle: 32 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Split Phase | | | Split Phase | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 | 0 1! | 0 0 | 1 | 0 0 | 1 0 | 1 | 0 3 | 0 1 | 1 | 0 2 | 1 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 6 | 0 | 0 | 60 | 3 | 19 | 114 | 1260 | 1 | 4 | 354 | 67 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 6 | 0 | 0 | 60 | 3 | 19 | 114 | 1260 | 1 | 4 | 354 | 67 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 6 | 0 | 0 | 64 | 3 | 20 | 121 | 1340 | 1 | 4 | 377 | 71 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 6 | 0 | 0 | 64 | 3 | 20 | 121 | 1340 | 1 | 4 | 377 | 71 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 6 | 0 | 0 | 64 | 3 | 20 | 121 | 1340 | 1 | 4 | 377 | 71 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 1.00 | 1.00 | 0.95 | 0.87 | 0.87 | 0.95 | 0.91 | 0.85 | 0.95 | 0.89 | 0.89 |
| Lanes: | 2.00 | 0.00 | 0.00 | 1.00 | 0.14 | 0.86 | 1.00 | 3.00 | 1.00 | 1.00 | 2.52 | 0.48 |
| Final Sat.: | 3618 | 0 | 0 | 1805 | 225 | 1428 | 1805 | 5187 | 1615 | 1805 | 4257 | 806 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.04 | 0.01 | 0.01 | 0.07 | 0.26 | 0.00 | 0.00 | 0.09 | 0.09 |
| Crit Moves: | **** | | | **** | | | | **** | | **** | | |
| Green/Cycle: | 0.01 | 0.00 | 0.00 | 0.10 | 0.10 | 0.10 | 0.33 | 0.76 | 0.76 | 0.01 | 0.44 | 0.44 |
| Volume/Cap: | 0.34 | 0.00 | 0.00 | 0.34 | 0.14 | 0.14 | 0.20 | 0.34 | 0.00 | 0.34 | 0.20 | 0.20 |
| Delay/Veh: | 60.0 | 0.0 | 0.0 | 42.6 | 41.0 | 41.0 | 24.0 | 3.8 | 2.8 | 64.8 | 17.4 | 17.4 |
| 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: | 60.0 | 0.0 | 0.0 | 42.6 | 41.0 | 41.0 | 24.0 | 3.8 | 2.8 | 64.8 | 17.4 | 17.4 |
| LOS by Move: | E | A | A | D | D | D | C | A | A | E | B | B |
| HCM2kAvgQ: | 0 | 0 | 0 | 2 | 1 | 1 | 3 | 5 | 0 | 0 | 3 | 3 |

Note: Queue reported is the number of cars per lane.

PM Existing Plus NFA Thu May 7, 2009 15:50:01 Page 19-1

Folsom South of US-50 Annexation
Existing Plus NFA PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #17 McAdoo Dr/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.396
Loss Time (sec): 12 Average Delay (sec/veh): 17.1
Optimal Cycle: 35 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Permitted | | | Permitted | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 3 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 129 | 0 | 53 | 269 | 1270 | 0 | 0 | 323 | 140 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 129 | 0 | 53 | 269 | 1270 | 0 | 0 | 323 | 140 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| PHF Volume: | 0 | 0 | 0 | 136 | 0 | 56 | 283 | 1337 | 0 | 0 | 340 | 147 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 136 | 0 | 56 | 283 | 1337 | 0 | 0 | 340 | 147 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 0 | 0 | 0 | 136 | 0 | 56 | 283 | 1337 | 0 | 0 | 340 | 147 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 0.77 | 1.00 | 0.85 | 0.95 | 0.91 | 1.00 | 1.00 | 0.87 | 0.87 |
| Lanes: | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 3.00 | 0.00 | 0.00 | 2.09 | 0.91 |
| Final Sat.: | 0 | 0 | 0 | 1461 | 0 | 1615 | 1805 | 5187 | 0 | 0 | 3456 | 1498 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.09 | 0.00 | 0.03 | 0.16 | 0.26 | 0.00 | 0.00 | 0.10 | 0.10 |
| Crit Moves: | | | | **** | | | **** | | | | **** | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | 0.23 | 0.00 | 0.23 | 0.40 | 0.65 | 0.00 | 0.00 | 0.25 | 0.25 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.40 | 0.00 | 0.15 | 0.40 | 0.40 | 0.00 | 0.00 | 0.40 | 0.40 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 33.0 | 0.0 | 30.5 | 22.0 | 8.6 | 0.0 | 0.0 | 31.5 | 31.5 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 33.0 | 0.0 | 30.5 | 22.0 | 8.6 | 0.0 | 0.0 | 31.5 | 31.5 |
| LOS by Move: | A | A | A | C | A | C | C | A | A | A | C | C |
| HCM2kAvgQ: | 0 | 0 | 0 | 4 | 0 | 1 | 6 | 7 | 0 | 0 | 4 | 4 |

Note: Queue reported is the number of cars per lane.





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Folsom South of US-50 Annexation
Existing Plus NFA PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #18 Oak Ave Pkwy/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.698
Loss Time (sec): 12 Average Delay (sec/veh): 34.0
Optimal Cycle: 59 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Ignore | | | Ovl | | | Ignore | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 2 | 0 | 2 | 0 | 1 | 2 | 0 | 2 | 0 | 1 | 2 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 143 | 634 | 349 | 231 | 501 | 59 | 458 | 772 | 176 | 471 | 213 | 308 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 143 | 634 | 349 | 231 | 501 | 59 | 458 | 772 | 176 | 471 | 213 | 308 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 0.96 | 0.96 | 0.00 | 0.96 | 0.96 | 0.00 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.00 |
| PHF Volume: | 149 | 660 | 0 | 241 | 522 | 0 | 477 | 804 | 183 | 491 | 222 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 149 | 660 | 0 | 241 | 522 | 0 | 477 | 804 | 183 | 491 | 222 | 0 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| FinalVolume: | 149 | 660 | 0 | 241 | 522 | 0 | 477 | 804 | 183 | 491 | 222 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.95 | 1.00 | 0.92 | 0.95 | 1.00 | 0.92 | 0.95 | 0.85 | 0.92 | 0.95 | 1.00 |
| Lanes: | 2.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 |
| Final Sat.: | 3502 | 3610 | 1900 | 3502 | 3610 | 1900 | 3502 | 3610 | 1615 | 3502 | 3610 | 1900 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.18 | 0.00 | 0.07 | 0.14 | 0.00 | 0.14 | 0.22 | 0.11 | 0.14 | 0.06 | 0.00 |
| Crit Moves: | | **** | | **** | | | | **** | | **** | | |
| Green/Cycle: | 0.08 | 0.26 | 0.00 | 0.10 | 0.28 | 0.00 | 0.36 | 0.32 | 0.40 | 0.20 | 0.16 | 0.00 |
| Volume/Cap: | 0.52 | 0.70 | 0.00 | 0.70 | 0.52 | 0.00 | 0.38 | 0.70 | 0.28 | 0.70 | 0.38 | 0.00 |
| Delay/Veh: | 45.7 | 35.7 | 0.0 | 49.9 | 30.9 | 0.0 | 24.0 | 31.8 | 20.5 | 40.3 | 37.9 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 45.7 | 35.7 | 0.0 | 49.9 | 30.9 | 0.0 | 24.0 | 31.8 | 20.5 | 40.3 | 37.9 | 0.0 |
| LOS by Move: | D | D | A | D | C | A | C | C | C | D | D | A |
| HCM2kAvgQ: | 2 | 10 | 0 | 4 | 7 | 0 | 5 | 11 | 4 | 7 | 3 | 0 |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Existing Plus NFA PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #19 Rowberry Dr/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.554
Loss Time (sec): 12 Average Delay (sec/veh): 20.6
Optimal Cycle: 45 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Split Phase | | | | Split Phase | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Include | | | | Ovl | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 1 | 0 | 0 1 | 1 | 0 | 0 | 1 0 | 1 | 0 | 2 | 0 1 | 2 | 0 | 1 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 368 | 103 | 221 | | 2 | 55 | 11 | | 17 | 983 | 351 | | 127 | 646 | 5 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 368 | 103 | 221 | | 2 | 55 | 11 | | 17 | 983 | 351 | | 127 | 646 | 5 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.97 | 0.97 | 0.97 | | 0.97 | 0.97 | 0.97 | | 0.97 | 0.97 | 0.97 | | 0.97 | 0.97 | 0.97 | |
| PHF Volume: | 379 | 106 | 228 | | 2 | 57 | 11 | | 18 | 1013 | 362 | | 131 | 666 | 5 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 379 | 106 | 228 | | 2 | 57 | 11 | | 18 | 1013 | 362 | | 131 | 666 | 5 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 379 | 106 | 228 | | 2 | 57 | 11 | | 18 | 1013 | 362 | | 131 | 666 | 5 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.96 | 0.96 | 0.85 | | 0.95 | 0.98 | 0.98 | | 0.95 | 0.95 | 0.85 | | 0.92 | 0.95 | 0.95 | |
| Lanes: | 1.56 | 0.44 | 1.00 | | 1.00 | 0.83 | 0.17 | | 1.00 | 2.00 | 1.00 | | 2.00 | 1.98 | 0.02 | |
| Final Sat.: | 2856 | 799 | 1615 | | 1805 | 1544 | 309 | | 1805 | 3610 | 1615 | | 3502 | 3579 | 28 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.13 | 0.13 | 0.14 | | 0.00 | 0.04 | 0.04 | | 0.01 | 0.28 | 0.22 | | 0.04 | 0.19 | 0.19 | |
| Crit Moves: | | **** | | | | | **** | | | **** | | | **** | | | |
| Green/Cycle: | 0.24 | 0.24 | 0.31 | | 0.07 | 0.07 | 0.07 | | 0.03 | 0.51 | 0.75 | | 0.07 | 0.55 | 0.55 | |
| Volume/Cap: | 0.55 | 0.55 | 0.46 | | 0.02 | 0.55 | 0.55 | | 0.34 | 0.55 | 0.30 | | 0.55 | 0.34 | 0.34 | |
| Delay/Veh: | 34.1 | 34.1 | 28.6 | | 43.7 | 50.7 | 50.7 | | 51.6 | 17.3 | 4.3 | | 48.0 | 12.8 | 12.8 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 34.1 | 34.1 | 28.6 | | 43.7 | 50.7 | 50.7 | | 51.6 | 17.3 | 4.3 | | 48.0 | 12.8 | 12.8 | |
| LOS by Move: | C | C | C | | D | D | D | | D | B | A | | D | B | B | |
| HCM2kAvgQ: | 6 | 6 | 5 | | 0 | 3 | 3 | | 1 | 11 | 4 | | 2 | 6 | 6 | |

Note: Queue reported is the number of cars per lane.





PM Existing Plus NFA Thu May 7, 2009 15:50:01 Page 22-1

Folsom South of US-50 Annexation
Existing Plus NFA PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #20 Broadstone Pkwy/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.548
Loss Time (sec): 12 Average Delay (sec/veh): 19.2
Optimal Cycle: 44 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Split Phase | | | | Split Phase | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Ignore | | | | Include | | | | Ignore | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 1 | 0 | 0 1 | 2 | 0 | 1 | 0 1 | 1 | 0 | 2 | 0 1 | 2 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 52 | 33 | 52 | | 84 | 3 | 425 | | 635 | 562 | 8 | | 12 | 333 | 67 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 52 | 33 | 52 | | 84 | 3 | 425 | | 635 | 562 | 8 | | 12 | 333 | 67 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| PHF Adj: | 0.98 | 0.98 | 0.98 | | 0.98 | 0.98 | 0.00 | | 0.98 | 0.98 | 0.98 | | 0.98 | 0.98 | 0.00 | |
| PHF Volume: | 53 | 34 | 53 | | 86 | 3 | 0 | | 648 | 573 | 8 | | 12 | 340 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 53 | 34 | 53 | | 86 | 3 | 0 | | 648 | 573 | 8 | | 12 | 340 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| FinalVolume: | 53 | 34 | 53 | | 86 | 3 | 0 | | 648 | 573 | 8 | | 12 | 340 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.97 | 0.97 | 0.85 | | 0.92 | 1.00 | 1.00 | | 0.95 | 0.95 | 0.85 | | 0.92 | 0.91 | 1.00 | |
| Lanes: | 1.22 | 0.78 | 1.00 | | 2.00 | 1.00 | 1.00 | | 1.00 | 2.00 | 1.00 | | 2.00 | 3.00 | 1.00 | |
| Final Sat.: | 2255 | 1431 | 1615 | | 3502 | 1900 | 1900 | | 1805 | 3610 | 1615 | | 3502 | 5187 | 1900 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.02 | 0.03 | | 0.02 | 0.00 | 0.00 | | 0.36 | 0.16 | 0.01 | | 0.00 | 0.07 | 0.00 | |
| Crit Moves: | | | **** | | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.06 | 0.06 | 0.06 | | 0.04 | 0.04 | 0.00 | | 0.66 | 0.76 | 0.76 | | 0.02 | 0.12 | 0.00 | |
| Volume/Cap: | 0.39 | 0.39 | 0.55 | | 0.55 | 0.04 | 0.00 | | 0.55 | 0.21 | 0.01 | | 0.21 | 0.55 | 0.00 | |
| Delay/Veh: | 46.4 | 46.4 | 52.1 | | 50.8 | 45.9 | 0.0 | | 9.8 | 3.5 | 2.9 | | 50.3 | 42.5 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 46.4 | 46.4 | 52.1 | | 50.8 | 45.9 | 0.0 | | 9.8 | 3.5 | 2.9 | | 50.3 | 42.5 | 0.0 | |
| LOS by Move: | D | D | D | | D | D | A | | A | A | A | | D | D | A | |
| HCM2kAvgQ: | 2 | 2 | 2 | | 2 | 0 | 0 | | 10 | 3 | 0 | | 0 | 4 | 0 | |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Existing Plus NFA PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #21 East Bidwell St/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.892
Loss Time (sec): 12 Average Delay (sec/veh): 37.0
Optimal Cycle: 106 Level Of Service: D

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ignore | | | | Ignore | | | | Include | | | | Ignore | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 2 | 1 0 | 2 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 359 | 1890 | 287 | 190 | 1253 | 127 | 163 | 208 | 371 | 259 | 92 | 87 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 359 | 1890 | 287 | 190 | 1253 | 127 | 163 | 208 | 371 | 259 | 92 | 87 | | | | |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | | | | |
| PHF Adj: | 0.93 | 0.93 | 0.00 | 0.93 | 0.93 | 0.00 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.00 | | | | |
| PHF Volume: | 386 | 2032 | 0 | 204 | 1347 | 0 | 175 | 224 | 399 | 278 | 99 | 0 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 386 | 2032 | 0 | 204 | 1347 | 0 | 175 | 224 | 399 | 278 | 99 | 0 | | | | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | | | | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | | | | |
| FinalVolume: | 386 | 2032 | 0 | 204 | 1347 | 0 | 175 | 224 | 399 | 278 | 99 | 0 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 0.92 | 0.91 | 1.00 | 0.92 | 0.91 | 1.00 | 0.92 | 0.82 | 0.82 | 0.92 | 0.91 | 1.00 | | | | |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 2.00 | 1.00 | 2.00 | 3.00 | 1.00 | | | | |
| Final Sat.: | 3502 | 5187 | 1900 | 3502 | 5187 | 1900 | 3502 | 3126 | 1563 | 3502 | 5187 | 1900 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.11 | 0.39 | 0.00 | 0.06 | 0.26 | 0.00 | 0.05 | 0.07 | 0.26 | 0.08 | 0.02 | 0.00 | | | | |
| Crit Moves: | | **** | | **** | | | | | **** | **** | | | | | | |
| Green/Cycle: | 0.15 | 0.44 | 0.00 | 0.07 | 0.35 | 0.00 | 0.27 | 0.29 | 0.29 | 0.09 | 0.10 | 0.00 | | | | |
| Volume/Cap: | 0.73 | 0.89 | 0.00 | 0.89 | 0.73 | 0.00 | 0.18 | 0.25 | 0.89 | 0.89 | 0.18 | 0.00 | | | | |
| Delay/Veh: | 45.8 | 30.7 | 0.0 | 78.6 | 29.7 | 0.0 | 28.0 | 27.5 | 47.9 | 70.8 | 41.1 | 0.0 | | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| AdjDel/Veh: | 45.8 | 30.7 | 0.0 | 78.6 | 29.7 | 0.0 | 28.0 | 27.5 | 47.9 | 70.8 | 41.1 | 0.0 | | | | |
| LOS by Move: | D | C | A | E | C | A | C | C | D | E | D | A | | | | |
| HCM2kAvgQ: | 6 | 22 | 0 | 4 | 13 | 0 | 2 | 3 | 14 | 5 | 1 | 0 | | | | |

Note: Queue reported is the number of cars per lane.





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Folsom South of US-50 Annexation
Existing Plus NFA PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #22 Cavitt Dr/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.424
Loss Time (sec): 12 Average Delay (sec/veh): 20.1
Optimal Cycle: 36 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 1 | 0 | 0 1 | 1 | 1 | 0 | 0 1 | 1 | 0 | 3 | 0 1 | 1 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 247 | 31 | 28 | 14 | 29 | 21 | 70 | 280 | 349 | 9 | 173 | 12 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 247 | 31 | 28 | 14 | 29 | 21 | 70 | 280 | 349 | 9 | 173 | 12 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | | | | |
| PHF Volume: | 257 | 32 | 29 | 15 | 30 | 22 | 73 | 292 | 364 | 9 | 180 | 13 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 257 | 32 | 29 | 15 | 30 | 22 | 73 | 292 | 364 | 9 | 180 | 13 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| 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: | 257 | 32 | 29 | 15 | 30 | 22 | 73 | 292 | 364 | 9 | 180 | 13 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 0.53 | 0.53 | 0.85 | 0.89 | 0.89 | 0.85 | 0.95 | 0.91 | 0.85 | 0.95 | 0.91 | 0.85 | | | | |
| Lanes: | 1.78 | 0.22 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 | | | | |
| Final Sat.: | 1800 | 226 | 1615 | 1689 | 1689 | 1615 | 1805 | 5187 | 1615 | 1805 | 5187 | 1615 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.14 | 0.14 | 0.02 | 0.01 | 0.02 | 0.01 | 0.04 | 0.06 | 0.23 | 0.01 | 0.03 | 0.01 | | | | |
| Crit Moves: | | **** | | | | | | | **** | **** | | | | | | |
| Green/Cycle: | 0.34 | 0.34 | 0.34 | 0.34 | 0.34 | 0.34 | 0.29 | 0.53 | 0.53 | 0.01 | 0.25 | 0.25 | | | | |
| Volume/Cap: | 0.42 | 0.42 | 0.05 | 0.03 | 0.05 | 0.04 | 0.14 | 0.11 | 0.42 | 0.42 | 0.14 | 0.03 | | | | |
| Delay/Veh: | 26.1 | 26.1 | 22.4 | 22.2 | 22.4 | 22.3 | 26.2 | 11.7 | 14.6 | 61.6 | 29.1 | 28.3 | | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| AdjDel/Veh: | 26.1 | 26.1 | 22.4 | 22.2 | 22.4 | 22.3 | 26.2 | 11.7 | 14.6 | 61.6 | 29.1 | 28.3 | | | | |
| LOS by Move: | C | C | C | C | C | C | C | B | B | E | C | C | | | | |
| HCM2kAvgQ: | 4 | 4 | 1 | 0 | 1 | 0 | 2 | 2 | 7 | 0 | 1 | 0 | | | | |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Existing Plus NFA PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #23 Serpa Way / Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.208
Loss Time (sec): 12 Average Delay (sec/veh): 26.8
Optimal Cycle: 28 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Include | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 1 | 0 | 1 | 2 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 3 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 176 | 18 | 41 | | 21 | 11 | 37 | | 51 | 206 | 86 | | 23 | 90 | 30 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 176 | 18 | 41 | | 21 | 11 | 37 | | 51 | 206 | 86 | | 23 | 90 | 30 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 187 | 19 | 44 | | 22 | 12 | 39 | | 54 | 219 | 91 | | 24 | 96 | 32 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 187 | 19 | 44 | | 22 | 12 | 39 | | 54 | 219 | 91 | | 24 | 96 | 32 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 187 | 19 | 44 | | 22 | 12 | 39 | | 54 | 219 | 91 | | 24 | 96 | 32 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 1.00 | 0.85 | | 0.92 | 0.88 | 0.88 | | 0.95 | 0.91 | 0.85 | | 0.95 | 0.91 | 0.85 | |
| Lanes: | 1.00 | 1.00 | 1.00 | | 2.00 | 0.23 | 0.77 | | 1.00 | 3.00 | 1.00 | | 1.00 | 3.00 | 1.00 | |
| Final Sat.: | 1805 | 1900 | 1615 | | 3502 | 385 | 1295 | | 1805 | 5187 | 1615 | | 1805 | 5187 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.10 | 0.01 | 0.03 | | 0.01 | 0.03 | 0.03 | | 0.03 | 0.04 | 0.06 | | 0.01 | 0.02 | 0.02 | |
| Crit Moves: | **** | | | | | **** | | | **** | | | | | **** | | |
| Green/Cycle: | 0.50 | 0.44 | 0.50 | | 0.21 | 0.15 | 0.15 | | 0.14 | 0.18 | 0.68 | | 0.06 | 0.09 | 0.30 | |
| Volume/Cap: | 0.21 | 0.02 | 0.05 | | 0.03 | 0.21 | 0.21 | | 0.21 | 0.24 | 0.08 | | 0.24 | 0.21 | 0.07 | |
| Delay/Veh: | 14.1 | 15.9 | 13.1 | | 31.6 | 38.0 | 38.0 | | 38.1 | 35.5 | 5.6 | | 46.3 | 42.5 | 25.3 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 14.1 | 15.9 | 13.1 | | 31.6 | 38.0 | 38.0 | | 38.1 | 35.5 | 5.6 | | 46.3 | 42.5 | 25.3 | |
| LOS by Move: | B | B | B | | C | D | D | | D | D | A | | D | D | C | |
| HCM2kAvgQ: | 3 | 0 | 1 | | 0 | 2 | 2 | | 1 | 2 | 1 | | 1 | 1 | 1 | |

Note: Queue reported is the number of cars per lane.





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Folsom South of US-50 Annexation
Existing Plus NFA PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #24 Empire Ranch Road/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.294
Loss Time (sec): 12 Average Delay (sec/veh): 17.8
Optimal Cycle: 31 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 3 | 0 | 1 | 1 | 0 | 3 | 0 | 1 | 1 | 1 | 0 | 1 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 55 | 828 | 0 | | 5 | 409 | 33 | | 54 | 53 | 150 | | 0 | 27 | 8 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 55 | 828 | 0 | | 5 | 409 | 33 | | 54 | 53 | 150 | | 0 | 27 | 8 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.99 | 0.99 | 0.99 | | 0.99 | 0.99 | 0.99 | | 0.99 | 0.99 | 0.99 | | 0.99 | 0.99 | 0.99 | |
| PHF Volume: | 56 | 836 | 0 | | 5 | 413 | 33 | | 55 | 54 | 152 | | 0 | 27 | 8 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 56 | 836 | 0 | | 5 | 413 | 33 | | 55 | 54 | 152 | | 0 | 27 | 8 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 56 | 836 | 0 | | 5 | 413 | 33 | | 55 | 54 | 152 | | 0 | 27 | 8 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.91 | 1.00 | | 0.95 | 0.91 | 0.85 | | 0.95 | 0.84 | 0.84 | | 1.00 | 0.92 | 0.92 | |
| Lanes: | 1.00 | 3.00 | 1.00 | | 1.00 | 3.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.54 | 0.46 | |
| Final Sat.: | 1805 | 5187 | 1900 | | 1805 | 5187 | 1615 | | 1805 | 1605 | 1605 | | 1900 | 2690 | 797 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.16 | 0.00 | | 0.00 | 0.08 | 0.02 | | 0.03 | 0.03 | 0.09 | | 0.00 | 0.01 | 0.01 | |
| Crit Moves: | | **** | | | **** | | | | | | **** | | **** | | | |
| Green/Cycle: | 0.16 | 0.55 | 0.00 | | 0.01 | 0.40 | 0.64 | | 0.24 | 0.32 | 0.32 | | 0.00 | 0.08 | 0.08 | |
| Volume/Cap: | 0.20 | 0.29 | 0.00 | | 0.29 | 0.20 | 0.03 | | 0.13 | 0.10 | 0.29 | | 0.00 | 0.13 | 0.13 | |
| Delay/Veh: | 37.1 | 12.2 | 0.0 | | 58.5 | 19.4 | 6.5 | | 29.9 | 23.8 | 25.7 | | 0.0 | 42.9 | 42.9 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 37.1 | 12.2 | 0.0 | | 58.5 | 19.4 | 6.5 | | 29.9 | 23.8 | 25.7 | | 0.0 | 42.9 | 42.9 | |
| LOS by Move: | D | B | A | | E | B | A | | C | C | C | | A | D | D | |
| HCM2kAvgQ: | 1 | 5 | 0 | | 0 | 3 | 0 | | 1 | 1 | 4 | | 0 | 1 | 1 | |

Note: Queue reported is the number of cars per lane.

PM Existing Plus NFA Thu May 7, 2009 15:50:01 Page 27-1

Folsom South of US-50 Annexation
Existing Plus NFA PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #25 Prairie City Rd/ High School

Cycle (sec): 100 Critical Vol./Cap. (X): 0.423
Loss Time (sec): 12 Average Delay (sec/veh): 16.2
Optimal Cycle: 36 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 2 | 1 0 | 2 | 0 | 2 | 1 0 | 2 | 0 | 0 | 1 1 | 1 | 0 | 0 | 1 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 74 | 1097 | 23 | 44 | 1189 | 9 | 239 | 0 | 158 | 30 | 2 | 45 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 74 | 1097 | 23 | 44 | 1189 | 9 | 239 | 0 | 158 | 30 | 2 | 45 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | | | | |
| PHF Volume: | 82 | 1219 | 26 | 49 | 1321 | 10 | 266 | 0 | 176 | 33 | 2 | 50 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 82 | 1219 | 26 | 49 | 1321 | 10 | 266 | 0 | 176 | 33 | 2 | 50 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| 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: | 82 | 1219 | 26 | 49 | 1321 | 10 | 266 | 0 | 176 | 33 | 2 | 50 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 0.92 | 0.91 | 0.91 | 0.92 | 0.91 | 0.91 | 0.92 | 1.00 | 0.85 | 0.95 | 0.86 | 0.86 | | | | |
| Lanes: | 2.00 | 2.94 | 0.06 | 2.00 | 2.98 | 0.02 | 2.00 | 0.00 | 2.00 | 1.00 | 0.09 | 1.91 | | | | |
| Final Sat.: | 3502 | 5065 | 106 | 3502 | 5143 | 39 | 3502 | 0 | 3230 | 1805 | 138 | 3114 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.24 | 0.24 | 0.01 | 0.26 | 0.26 | 0.08 | 0.00 | 0.05 | 0.02 | 0.02 | 0.02 | | | | |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | | | | | |
| Green/Cycle: | 0.06 | 0.63 | 0.63 | 0.04 | 0.61 | 0.61 | 0.18 | 0.00 | 0.16 | 0.06 | 0.04 | 0.04 | | | | |
| Volume/Cap: | 0.42 | 0.38 | 0.38 | 0.38 | 0.42 | 0.42 | 0.42 | 0.00 | 0.34 | 0.34 | 0.42 | 0.42 | | | | |
| Delay/Veh: | 47.2 | 9.3 | 9.3 | 49.0 | 10.5 | 10.5 | 36.9 | 0.0 | 37.5 | 47.5 | 49.4 | 49.4 | | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| AdjDel/Veh: | 47.2 | 9.3 | 9.3 | 49.0 | 10.5 | 10.5 | 36.9 | 0.0 | 37.5 | 47.5 | 49.4 | 49.4 | | | | |
| LOS by Move: | D | A | A | D | B | B | D | A | D | D | D | D | | | | |
| HCM2kAvgQ: | 1 | 7 | 7 | 1 | 8 | 8 | 4 | 0 | 3 | 1 | 1 | 1 | | | | |

Note: Queue reported is the number of cars per lane.

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PM Existing Plus NFA Thu May 7, 2009 15:50:02 Page 28-1

Folsom South of US-50 Annexation
Existing Plus NFA PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #26 East Bidwell / Placerville Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.742
Loss Time (sec): 6 Average Delay (sec/veh): 9.9
Optimal Cycle: 48 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 | 2 | 1 0 | 1 | 0 | 3 | 0 0 | 0 | 0 | 0 | 0 0 | 0 | 0 | 0 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 2610 | 0 | 0 | 1882 | 0 | 0 | 0 | 0 | 0 | 0 | 250 | | | | |
| Growth Adj: | 1.00 | 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 | 2610 | 0 | 0 | 1882 | 0 | 0 | 0 | 0 | 0 | 0 | 250 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | | | | |
| PHF Volume: | 0 | 2777 | 0 | 0 | 2002 | 0 | 0 | 0 | 0 | 0 | 0 | 266 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 0 | 2777 | 0 | 0 | 2002 | 0 | 0 | 0 | 0 | 0 | 0 | 266 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| 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: | 0 | 2777 | 0 | 0 | 2002 | 0 | 0 | 0 | 0 | 0 | 0 | 266 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 1.00 | 0.91 | 0.91 | 1.00 | 0.91 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.87 | | | | |
| Lanes: | 0.00 | 3.00 | 0.00 | 1.00 | 3.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.00 | | | | |
| Final Sat.: | 0 | 5187 | 0 | 1900 | 5187 | 0 | 0 | 0 | 0 | 0 | 0 | 1644 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.54 | 0.00 | 0.00 | 0.39 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.16 | | | | |
| Crit Moves: | | **** | | **** | | | | | | | | **** | | | | |
| Green/Cycle: | 0.00 | 0.72 | 0.00 | 0.00 | 0.72 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.22 | | | | |
| Volume/Cap: | 0.00 | 0.74 | 0.00 | 0.00 | 0.53 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.74 | | | | |
| Delay/Veh: | 0.0 | 9.1 | 0.0 | 0.0 | 6.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 44.5 | | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| AdjDel/Veh: | 0.0 | 9.1 | 0.0 | 0.0 | 6.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 44.5 | | | | |
| LOS by Move: | A | A | A | A | A | A | A | A | A | A | A | D | | | | |
| HCM2kAvgQ: | 0 | 19 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | | | | |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Existing Plus NFA PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #27 Prairie City Rd/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.302
Loss Time (sec): 9 Average Delay (sec/veh): 19.1
Optimal Cycle: 26 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Permitted | | | Permitted | | | Protected | | | Protected | | |
| Rights: | Include | | | Ovl | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 2 | 0 | 2 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 201 | 0 | 455 | 339 | 480 | 0 | 0 | 316 | 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 | 0 | 0 | 201 | 0 | 455 | 339 | 480 | 0 | 0 | 316 | 48 |
| User Adj: | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 0 | 187 | 0 | 423 | 315 | 446 | 0 | 0 | 294 | 45 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 187 | 0 | 423 | 315 | 446 | 0 | 0 | 294 | 45 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 0 | 0 | 187 | 0 | 423 | 315 | 446 | 0 | 0 | 294 | 45 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 0.77 | 1.00 | 0.75 | 0.92 | 0.95 | 1.00 | 1.00 | 0.91 | 0.85 |
| Lanes: | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 2.00 | 2.00 | 2.00 | 0.00 | 0.00 | 3.00 | 1.00 |
| Final Sat.: | 0 | 0 | 0 | 1461 | 0 | 2842 | 3502 | 3610 | 0 | 0 | 5187 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.13 | 0.00 | 0.15 | 0.09 | 0.12 | 0.00 | 0.00 | 0.06 | 0.03 |
| Crit Moves: | | | | **** | | | **** | | | | **** | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | 0.42 | 0.00 | 0.72 | 0.30 | 0.49 | 0.00 | 0.00 | 0.19 | 0.19 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.30 | 0.00 | 0.21 | 0.30 | 0.25 | 0.00 | 0.00 | 0.30 | 0.15 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 19.3 | 0.0 | 4.6 | 27.2 | 15.1 | 0.0 | 0.0 | 35.1 | 34.2 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 19.3 | 0.0 | 4.6 | 27.2 | 15.1 | 0.0 | 0.0 | 35.1 | 34.2 |
| LOS by Move: | A | A | A | B | A | A | C | B | A | A | D | C |
| HCM2kAvgQ: | 0 | 0 | 0 | 4 | 0 | 2 | 4 | 4 | 0 | 0 | 3 | 1 |

Note: Queue reported is the number of cars per lane.





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Folsom South of US-50 Annexation
Existing Plus NFA PM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #28 Scott Rd (South)/ White Rock Rd

Average Delay (sec/veh): 4.1 Worst Case Level Of Service: D[ 26.2]

| 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 | 3 | 0 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | | | |
| Base Vol: | 44 | | 0 | 78 | | 0 | 0 | | 0 | 0 | 553 | | 79 | 219 | 356 | | 0 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | |
| Initial Bse: | 44 | | 0 | 78 | | 0 | 0 | | 0 | 0 | 553 | | 79 | 219 | 356 | | 0 | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | |
| PHF Adj: | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | | |
| PHF Volume: | 46 | | 0 | 81 | | 0 | 0 | | 0 | 0 | 576 | | 82 | 228 | 371 | | 0 | |
| Reduct Vol: | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | |
| FinalVolume: | 46 | | 0 | 81 | | 0 | 0 | | 0 | 0 | 576 | | 82 | 228 | 371 | | 0 | |
| Critical Gap Module: | | | | | | | | | | | | | | | | | | |
| Critical Gp: | 6.8 | 6.5 | | 6.9 | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | 4.1 | xxxx | xxxxx | | | | |
| FollowUpTim: | 3.5 | 4.0 | | 3.3 | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | 2.2 | xxxx | xxxxx | | | | |
| Capacity Module: | | | | | | | | | | | | | | | | | | |
| Cnflict Vol: | 1197 | 1444 | | 329 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | | 658 | xxxx | xxxxx | | | | |
| Potent Cap.: | 181 | 133 | | 672 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | | 939 | xxxx | xxxxx | | | | |
| Move Cap.: | 147 | 101 | | 672 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | | 939 | xxxx | xxxxx | | | | |
| Volume/Cap: | 0.31 | 0.00 | | 0.12 | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | | 0.24 | xxxx | xxxx | | | | |
| Level Of Service Module: | | | | | | | | | | | | | | | | | | |
| 2Way95thQ: | xxxx | xxxx | | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | | 1.0 | xxxx | xxxxx | | | | |
| Control Del: | xxxxx | xxxx | | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | 10.1 | xxxx | xxxxx | | | | |
| LOS by Move: | * | * | | * | * | * | * | * | * | * | | B | * | * | | | | |
| Movement: | LT - | LTR - | RT | | LT - | LTR - | RT | | LT - | LTR - | RT | | LT - | LTR - | RT | | | |
| Shared Cap.: | xxxx | 294 | xxxxx | | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | | xxxx | xxxx | xxxxx | | | | |
| SharedQueue: | xxxxx | 2.1 | xxxxx | | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | | | |
| Shrd ConDel: | xxxxx | 26.2 | xxxxx | | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | | | |
| Shared LOS: | * | D | * | | * | * | * | * | * | * | | * | * | * | | | | |
| ApproachDel: | 26.2 | | | | xxxxxx | | | | xxxxxx | | | | xxxxxx | | | | | |
| ApproachLOS: | D | | | | * | | | | * | | | | * | | | | | |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Existing Plus NFA PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #29 Scott Rd (North)/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.459
Loss Time (sec): 9 Average Delay (sec/veh): 22.6
Optimal Cycle: 32 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Permitted | | | Permitted | | | Protected | | | Protected | | |
| Rights: | Include | | | Ovl | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 0 0 | 1 | 0 0 | 0 1 | 0 1 | 1 | 2 0 | 2 | 0 0 | 0 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 2 | 0 | 201 | 1 | 180 | 376 | 318 | 0 | 0 | 355 | 232 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 2 | 0 | 201 | 1 | 180 | 376 | 318 | 0 | 0 | 355 | 232 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| PHF Volume: | 0 | 2 | 0 | 209 | 1 | 188 | 392 | 331 | 0 | 0 | 370 | 242 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 2 | 0 | 209 | 1 | 188 | 392 | 331 | 0 | 0 | 370 | 242 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 2 | 0 | 209 | 1 | 188 | 392 | 331 | 0 | 0 | 370 | 242 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 0.71 | 0.71 | 0.71 | 0.92 | 0.95 | 1.00 | 1.00 | 0.91 | 0.85 |
| Lanes: | 0.00 | 1.00 | 0.00 | 1.00 | 0.01 | 1.99 | 2.00 | 2.00 | 0.00 | 0.00 | 3.00 | 1.00 |
| Final Sat.: | 0 | 1900 | 0 | 1343 | 15 | 2671 | 3502 | 3610 | 0 | 0 | 5187 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.16 | 0.07 | 0.07 | 0.11 | 0.09 | 0.00 | 0.00 | 0.07 | 0.15 |
| Crit Moves: | | | | **** | | | **** | | | | | **** |
| Green/Cycle: | 0.00 | 0.34 | 0.00 | 0.34 | 0.34 | 0.58 | 0.24 | 0.57 | 0.00 | 0.00 | 0.33 | 0.33 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.46 | 0.21 | 0.12 | 0.46 | 0.16 | 0.00 | 0.00 | 0.22 | 0.46 |
| Delay/Veh: | 0.0 | 21.8 | 0.0 | 26.2 | 23.5 | 9.3 | 32.6 | 10.2 | 0.0 | 0.0 | 24.5 | 27.3 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 21.8 | 0.0 | 26.2 | 23.5 | 9.3 | 32.6 | 10.2 | 0.0 | 0.0 | 24.5 | 27.3 |
| LOS by Move: | A | C | A | C | C | A | C | B | A | A | C | C |
| HCM2kAvgQ: | 0 | 0 | 0 | 5 | 2 | 1 | 5 | 2 | 0 | 0 | 3 | 6 |

Note: Queue reported is the number of cars per lane.





PM Existing Plus NFA Thu May 7, 2009 15:50:02 Page 32-1

Folsom South of US-50 Annexation
Existing Plus NFA PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #30 Placerville Rd/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.232
Loss Time (sec): 12 Average Delay (sec/veh): 12.6
Optimal Cycle: 29 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Split Phase | | | Split Phase | | | Protected | | | Protected | | |
| Rights: | Include | | | Ovl | | | Ovl | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 0 0 | 0 | 0 1 | 1 1 | 0 | 0 1 | 1 0 | 2 | 0 1 | 1 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 2 | 192 | 0 | 9 | 15 | 375 | 1 | 0 | 606 | 102 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 2 | 192 | 0 | 9 | 15 | 375 | 1 | 0 | 606 | 102 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |
| PHF Volume: | 0 | 0 | 2 | 218 | 0 | 10 | 17 | 426 | 1 | 0 | 689 | 116 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 2 | 218 | 0 | 10 | 17 | 426 | 1 | 0 | 689 | 116 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 0 | 0 | 2 | 218 | 0 | 10 | 17 | 426 | 1 | 0 | 689 | 116 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 1.00 | 0.87 | 0.95 | 1.00 | 0.85 | 0.95 | 0.95 | 0.85 | 1.00 | 0.91 | 0.85 |
| Lanes: | 0.00 | 0.00 | 1.00 | 2.00 | 0.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 3.00 | 1.00 |
| Final Sat.: | 0 | 0 | 1644 | 3618 | 0 | 1615 | 1805 | 3610 | 1615 | 1900 | 5187 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.06 | 0.00 | 0.01 | 0.01 | 0.12 | 0.00 | 0.00 | 0.13 | 0.07 |
| Crit Moves: | | | **** | **** | | | **** | | | | **** | |
| Green/Cycle: | 0.00 | 0.00 | 0.01 | 0.26 | 0.00 | 0.30 | 0.04 | 0.61 | 0.62 | 0.00 | 0.57 | 0.83 |
| Volume/Cap: | 0.00 | 0.00 | 0.23 | 0.23 | 0.00 | 0.02 | 0.23 | 0.19 | 0.00 | 0.00 | 0.23 | 0.09 |
| Delay/Veh: | 0.0 | 0.0 | 61.2 | 29.2 | 0.0 | 24.6 | 48.1 | 8.5 | 7.2 | 0.0 | 10.6 | 1.5 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 61.2 | 29.2 | 0.0 | 24.6 | 48.1 | 8.5 | 7.2 | 0.0 | 10.6 | 1.5 |
| LOS by Move: | A | A | E | C | A | C | D | A | A | A | B | A |
| HCM2kAvgQ: | 0 | 0 | 0 | 3 | 0 | 0 | 1 | 3 | 0 | 0 | 4 | 1 |

Note: Queue reported is the number of cars per lane.

PM Existing Plus NFA Thu May 7, 2009 15:50:02 Page 33-1

Folsom South of US-50 Annexation
Existing Plus NFA PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #31 Empire Ranch Rd/ North Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.339
Loss Time (sec): 12 Average Delay (sec/veh): 24.3
Optimal Cycle: 33 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 1 | 0 1 | 2 | 0 | 1 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 453 | 49 | | 148 | 453 | 192 | | 259 | 9 | 0 | | 59 | 8 | 193 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 0 | 453 | 49 | | 148 | 453 | 192 | | 259 | 9 | 0 | | 59 | 8 | 193 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 0 | 482 | 52 | | 157 | 482 | 204 | | 276 | 10 | 0 | | 63 | 9 | 205 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 482 | 52 | | 157 | 482 | 204 | | 276 | 10 | 0 | | 63 | 9 | 205 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 482 | 52 | | 157 | 482 | 204 | | 276 | 10 | 0 | | 63 | 9 | 205 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.97 | 0.91 | 0.85 | | 0.92 | 0.91 | 0.85 | | 0.92 | 1.00 | 1.00 | | 0.92 | 1.00 | 0.85 | |
| Lanes: | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 1.00 | 1.00 | | 2.00 | 1.00 | 1.00 | |
| Final Sat.: | 3686 | 5187 | 1615 | | 3502 | 5187 | 1615 | | 3502 | 1900 | 1900 | | 3502 | 1900 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.09 | 0.03 | | 0.04 | 0.09 | 0.13 | | 0.08 | 0.01 | 0.00 | | 0.02 | 0.00 | 0.13 | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | | **** | |
| Green/Cycle: | 0.00 | 0.27 | 0.64 | | 0.13 | 0.41 | 0.64 | | 0.23 | 0.10 | 0.00 | | 0.37 | 0.24 | 0.37 | |
| Volume/Cap: | 0.00 | 0.34 | 0.05 | | 0.34 | 0.23 | 0.20 | | 0.34 | 0.05 | 0.00 | | 0.05 | 0.02 | 0.34 | |
| Delay/Veh: | 0.0 | 29.2 | 6.6 | | 39.8 | 19.5 | 7.6 | | 32.3 | 40.4 | 0.0 | | 20.2 | 28.9 | 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: | 0.0 | 29.2 | 6.6 | | 39.8 | 19.5 | 7.6 | | 32.3 | 40.4 | 0.0 | | 20.2 | 28.9 | 22.7 | |
| LOS by Move: | A | C | A | | D | B | A | | C | D | A | | C | C | C | |
| HCM2kAvgQ: | 0 | 4 | 1 | | 2 | 3 | 3 | | 4 | 0 | 0 | | 1 | 0 | 5 | |

Note: Queue reported is the number of cars per lane.





PM Existing Plus NFA Thu May 7, 2009 15:50:02 Page 34-1

Folsom South of US-50 Annexation
Existing Plus NFA PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #32 Prairie City Rd/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.457
Loss Time (sec): 9 Average Delay (sec/veh): 17.8
Optimal Cycle: 32 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 0 | 2 | 0 | 3 | 0 1 | 2 | 0 | 0 | 0 2 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 533 | 189 | | 666 | 697 | 0 | | 0 | 0 | 0 | | 193 | 0 | 469 | |
| Growth Adj: | 1.00 | 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 | 533 | 189 | | 666 | 697 | 0 | | 0 | 0 | 0 | | 193 | 0 | 469 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 0 | 567 | 201 | | 709 | 741 | 0 | | 0 | 0 | 0 | | 205 | 0 | 499 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 567 | 201 | | 709 | 741 | 0 | | 0 | 0 | 0 | | 205 | 0 | 499 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 0 | 567 | 201 | | 709 | 741 | 0 | | 0 | 0 | 0 | | 205 | 0 | 499 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.91 | 0.85 | | 0.92 | 0.91 | 1.00 | | 0.97 | 0.91 | 1.00 | | 0.61 | 1.00 | 0.75 | |
| Lanes: | 0.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 0.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 0.00 | 2.00 | |
| Final Sat.: | 0 | 5187 | 1615 | | 3502 | 5187 | 0 | | 3686 | 5187 | 1900 | | 2300 | 0 | 2842 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.11 | 0.12 | | 0.20 | 0.14 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.09 | 0.00 | 0.18 | |
| Crit Moves: | | | **** | | **** | | | | | | | | **** | | | |
| Green/Cycle: | 0.00 | 0.27 | 0.27 | | 0.44 | 0.71 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.20 | 0.00 | 0.64 | |
| Volume/Cap: | 0.00 | 0.40 | 0.46 | | 0.46 | 0.20 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.46 | 0.00 | 0.28 | |
| Delay/Veh: | 0.0 | 29.9 | 31.0 | | 19.7 | 4.8 | 0.0 | | 0.0 | 0.0 | 0.0 | | 36.3 | 0.0 | 8.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 29.9 | 31.0 | | 19.7 | 4.8 | 0.0 | | 0.0 | 0.0 | 0.0 | | 36.3 | 0.0 | 8.0 | |
| LOS by Move: | A | C | C | | B | A | A | | A | A | A | | D | A | A | |
| HCM2kAvgQ: | 0 | 5 | 5 | | 8 | 3 | 0 | | 0 | 0 | 0 | | 3 | 0 | 4 | |

Note: Queue reported is the number of cars per lane.

Folsom South of US-50 Annexation
Existing Plus NFA PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #33 Oak Ave Pkwy/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.473
Loss Time (sec): 12 Average Delay (sec/veh): 23.0
Optimal Cycle: 39 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 2 | 0 | 1 | 2 | 0 | 2 | 0 | 1 | 2 | 0 | 2 | 0 | 1 | |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 64 | 191 | 49 | | 233 | 263 | 194 | | 212 | 603 | 149 | | 49 | 399 | 449 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 64 | 191 | 49 | | 233 | 263 | 194 | | 212 | 603 | 149 | | 49 | 399 | 449 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 68 | 203 | 52 | | 248 | 280 | 206 | | 226 | 641 | 159 | | 52 | 424 | 478 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 68 | 203 | 52 | | 248 | 280 | 206 | | 226 | 641 | 159 | | 52 | 424 | 478 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 68 | 203 | 52 | | 248 | 280 | 206 | | 226 | 641 | 159 | | 52 | 424 | 478 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.95 | 0.85 | | 0.92 | 0.95 | 0.85 | | 0.92 | 0.95 | 0.85 | | 0.92 | 0.95 | 0.85 | |
| Lanes: | 2.00 | 2.00 | 1.00 | | 2.00 | 2.00 | 1.00 | | 2.00 | 2.00 | 1.00 | | 2.00 | 2.00 | 1.00 | |
| Final Sat.: | 3502 | 3610 | 1615 | | 3502 | 3610 | 1615 | | 3502 | 3610 | 1615 | | 3502 | 3610 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.06 | 0.03 | | 0.07 | 0.08 | 0.13 | | 0.06 | 0.18 | 0.10 | | 0.01 | 0.12 | 0.30 | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | | **** | |
| Green/Cycle: | 0.05 | 0.12 | 0.17 | | 0.15 | 0.21 | 0.35 | | 0.14 | 0.56 | 0.62 | | 0.05 | 0.48 | 0.62 | |
| Volume/Cap: | 0.36 | 0.47 | 0.19 | | 0.47 | 0.36 | 0.36 | | 0.47 | 0.31 | 0.16 | | 0.31 | 0.25 | 0.47 | |
| Delay/Veh: | 46.8 | 42.0 | 36.3 | | 39.6 | 33.7 | 24.6 | | 40.6 | 11.6 | 8.2 | | 47.2 | 15.7 | 10.3 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 46.8 | 42.0 | 36.3 | | 39.6 | 33.7 | 24.6 | | 40.6 | 11.6 | 8.2 | | 47.2 | 15.7 | 10.3 | |
| LOS by Move: | D | D | D | | D | C | C | | D | B | A | | D | B | B | |
| HCM2kAvgQ: | 1 | 4 | 1 | | 4 | 4 | 5 | | 3 | 5 | 2 | | 1 | 4 | 8 | |

Note: Queue reported is the number of cars per lane.





Folsom South of US-50 Annexation
Existing Plus NFA PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #34 RowberryDr/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.494
Loss Time (sec): 12 Average Delay (sec/veh): 16.8
Optimal Cycle: 40 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Split Phase | | | | Split Phase | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 1! | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 2 | 0 | 2 | 0 | 1 | |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 3 | 3 | 5 | | 483 | 4 | 30 | | 99 | 781 | 5 | | 7 | 865 | 423 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 3 | 3 | 5 | | 483 | 4 | 30 | | 99 | 781 | 5 | | 7 | 865 | 423 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 3 | 3 | 5 | | 514 | 4 | 32 | | 105 | 831 | 5 | | 7 | 920 | 450 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 3 | 3 | 5 | | 514 | 4 | 32 | | 105 | 831 | 5 | | 7 | 920 | 450 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 3 | 3 | 5 | | 514 | 4 | 32 | | 105 | 831 | 5 | | 7 | 920 | 450 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.93 | 0.93 | 0.93 | | 0.95 | 0.95 | 0.85 | | 0.92 | 0.95 | 0.85 | | 0.95 | 0.95 | 0.85 | |
| Lanes: | 0.27 | 0.27 | 0.46 | | 1.98 | 0.02 | 1.00 | | 2.00 | 2.00 | 1.00 | | 1.00 | 2.00 | 1.00 | |
| Final Sat.: | 480 | 480 | 800 | | 3592 | 30 | 1615 | | 3502 | 3610 | 1615 | | 1805 | 3610 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.01 | 0.01 | | 0.14 | 0.14 | 0.02 | | 0.03 | 0.23 | 0.00 | | 0.00 | 0.25 | 0.28 | |
| Crit Moves: | | **** | | | | **** | | | **** | | | | | **** | | |
| Green/Cycle: | 0.01 | 0.01 | 0.01 | | 0.29 | 0.29 | 0.35 | | 0.06 | 0.57 | 0.58 | | 0.01 | 0.52 | 0.81 | |
| Volume/Cap: | 0.49 | 0.49 | 0.49 | | 0.49 | 0.49 | 0.06 | | 0.49 | 0.41 | 0.01 | | 0.41 | 0.49 | 0.35 | |
| Delay/Veh: | 64.3 | 64.3 | 64.3 | | 29.8 | 29.8 | 21.6 | | 47.3 | 12.3 | 8.8 | | 63.2 | 15.9 | 2.8 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 64.3 | 64.3 | 64.3 | | 29.8 | 29.8 | 21.6 | | 47.3 | 12.3 | 8.8 | | 63.2 | 15.9 | 2.8 | |
| LOS by Move: | E | E | E | | C | C | C | | D | B | A | | E | B | A | |
| HCM2kAvgQ: | 1 | 1 | 1 | | 6 | 6 | 1 | | 2 | 7 | 0 | | 0 | 9 | 4 | |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Existing Plus NFA PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #35 1st St/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.585
Loss Time (sec): 12 Average Delay (sec/veh): 24.8
Optimal Cycle: 47 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Ovl | | | Include | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 2 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 145 | 53 | 0 | 265 | 93 | 391 | 330 | 680 | 215 | 0 | 656 | 192 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 145 | 53 | 0 | 265 | 93 | 391 | 330 | 680 | 215 | 0 | 656 | 192 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 154 | 56 | 0 | 282 | 99 | 416 | 351 | 723 | 229 | 0 | 698 | 204 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 154 | 56 | 0 | 282 | 99 | 416 | 351 | 723 | 229 | 0 | 698 | 204 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 154 | 56 | 0 | 282 | 99 | 416 | 351 | 723 | 229 | 0 | 698 | 204 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 0.85 | 0.95 | 0.88 | 0.88 | 1.00 | 0.91 | 0.85 |
| Lanes: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.28 | 0.72 | 1.00 | 3.00 | 1.00 |
| Final Sat.: | 1805 | 1900 | 0 | 1805 | 1900 | 1615 | 1805 | 3799 | 1201 | 1900 | 5187 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.09 | 0.03 | 0.00 | 0.16 | 0.05 | 0.26 | 0.19 | 0.19 | 0.19 | 0.00 | 0.13 | 0.13 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green/Cycle: | 0.18 | 0.05 | 0.00 | 0.27 | 0.13 | 0.47 | 0.33 | 0.56 | 0.56 | 0.00 | 0.23 | 0.50 |
| Volume/Cap: | 0.47 | 0.59 | 0.00 | 0.59 | 0.39 | 0.55 | 0.59 | 0.34 | 0.34 | 0.00 | 0.59 | 0.25 |
| Delay/Veh: | 37.6 | 55.4 | 0.0 | 33.7 | 40.4 | 20.0 | 29.2 | 11.9 | 11.9 | 0.0 | 35.0 | 14.7 |
| 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: | 37.6 | 55.4 | 0.0 | 33.7 | 40.4 | 20.0 | 29.2 | 11.9 | 11.9 | 0.0 | 35.0 | 14.7 |
| LOS by Move: | D | E | A | C | D | B | C | B | B | A | D | B |
| HCM2kAvgQ: | 5 | 3 | 0 | 8 | 3 | 9 | 9 | 6 | 6 | 0 | 7 | 3 |

Note: Queue reported is the number of cars per lane.





PM Existing Plus NFA Thu May 7, 2009 15:50:02 Page 38-1

Folsom South of US-50 Annexation
Existing Plus NFA PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #36 2nd St/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.492
Loss Time (sec): 12 Average Delay (sec/veh): 25.3
Optimal Cycle: 40 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 | 0 | 0 | 1 | 0 | 2 | 0 | 1 | 1 | 0 | 2 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 55 | 14 | 369 | 95 | 265 | 234 | 712 | 0 | 23 | 589 | 273 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 55 | 14 | 369 | 95 | 265 | 234 | 712 | 0 | 23 | 589 | 273 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 0 | 59 | 15 | 393 | 101 | 282 | 249 | 757 | 0 | 24 | 627 | 290 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 59 | 15 | 393 | 101 | 282 | 249 | 757 | 0 | 24 | 627 | 290 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 0 | 59 | 15 | 393 | 101 | 282 | 249 | 757 | 0 | 24 | 627 | 290 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 0.97 | 0.97 | 0.92 | 1.00 | 0.85 | 0.95 | 0.91 | 0.91 | 0.95 | 0.91 | 0.85 |
| Lanes: | 1.00 | 0.80 | 0.20 | 2.00 | 1.00 | 1.00 | 1.00 | 3.00 | 0.00 | 1.00 | 3.00 | 1.00 |
| Final Sat.: | 1900 | 1469 | 374 | 3502 | 1900 | 1615 | 1805 | 5187 | 0 | 1805 | 5187 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.04 | 0.04 | 0.11 | 0.05 | 0.17 | 0.14 | 0.15 | 0.00 | 0.01 | 0.12 | 0.18 |
| Crit Moves: | **** | | | | | **** | **** | | | | **** | |
| Green/Cycle: | 0.00 | 0.09 | 0.09 | 0.26 | 0.35 | 0.35 | 0.28 | 0.48 | 0.00 | 0.04 | 0.25 | 0.51 |
| Volume/Cap: | 0.00 | 0.43 | 0.43 | 0.43 | 0.15 | 0.49 | 0.49 | 0.30 | 0.00 | 0.30 | 0.49 | 0.35 |
| Delay/Veh: | 0.0 | 44.6 | 44.6 | 31.0 | 22.1 | 25.9 | 30.8 | 15.9 | 0.0 | 48.4 | 32.7 | 15.1 |
| 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: | 0.0 | 44.6 | 44.6 | 31.0 | 22.1 | 25.9 | 30.8 | 15.9 | 0.0 | 48.4 | 32.7 | 15.1 |
| LOS by Move: | A | D | D | C | C | C | C | B | A | D | C | B |
| HCM2kAvgQ: | 0 | 3 | 3 | 5 | 2 | 7 | 6 | 5 | 0 | 1 | 6 | 5 |

Note: Queue reported is the number of cars per lane.

Folsom South of US-50 Annexation
Existing Plus NFA PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #37 3rd St/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.484
Loss Time (sec): 12 Average Delay (sec/veh): 21.6
Optimal Cycle: 40 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Include | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 1 | 0 | 1 | 2 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 3 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | | |
| Base Vol: | 50 | 9 | 71 | | 364 | 11 | 237 | | 57 | 1036 | 60 | | 80 | 664 | 159 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 50 | 9 | 71 | | 364 | 11 | 237 | | 57 | 1036 | 60 | | 80 | 664 | 159 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 53 | 10 | 76 | | 387 | 12 | 252 | | 61 | 1102 | 64 | | 85 | 706 | 169 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 53 | 10 | 76 | | 387 | 12 | 252 | | 61 | 1102 | 64 | | 85 | 706 | 169 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 53 | 10 | 76 | | 387 | 12 | 252 | | 61 | 1102 | 64 | | 85 | 706 | 169 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 1.00 | 0.85 | | 0.92 | 1.00 | 0.85 | | 0.95 | 0.90 | 0.90 | | 0.95 | 0.91 | 0.85 | |
| Lanes: | 1.00 | 1.00 | 1.00 | | 2.00 | 1.00 | 1.00 | | 1.00 | 2.84 | 0.16 | | 1.00 | 3.00 | 1.00 | |
| Final Sat.: | 1805 | 1900 | 1615 | | 3502 | 1900 | 1615 | | 1805 | 4864 | 282 | | 1805 | 5187 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.01 | 0.05 | | 0.11 | 0.01 | 0.16 | | 0.03 | 0.23 | 0.23 | | 0.05 | 0.14 | 0.10 | |
| Crit Moves: | **** | | | | | | **** | | | **** | | | **** | | | |
| Green/Cycle: | 0.06 | 0.01 | 0.11 | | 0.30 | 0.25 | 0.37 | | 0.11 | 0.47 | 0.47 | | 0.10 | 0.45 | 0.75 | |
| Volume/Cap: | 0.48 | 0.37 | 0.42 | | 0.37 | 0.02 | 0.43 | | 0.30 | 0.48 | 0.48 | | 0.48 | 0.30 | 0.14 | |
| Delay/Veh: | 48.8 | 57.5 | 43.0 | | 27.7 | 28.1 | 24.4 | | 41.6 | 18.4 | 18.4 | | 44.8 | 17.3 | 3.4 | |
| 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: | 48.8 | 57.5 | 43.0 | | 27.7 | 28.1 | 24.4 | | 41.6 | 18.4 | 18.4 | | 44.8 | 17.3 | 3.4 | |
| LOS by Move: | D | E | D | | C | C | C | | D | B | B | | D | B | A | |
| HCM2kAvgQ: | 2 | 1 | 3 | | 5 | 0 | 6 | | 2 | 9 | 9 | | 2 | 5 | 1 | |

Note: Queue reported is the number of cars per lane.





Folsom South of US-50 Annexation
Existing Plus NFA PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #38 Scott Rd (North)/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.787
Loss Time (sec): 12 Average Delay (sec/veh): 33.4
Optimal Cycle: 74 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 3 | 0 | 1 | 2 | 0 | 3 | 0 | 1 | 2 | 0 | 3 | 0 | 1 | |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 201 | 670 | 60 | | 497 | 516 | 360 | | 1098 | 193 | 180 | | 157 | 343 | 186 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 201 | 670 | 60 | | 497 | 516 | 360 | | 1098 | 193 | 180 | | 157 | 343 | 186 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 214 | 713 | 64 | | 529 | 549 | 383 | | 1168 | 205 | 191 | | 167 | 365 | 198 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 214 | 713 | 64 | | 529 | 549 | 383 | | 1168 | 205 | 191 | | 167 | 365 | 198 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 214 | 713 | 64 | | 529 | 549 | 383 | | 1168 | 205 | 191 | | 167 | 365 | 198 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.91 | 0.85 | | 0.92 | 0.91 | 0.85 | | 0.92 | 0.91 | 0.85 | | 0.92 | 0.91 | 0.85 | |
| Lanes: | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | |
| Final Sat.: | 3502 | 5187 | 1615 | | 3502 | 5187 | 1615 | | 3502 | 5187 | 1615 | | 3502 | 5187 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.06 | 0.14 | 0.04 | | 0.15 | 0.11 | 0.24 | | 0.33 | 0.04 | 0.12 | | 0.05 | 0.07 | 0.12 | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.13 | 0.17 | 0.41 | | 0.19 | 0.23 | 0.66 | | 0.42 | 0.28 | 0.41 | | 0.23 | 0.09 | 0.28 | |
| Volume/Cap: | 0.46 | 0.79 | 0.10 | | 0.79 | 0.46 | 0.36 | | 0.79 | 0.14 | 0.29 | | 0.20 | 0.79 | 0.44 | |
| Delay/Veh: | 40.6 | 44.1 | 18.3 | | 44.6 | 33.2 | 7.9 | | 27.8 | 27.0 | 19.7 | | 31.0 | 53.3 | 30.1 | |
| 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: | 40.6 | 44.1 | 18.3 | | 44.6 | 33.2 | 7.9 | | 27.8 | 27.0 | 19.7 | | 31.0 | 53.3 | 30.1 | |
| LOS by Move: | D | D | B | | D | C | A | | C | C | B | | C | D | C | |
| HCM2kAvgQ: | 3 | 8 | 1 | | 8 | 5 | 5 | | 16 | 2 | 4 | | 2 | 6 | 5 | |

Note: Queue reported is the number of cars per lane.

PM Existing Plus NFA Thu May 7, 2009 15:50:02 Page 41-1

Folsom South of US-50 Annexation
Existing Plus NFA PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #39 4th St/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.233
Loss Time (sec): 12 Average Delay (sec/veh): 26.0
Optimal Cycle: 29 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Include | | | Include | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 2 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 40 | 61 | 24 | 40 | 95 | 14 | 258 | 285 | 70 | 28 | 242 | 108 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 40 | 61 | 24 | 40 | 95 | 14 | 258 | 285 | 70 | 28 | 242 | 108 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 43 | 65 | 26 | 43 | 101 | 15 | 274 | 303 | 74 | 30 | 257 | 115 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 43 | 65 | 26 | 43 | 101 | 15 | 274 | 303 | 74 | 30 | 257 | 115 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 43 | 65 | 26 | 43 | 101 | 15 | 274 | 303 | 74 | 30 | 257 | 115 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 1.00 | 0.85 | 0.95 | 1.00 | 0.85 | 0.92 | 0.88 | 0.88 | 0.95 | 0.91 | 0.85 |
| Lanes: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 2.41 | 0.59 | 1.00 | 3.00 | 1.00 |
| Final Sat.: | 1805 | 1900 | 1615 | 1805 | 1900 | 1615 | 3502 | 4039 | 992 | 1805 | 5187 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.03 | 0.02 | 0.02 | 0.05 | 0.01 | 0.08 | 0.08 | 0.08 | 0.02 | 0.05 | 0.07 |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | |
| Green/Cycle: | 0.10 | 0.20 | 0.29 | 0.13 | 0.23 | 0.23 | 0.34 | 0.45 | 0.45 | 0.10 | 0.21 | 0.35 |
| Volume/Cap: | 0.23 | 0.17 | 0.05 | 0.17 | 0.23 | 0.04 | 0.23 | 0.17 | 0.17 | 0.17 | 0.23 | 0.20 |
| Delay/Veh: | 42.0 | 33.8 | 25.3 | 38.7 | 31.7 | 30.1 | 24.0 | 16.3 | 16.3 | 41.7 | 32.7 | 23.1 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 42.0 | 33.8 | 25.3 | 38.7 | 31.7 | 30.1 | 24.0 | 16.3 | 16.3 | 41.7 | 32.7 | 23.1 |
| LOS by Move: | D | C | C | D | C | C | C | B | B | D | C | C |
| HCM2kAvgQ: | 1 | 2 | 1 | 1 | 3 | 0 | 3 | 2 | 2 | 1 | 2 | 2 |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Existing Plus NFA PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #40 Placerville Rd/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.230
Loss Time (sec): 12 Average Delay (sec/veh): 13.9
Optimal Cycle: 29 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Ovl | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 82 | 28 | 0 | 0 | 0 | 0 | 349 | 0 | 29 | 378 | 80 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 82 | 28 | 0 | 0 | 0 | 0 | 349 | 0 | 29 | 378 | 80 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 0 | 87 | 30 | 0 | 0 | 0 | 0 | 371 | 0 | 31 | 402 | 85 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 87 | 30 | 0 | 0 | 0 | 0 | 371 | 0 | 31 | 402 | 85 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 0 | 87 | 30 | 0 | 0 | 0 | 0 | 371 | 0 | 31 | 402 | 85 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 0.96 | 0.96 | 1.00 | 1.00 | 1.00 | 0.97 | 0.95 | 0.95 | 0.95 | 0.93 | 0.93 |
| Lanes: | 1.00 | 0.75 | 0.25 | 1.00 | 1.00 | 1.00 | 2.00 | 2.00 | 0.00 | 1.00 | 1.65 | 0.35 |
| Final Sat.: | 1900 | 1363 | 465 | 1900 | 1900 | 1900 | 3686 | 3610 | 0 | 1805 | 2902 | 614 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.06 | 0.06 | 0.00 | 0.00 | 0.00 | 0.00 | 0.10 | 0.00 | 0.02 | 0.14 | 0.14 |
| Crit Moves: | | **** | | | | | **** | | | | **** | |
| Green/Cycle: | 0.00 | 0.28 | 0.28 | 0.00 | 0.00 | 0.00 | 0.00 | 0.52 | 0.00 | 0.09 | 0.60 | 0.60 |
| Volume/Cap: | 0.00 | 0.23 | 0.23 | 0.00 | 0.00 | 0.00 | 0.00 | 0.20 | 0.00 | 0.20 | 0.23 | 0.23 |
| Delay/Veh: | 0.0 | 28.1 | 28.1 | 0.0 | 0.0 | 0.0 | 0.0 | 13.1 | 0.0 | 43.2 | 9.3 | 9.3 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 28.1 | 28.1 | 0.0 | 0.0 | 0.0 | 0.0 | 13.1 | 0.0 | 43.2 | 9.3 | 9.3 |
| LOS by Move: | A | C | C | A | A | A | A | B | A | D | A | A |
| HCM2kAvgQ: | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 4 | 4 |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Existing Plus NFA PM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #41 Hillside Dr/ Easton Valley Pkwy

Average Delay (sec/veh): 3.2 Worst Case Level Of Service: C[ 19.9]

| 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 | | | | Ignore | | | | Include | | | | Ignore | | | |
| Lanes: | 0 | 0 | 0 | 0 0 | 1 | 0 | 0 | 0 1 | 1 | 0 | 1 | 0 0 | 0 | 0 | 1 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | | 85 | 0 | 135 | | 89 | 249 | 0 | | 0 | 335 | 38 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 0 | 0 | 0 | | 85 | 0 | 135 | | 89 | 249 | 0 | | 0 | 335 | 38 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.00 | |
| PHF Volume: | 0 | 0 | 0 | | 90 | 0 | 0 | | 95 | 265 | 0 | | 0 | 356 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| FinalVolume: | 0 | 0 | 0 | | 90 | 0 | 0 | | 95 | 265 | 0 | | 0 | 356 | 0 | |
| Critical Gap Module: | | | | | | | | | | | | | | | | |
| Critical Gp: | xxxxx | xxxx | xxxxx | | 6.4 | xxxx | 6.2 | | 4.1 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | |
| FollowUpTim: | xxxxx | xxxx | xxxxx | | 3.5 | xxxx | 3.3 | | 2.2 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | |
| Capacity Module: | | | | | | | | | | | | | | | | |
| Cnflict Vol: | xxxx | xxxx | xxxxx | | 811 | xxxx | 356 | | 356 | xxxx | xxxxx | xxxx | xxxx | xxxxx | | |
| Potent Cap.: | xxxx | xxxx | xxxxx | | 352 | xxxx | 692 | | 1214 | xxxx | xxxxx | xxxx | xxxx | xxxxx | | |
| Move Cap.: | xxxx | xxxx | xxxxx | | 331 | xxxx | 692 | | 1214 | xxxx | xxxxx | xxxx | xxxx | xxxxx | | |
| Volume/Cap: | xxxx | xxxx | xxxx | | 0.27 | xxxx | 0.00 | | 0.08 | xxxx | xxxx | xxxx | xxxx | xxxx | | |
| Level Of Service Module: | | | | | | | | | | | | | | | | |
| 2Way95thQ: | xxxx | xxxx | xxxxx | | 1.1 | xxxx | xxxxx | | 0.3 | xxxx | xxxxx | xxxx | xxxx | xxxxx | | |
| Control Del: | xxxxx | xxxx | xxxxx | | 19.9 | xxxx | xxxxx | | 8.2 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | |
| LOS by Move: | * | * | * | | C | * | * | | A | * | * | * | * | * | | |
| Movement: | LT - | LTR - | RT | | LT - | LTR - | RT | | LT - | LTR - | RT | | LT - | LTR - | RT | |
| Shared Cap.: | xxxx | xxxx | xxxxx | | xxxx | xxxx | xxxxx | | xxxx | xxxx | xxxxx | | xxxx | xxxx | xxxxx | |
| SharedQueue: | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | |
| Shrd ConDel: | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | |
| Shared LOS: | * | * | * | | * | * | * | | * | * | * | | * | * | * | |
| ApproachDel: | xxxxxx | | | | 19.9 | | | | xxxxxx | | | | xxxxxx | | | |
| ApproachLOS: | * | | | | C | | | | * | | | | * | | | |

Note: Queue reported is the number of cars per lane.

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PM Existing Plus NFA Thu May 7, 2009 15:50:02 Page 44-1

Folsom South of US-50 Annexation
Existing Plus NFA PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #42 Empire Ranch Rd/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.304
Loss Time (sec): 12 Average Delay (sec/veh): 24.7
Optimal Cycle: 31 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Split Phase | | | | Split Phase | | | |
| Rights: | Include | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 2 | 1 0 | 1 | 0 | 3 | 0 1 | 1 | 1 | 0 | 0 1 | 0 | 1 | 0 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 33 | 146 | 24 | | 186 | 131 | 194 | | 153 | 82 | 41 | | 28 | 67 | 203 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 33 | 146 | 24 | | 186 | 131 | 194 | | 153 | 82 | 41 | | 28 | 67 | 203 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 35 | 155 | 26 | | 198 | 139 | 206 | | 163 | 87 | 44 | | 30 | 71 | 216 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 35 | 155 | 26 | | 198 | 139 | 206 | | 163 | 87 | 44 | | 30 | 71 | 216 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 35 | 155 | 26 | | 198 | 139 | 206 | | 163 | 87 | 44 | | 30 | 71 | 216 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.89 | 0.89 | | 0.95 | 0.91 | 0.85 | | 0.97 | 0.97 | 0.85 | | 0.99 | 0.99 | 0.85 | |
| Lanes: | 1.00 | 2.58 | 0.42 | | 1.00 | 3.00 | 1.00 | | 1.30 | 0.70 | 1.00 | | 0.29 | 0.71 | 1.00 | |
| Final Sat.: | 1805 | 4361 | 717 | | 1805 | 5187 | 1615 | | 2395 | 1284 | 1615 | | 552 | 1320 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.04 | 0.04 | | 0.11 | 0.03 | 0.13 | | 0.07 | 0.07 | 0.03 | | 0.05 | 0.05 | 0.13 | |
| Crit Moves: | | **** | | | **** | | | | | **** | | | **** | | | |
| Green/Cycle: | 0.12 | 0.12 | 0.12 | | 0.36 | 0.36 | 0.58 | | 0.22 | 0.22 | 0.34 | | 0.18 | 0.18 | 0.54 | |
| Volume/Cap: | 0.17 | 0.30 | 0.30 | | 0.30 | 0.07 | 0.22 | | 0.30 | 0.30 | 0.08 | | 0.30 | 0.30 | 0.25 | |
| Delay/Veh: | 40.1 | 40.7 | 40.7 | | 23.2 | 21.0 | 10.0 | | 32.5 | 32.5 | 22.4 | | 36.2 | 36.2 | 12.4 | |
| 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: | 40.1 | 40.7 | 40.7 | | 23.2 | 21.0 | 10.0 | | 32.5 | 32.5 | 22.4 | | 36.2 | 36.2 | 12.4 | |
| LOS by Move: | D | D | D | | C | C | A | | C | C | C | | D | D | B | |
| HCM2kAvgQ: | 1 | 2 | 2 | | 4 | 1 | 3 | | 3 | 3 | 1 | | 3 | 3 | 4 | |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Existing Plus NFA PM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #43 Prairie City Rd/Middle Rd

Average Delay (sec/veh): 0.3 Worst Case Level Of Service: B[ 11.2]

| 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 | 2 | 1 0 | 1 | 0 | 3 | 0 0 | 0 | 0 | 0 | 0 0 | 1 | 0 | 0 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 636 | | 5 | 27 | 838 | | 0 | 0 | | 0 | 0 | 3 | | 0 | 21 |
| Growth Adj: | 1.00 | 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 | 636 | | 5 | 27 | 838 | | 0 | 0 | | 0 | 0 | 3 | | 0 | 21 |
| User Adj: | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 |
| PHF Volume: | 0 | 677 | | 5 | 29 | 891 | | 0 | 0 | | 0 | 0 | 3 | | 0 | 22 |
| Reduct Vol: | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 |
| FinalVolume: | 0 | 677 | | 5 | 29 | 891 | | 0 | 0 | | 0 | 0 | 3 | | 0 | 22 |
| Critical Gap Module: | | | | | | | | | | | | | | | | |
| Critical Gp: | xxxxx | xxxx | xxxxx | | 4.1 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | 6.8 | xxxx | | 6.9 |
| FollowUpTim: | xxxxx | xxxx | xxxxx | | 2.2 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | 3.5 | xxxx | | 3.3 |
| Capacity Module: | | | | | | | | | | | | | | | | |
| Cnflict Vol: | xxxx | xxxx | xxxxx | | 682 | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | 1034 | xxxx | | 228 |
| Potent Cap.: | xxxx | xxxx | xxxxx | | 920 | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | 231 | xxxx | | 781 |
| Move Cap.: | xxxx | xxxx | xxxxx | | 920 | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | 226 | xxxx | | 781 |
| Volume/Cap: | xxxx | xxxx | | xxxx | 0.03 | xxxx | | xxxx | xxxx | xxxx | | xxxx | 0.01 | xxxx | | 0.03 |
| Level Of Service Module: | | | | | | | | | | | | | | | | |
| 2Way95thQ: | xxxx | xxxx | xxxxx | | 0.1 | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | 0.0 | xxxx | | 0.1 |
| Control Del: | xxxxx | xxxx | xxxxx | | 9.0 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | 21.2 | xxxx | | 9.7 |
| LOS by Move: | * | * | | * | A | * | | * | * | | * | | C | * | | A |
| Movement: | LT - | LTR - | RT | | LT - | LTR - | RT | | LT - | LTR - | RT | | LT - | LTR - | RT | |
| Shared Cap.: | xxxx | xxxx | xxxxx | | xxxx | xxxx | xxxxx | | xxxx | xxxx | xxxxx | | xxxx | xxxx | xxxxx | |
| SharedQueue: | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | |
| Shrd ConDel: | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | |
| Shared LOS: | * | * | | * | * | * | | * | * | | * | | * | * | | * |
| ApproachDel: | xxxxxx | | | | xxxxxx | | | | xxxxxx | | | | 11.2 | | | |
| ApproachLOS: | * | | | | * | | | | * | | | | B | | | |

Note: Queue reported is the number of cars per lane.





Folsom South of US-50 Annexation
Existing Plus NFA PM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #44 Oak Ave Pkwy/Middle Rd

Average Delay (sec/veh): 1.7 Worst Case Level Of Service: C[ 18.1]

| 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 | | | | Ignore | | | | Include | | | |
| Lanes: | 1 | 0 | 1 | 1 0 | 1 | 0 | 1 | 1 0 | 1 | 0 | 1 | 0 1 | 1 | 0 | 0 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 23 | 252 | | 6 | 44 | 388 | | 29 | 27 | | 2 | 25 | 5 | | 1 | 26 |
| Growth Adj: | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 |
| Initial Bse: | 23 | 252 | | 6 | 44 | 388 | | 29 | 27 | | 2 | 25 | 5 | | 1 | 26 |
| User Adj: | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 0.00 | 1.00 | | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | | 0.94 | 0.00 | 0.94 | | 0.94 | 0.94 |
| PHF Volume: | 24 | 268 | | 6 | 47 | 413 | | 31 | 29 | | 2 | 0 | 5 | | 1 | 28 |
| Reduct Vol: | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 |
| FinalVolume: | 24 | 268 | | 6 | 47 | 413 | | 31 | 29 | | 2 | 0 | 5 | | 1 | 28 |
| Critical Gap Module: | | | | | | | | | | | | | | | | |
| Critical Gp: | 4.1 | xxxx | xxxxx | | 4.1 | xxxx | xxxxx | | 7.5 | 6.5 | | 6.9 | 7.5 | 6.5 | | 6.9 |
| FollowUpTim: | 2.2 | xxxx | xxxxx | | 2.2 | xxxx | xxxxx | | 3.5 | 4.0 | | 3.3 | 3.5 | 4.0 | | 3.3 |
| Capacity Module: | | | | | | | | | | | | | | | | |
| Cnflict Vol: | 444 | xxxx | xxxxx | | 274 | xxxx | xxxxx | | 705 | 845 | | 222 | 621 | 857 | | 137 |
| Potent Cap.: | 1127 | xxxx | xxxxx | | 1300 | xxxx | xxxxx | | 327 | 302 | | 788 | 376 | 297 | | 892 |
| Move Cap.: | 1127 | xxxx | xxxxx | | 1300 | xxxx | xxxxx | | 302 | 285 | | 788 | 357 | 280 | | 892 |
| Volume/Cap: | 0.02 | xxxx | | xxxx | 0.04 | xxxx | | xxxx | 0.10 | 0.01 | | 0.00 | 0.01 | 0.00 | | 0.03 |
| Level Of Service Module: | | | | | | | | | | | | | | | | |
| 2Way95thQ: | 0.1 | xxxx | xxxxx | | 0.1 | xxxx | xxxxx | | 0.3 | 0.0 | xxxxx | | 0.0 | xxxx | xxxxx | |
| Control Del: | 8.3 | xxxx | xxxxx | | 7.9 | xxxx | xxxxx | | 18.2 | 17.7 | xxxxx | | 15.2 | xxxx | xxxxx | |
| LOS by Move: | A | * | | * | A | * | | * | C | C | | * | C | * | | * |
| Movement: | LT - | LTR - | RT | | LT - | LTR - | RT | | LT - | LTR - | RT | | LT - | LTR - | RT | |
| Shared Cap.: | xxxx | xxxx | xxxxx | | xxxx | xxxx | xxxxx | | xxxx | xxxx | xxxxx | | xxxx | xxxx | | 826 |
| SharedQueue: | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | | 0.1 |
| Shrd ConDel: | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | | 9.5 |
| Shared LOS: | * | * | | * | * | * | | * | * | | * | | * | * | | A |
| ApproachDel: | xxxxxx | | | | xxxxxx | | | | 18.1 | | | | 10.4 | | | |
| ApproachLOS: | * | | | | * | | | | C | | | | B | | | |

Note: Queue reported is the number of cars per lane.

Folsom South of US-50 Annexation
Existing Plus NFA PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #45 Scott Rd (North)/ Street "B"

Cycle (sec): 100 Critical Vol./Cap. (X): 0.581
Loss Time (sec): 12 Average Delay (sec/veh): 27.3
Optimal Cycle: 47 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 | 0 3 | 0 1 | 1 | 0 3 | 0 1 | 1 | 0 0 | 1 0 | 1 | 0 0 | 1 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 20 | 733 | 30 | 362 | 490 | 1 | 14 | 37 | 25 | 39 | 35 | 183 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 20 | 733 | 30 | 362 | 490 | 1 | 14 | 37 | 25 | 39 | 35 | 183 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 21 | 780 | 32 | 385 | 521 | 1 | 15 | 39 | 27 | 41 | 37 | 195 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 21 | 780 | 32 | 385 | 521 | 1 | 15 | 39 | 27 | 41 | 37 | 195 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 21 | 780 | 32 | 385 | 521 | 1 | 15 | 39 | 27 | 41 | 37 | 195 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.91 | 0.85 | 0.95 | 0.91 | 0.85 | 0.95 | 0.94 | 0.94 | 0.95 | 0.87 | 0.87 |
| Lanes: | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 | 1.00 | 0.60 | 0.40 | 1.00 | 0.16 | 0.84 |
| Final Sat.: | 1805 | 5187 | 1615 | 1805 | 5187 | 1615 | 1805 | 1066 | 720 | 1805 | 267 | 1394 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.15 | 0.02 | 0.21 | 0.10 | 0.00 | 0.01 | 0.04 | 0.04 | 0.02 | 0.14 | 0.14 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green/Cycle: | 0.07 | 0.26 | 0.26 | 0.37 | 0.56 | 0.56 | 0.01 | 0.16 | 0.16 | 0.10 | 0.24 | 0.24 |
| Volume/Cap: | 0.18 | 0.58 | 0.08 | 0.58 | 0.18 | 0.00 | 0.58 | 0.24 | 0.24 | 0.24 | 0.58 | 0.58 |
| Delay/Veh: | 44.9 | 33.0 | 28.1 | 26.8 | 10.8 | 9.7 | 78.5 | 37.3 | 37.3 | 42.4 | 35.7 | 35.7 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 44.9 | 33.0 | 28.1 | 26.8 | 10.8 | 9.7 | 78.5 | 37.3 | 37.3 | 42.4 | 35.7 | 35.7 |
| LOS by Move: | D | C | C | C | B | A | E | D | D | D | D | D |
| HCM2kAvgQ: | 1 | 8 | 1 | 9 | 3 | 0 | 1 | 2 | 2 | 1 | 7 | 7 |

Note: Queue reported is the number of cars per lane.





Folsom South of US-50 Annexation
Existing Plus NFA PM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #46 East Rd/Street "B"

Cycle (sec): 100 Critical Vol./Cap. (X): 0.588
Loss Time (sec): 12 Average Delay (sec/veh): 12.4
Optimal Cycle: 0 Level Of Service: B

| 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 0 | 1 0 | 1 | 0 0 | 1 0 | 1 | 0 0 | 1 0 | 1 | 0 0 | 1 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 33 | 30 | 5 | 53 | 39 | 36 | 23 | 318 | 52 | 3 | 169 | 43 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 33 | 30 | 5 | 53 | 39 | 36 | 23 | 318 | 52 | 3 | 169 | 43 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 35 | 32 | 5 | 56 | 41 | 38 | 24 | 338 | 55 | 3 | 180 | 46 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 35 | 32 | 5 | 56 | 41 | 38 | 24 | 338 | 55 | 3 | 180 | 46 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 35 | 32 | 5 | 56 | 41 | 38 | 24 | 338 | 55 | 3 | 180 | 46 |
| 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 | 0.86 | 0.14 | 1.00 | 0.52 | 0.48 | 1.00 | 0.86 | 0.14 | 1.00 | 0.80 | 0.20 |
| Final Sat.: | 483 | 450 | 75 | 497 | 292 | 269 | 598 | 576 | 94 | 573 | 513 | 130 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.07 | 0.07 | 0.07 | 0.11 | 0.14 | 0.14 | 0.04 | 0.59 | 0.59 | 0.01 | 0.35 | 0.35 |
| Crit Moves: | **** | | | | **** | | | **** | | | **** | |
| Delay/Veh: | 10.0 | 9.4 | 9.4 | 10.2 | 9.5 | 9.5 | 8.8 | 14.9 | 14.9 | 8.8 | 10.9 | 10.9 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 10.0 | 9.4 | 9.4 | 10.2 | 9.5 | 9.5 | 8.8 | 14.9 | 14.9 | 8.8 | 10.9 | 10.9 |
| LOS by Move: | B | A | A | B | A | A | A | B | B | A | B | B |
| ApproachDel: | 9.7 | | | 9.8 | | | 14.6 | | | 10.9 | | |
| Delay Adj: | 1.00 | | | 1.00 | | | 1.00 | | | 1.00 | | |
| ApprAdjDel: | 9.7 | | | 9.8 | | | 14.6 | | | 10.9 | | |
| LOS by Appr: | A | | | A | | | B | | | B | | |
| AllWayAvgQ: | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.0 | 1.3 | 1.3 | 0.0 | 0.5 | 0.5 |

Note: Queue reported is the number of cars per lane.

PM Existing Plus NFA Thu May 7, 2009 15:50:02 Page 49-1

Folsom South of US-50 Annexation
Existing Plus NFA PM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #47 Prairie City Rd/Street "A"

Average Delay (sec/veh): 1.6 Worst Case Level Of Service: C[ 16.7]

| 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 | 1 | 0 | 2 | 0 0 | 0 | 0 | 0 | 0 0 | 1 | 0 | 0 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 580 | 46 | | 115 | 727 | 0 | | 0 | 0 | 0 | | 20 | 0 | 60 | |
| Growth Adj: | 1.00 | 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 | 580 | 46 | | 115 | 727 | 0 | | 0 | 0 | 0 | | 20 | 0 | 60 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 0 | 617 | 49 | | 122 | 773 | 0 | | 0 | 0 | 0 | | 21 | 0 | 64 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| FinalVolume: | 0 | 617 | 49 | | 122 | 773 | 0 | | 0 | 0 | 0 | | 21 | 0 | 64 | |
| Critical Gap Module: | | | | | | | | | | | | | | | | |
| Critical Gp: | xxxxx | xxxx | xxxxx | | 4.1 | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | 6.8 | xxxx | 6.9 | |
| FollowUpTim: | xxxxx | xxxx | xxxxx | | 2.2 | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | 3.5 | xxxx | 3.3 | |
| Capacity Module: | | | | | | | | | | | | | | | | |
| Cnflict Vol: | xxxx | xxxx | xxxxx | | 666 | xxxx | xxxxx | | xxxx | xxxx | xxxxx | | 1273 | xxxx | 333 | |
| Potent Cap.: | xxxx | xxxx | xxxxx | | 933 | xxxx | xxxxx | | xxxx | xxxx | xxxxx | | 162 | xxxx | 669 | |
| Move Cap.: | xxxx | xxxx | xxxxx | | 933 | xxxx | xxxxx | | xxxx | xxxx | xxxxx | | 146 | xxxx | 669 | |
| Volume/Cap: | xxxx | xxxx | xxxx | | 0.13 | xxxx | xxxx | | xxxx | xxxx | xxxx | | 0.15 | xxxx | 0.10 | |
| Level Of Service Module: | | | | | | | | | | | | | | | | |
| 2Way95thQ: | xxxx | xxxx | xxxxx | | 0.5 | xxxx | xxxxx | | xxxx | xxxx | xxxxx | | 0.5 | xxxx | 0.3 | |
| Control Del: | xxxxx | xxxx | xxxxx | | 9.4 | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | 33.9 | xxxx | 11.0 | |
| LOS by Move: | * | * | * | | A | * | * | | * | * | * | | D | * | B | |
| Movement: | LT - | LTR - | RT | | LT - | LTR - | RT | | LT - | LTR - | RT | | LT - | LTR - | RT | |
| Shared Cap.: | xxxx | xxxx | xxxxx | | xxxx | xxxx | xxxxx | | xxxx | xxxx | xxxxx | | xxxx | xxxx | xxxxx | |
| SharedQueue: | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | |
| Shrd ConDel: | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | |
| Shared LOS: | * | * | * | | * | * | * | | * | * | * | | * | * | * | |
| ApproachDel: | xxxxxx | | | | xxxxxx | | | | xxxxxx | | | | 16.7 | | | |
| ApproachLOS: | * | | | | * | | | | * | | | | C | | | |

Note: Queue reported is the number of cars per lane.

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PM Existing Plus NFA Thu May 7, 2009 15:50:02 Page 50-1

Folsom South of US-50 Annexation
Existing Plus NFA PM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #48 Oak Ave Pkwy/Street "A"

Cycle (sec): 100 Critical Vol./Cap. (X): 0.314
Loss Time (sec): 12 Average Delay (sec/veh): 11.5
Optimal Cycle: 0 Level Of Service: B

| 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 | 0 | 1 0 | 1 | 0 | 0 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 40 | 177 | 70 | | 83 | 248 | 65 | | 42 | 65 | 30 | | 99 | 82 | 62 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 40 | 177 | 70 | | 83 | 248 | 65 | | 42 | 65 | 30 | | 99 | 82 | 62 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 43 | 188 | 74 | | 88 | 264 | 69 | | 45 | 69 | 32 | | 105 | 87 | 66 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 43 | 188 | 74 | | 88 | 264 | 69 | | 45 | 69 | 32 | | 105 | 87 | 66 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 43 | 188 | 74 | | 88 | 264 | 69 | | 45 | 69 | 32 | | 105 | 87 | 66 | |
| 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 | 1.43 | 0.57 | | 1.00 | 1.58 | 0.42 | | 1.00 | 0.68 | 0.32 | | 1.00 | 0.57 | 0.43 | |
| Final Sat.: | 464 | 728 | 299 | | 484 | 840 | 226 | | 457 | 345 | 159 | | 477 | 304 | 230 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.09 | 0.26 | 0.25 | | 0.18 | 0.31 | 0.31 | | 0.10 | 0.20 | 0.20 | | 0.22 | 0.29 | 0.29 | |
| Crit Moves: | | **** | | | | **** | | | | **** | | | | **** | | |
| Delay/Veh: | 10.8 | 11.6 | 11.2 | | 11.3 | 12.0 | 11.7 | | 10.8 | 10.9 | 10.9 | | 11.8 | 11.5 | 11.5 | |
| Delay Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 10.8 | 11.6 | 11.2 | | 11.3 | 12.0 | 11.7 | | 10.8 | 10.9 | 10.9 | | 11.8 | 11.5 | 11.5 | |
| LOS by Move: | B | B | B | | B | B | B | | B | B | B | | B | B | B | |
| ApproachDel: | 11.4 | | | | 11.8 | | | | 10.9 | | | | 11.6 | | | |
| Delay Adj: | 1.00 | | | | 1.00 | | | | 1.00 | | | | 1.00 | | | |
| ApprAdjDel: | 11.4 | | | | 11.8 | | | | 10.9 | | | | 11.6 | | | |
| LOS by Appr: | B | | | | B | | | | B | | | | B | | | |
| AllWayAvgQ: | 0.1 | 0.3 | 0.3 | | 0.2 | 0.4 | 0.4 | | 0.1 | 0.2 | 0.2 | | 0.3 | 0.4 | 0.4 | |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Existing Plus NFA PM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #49 West Rd/Street "A"

Cycle (sec): 100 Critical Vol./Cap. (X): 0.264
Loss Time (sec): 9 Average Delay (sec/veh): 9.2
Optimal Cycle: 0 Level Of Service: A

| 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: | Ignore | | | | Ignore | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Lanes: | 0 | 1 | 0 | 0 1 | 0 | 1 | 0 | 0 1 | 1 | 0 | 0 | 1 0 | 1 | 0 | 0 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 2 | 5 | 6 | | 78 | 9 | 148 | | 110 | 127 | 3 | | 8 | 130 | 51 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 2 | 5 | 6 | | 78 | 9 | 148 | | 110 | 127 | 3 | | 8 | 130 | 51 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 2 | 5 | 0 | | 83 | 10 | 0 | | 117 | 135 | 3 | | 9 | 138 | 54 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 2 | 5 | 0 | | 83 | 10 | 0 | | 117 | 135 | 3 | | 9 | 138 | 54 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 2 | 5 | 0 | | 83 | 10 | 0 | | 117 | 135 | 3 | | 9 | 138 | 54 | |
| 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: | 0.29 | 0.71 | 1.00 | | 0.90 | 0.10 | 1.00 | | 1.00 | 0.98 | 0.02 | | 1.00 | 0.72 | 0.28 | |
| Final Sat.: | 164 | 410 | 662 | | 507 | 59 | 689 | | 648 | 698 | 16 | | 636 | 524 | 206 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.01 | 0.00 | | 0.16 | 0.16 | 0.00 | | 0.18 | 0.19 | 0.19 | | 0.01 | 0.26 | 0.26 | |
| Crit Moves: | | **** | | | **** | | | | | **** | | | | **** | | |
| Delay/Veh: | 8.6 | 8.6 | 0.0 | | 9.8 | 9.8 | 0.0 | | 9.3 | 8.8 | 8.8 | | 8.3 | 9.2 | 9.2 | |
| Delay Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 8.6 | 8.6 | 0.0 | | 9.8 | 9.8 | 0.0 | | 9.3 | 8.8 | 8.8 | | 8.3 | 9.2 | 9.2 | |
| LOS by Move: | A | A | * | | A | A | * | | A | A | A | | A | A | A | |
| ApproachDel: | 8.6 | | | | 9.8 | | | | 9.1 | | | | 9.2 | | | |
| Delay Adj: | 1.00 | | | | 1.00 | | | | 1.00 | | | | 1.00 | | | |
| ApprAdjDel: | 8.6 | | | | 9.8 | | | | 9.1 | | | | 9.2 | | | |
| LOS by Appr: | A | | | | A | | | | A | | | | A | | | |
| AllWayAvgQ: | 0.0 | 0.0 | 0.0 | | 0.2 | 0.2 | 0.0 | | 0.2 | 0.2 | 0.2 | | 0.0 | 0.3 | 0.3 | |

Note: Queue reported is the number of cars per lane.





Folsom South of US-50 Annexation
Existing Plus NFA PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #50 Scott Rd (North)/ Street "A"

Cycle (sec): 100 Critical Vol./Cap. (X): 0.396
Loss Time (sec): 12 Average Delay (sec/veh): 22.4
Optimal Cycle: 35 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 2 | 0 1 | 1 | 0 | 2 | 0 1 | 1 | 0 | 1 | 0 1 | 1 | 0 | 1 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 23 | 604 | 44 | | 108 | 395 | 128 | | 107 | 74 | 27 | | 32 | 51 | 67 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 23 | 604 | 44 | | 108 | 395 | 128 | | 107 | 74 | 27 | | 32 | 51 | 67 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 24 | 643 | 47 | | 115 | 420 | 136 | | 114 | 79 | 29 | | 34 | 54 | 71 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 24 | 643 | 47 | | 115 | 420 | 136 | | 114 | 79 | 29 | | 34 | 54 | 71 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 24 | 643 | 47 | | 115 | 420 | 136 | | 114 | 79 | 29 | | 34 | 54 | 71 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.95 | 0.85 | | 0.95 | 0.95 | 0.85 | | 0.95 | 1.00 | 0.85 | | 0.95 | 1.00 | 0.85 | |
| Lanes: | 1.00 | 2.00 | 1.00 | | 1.00 | 2.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Final Sat.: | 1805 | 3610 | 1615 | | 1805 | 3610 | 1615 | | 1805 | 1900 | 1615 | | 1805 | 1900 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.18 | 0.03 | | 0.06 | 0.12 | 0.08 | | 0.06 | 0.04 | 0.02 | | 0.02 | 0.03 | 0.04 | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | | **** | |
| Green/Cycle: | 0.06 | 0.45 | 0.45 | | 0.16 | 0.55 | 0.55 | | 0.16 | 0.19 | 0.19 | | 0.08 | 0.11 | 0.11 | |
| Volume/Cap: | 0.21 | 0.40 | 0.06 | | 0.40 | 0.21 | 0.15 | | 0.40 | 0.22 | 0.10 | | 0.22 | 0.26 | 0.40 | |
| Delay/Veh: | 45.4 | 18.6 | 15.7 | | 38.5 | 11.7 | 11.3 | | 38.6 | 34.9 | 33.9 | | 43.4 | 41.3 | 42.7 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 45.4 | 18.6 | 15.7 | | 38.5 | 11.7 | 11.3 | | 38.6 | 34.9 | 33.9 | | 43.4 | 41.3 | 42.7 | |
| LOS by Move: | D | B | B | | D | B | B | | D | C | C | | D | D | D | |
| HCM2kAvgQ: | 1 | 7 | 1 | | 3 | 3 | 2 | | 3 | 2 | 1 | | 1 | 2 | 2 | |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Existing Plus NFA PM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #51 East Rd/Street "A"

Cycle (sec): 100 Critical Vol./Cap. (X): 0.182
Loss Time (sec): 12 Average Delay (sec/veh): 8.1
Optimal Cycle: 0 Level Of Service: A

| 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 | 0 | 1 0 | 1 | 0 | 0 | 1 0 | 1 | 0 | 0 | 1 0 | 1 | 0 | 0 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 36 | 9 | 7 | | 9 | 14 | 27 | | 26 | 73 | 61 | | 8 | 57 | 3 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 36 | 9 | 7 | | 9 | 14 | 27 | | 26 | 73 | 61 | | 8 | 57 | 3 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 38 | 10 | 7 | | 10 | 15 | 29 | | 28 | 78 | 65 | | 9 | 61 | 3 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 38 | 10 | 7 | | 10 | 15 | 29 | | 28 | 78 | 65 | | 9 | 61 | 3 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 38 | 10 | 7 | | 10 | 15 | 29 | | 28 | 78 | 65 | | 9 | 61 | 3 | |
| 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 | 0.56 | 0.44 | | 1.00 | 0.34 | 0.66 | | 1.00 | 0.54 | 0.46 | | 1.00 | 0.95 | 0.05 | |
| Final Sat.: | 618 | 403 | 313 | | 616 | 252 | 486 | | 663 | 426 | 356 | | 652 | 687 | 36 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.06 | 0.02 | 0.02 | | 0.02 | 0.06 | 0.06 | | 0.04 | 0.18 | 0.18 | | 0.01 | 0.09 | 0.09 | |
| Crit Moves: | **** | | | | | | **** | | | **** | | | | | **** | |
| Delay/Veh: | 8.7 | 7.6 | 7.6 | | 8.4 | 7.6 | 7.6 | | 8.3 | 8.2 | 8.2 | | 8.2 | 8.0 | 8.0 | |
| 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 | |
| AdjDel/Veh: | 8.7 | 7.6 | 7.6 | | 8.4 | 7.6 | 7.6 | | 8.3 | 8.2 | 8.2 | | 8.2 | 8.0 | 8.0 | |
| LOS by Move: | A | A | A | | A | A | A | | A | A | A | | A | A | A | |
| ApproachDel: | 8.3 | | | | 7.8 | | | | 8.2 | | | | 8.1 | | | |
| Delay Adj: | 1.00 | | | | 1.00 | | | | 1.00 | | | | 1.00 | | | |
| ApprAdjDel: | 8.3 | | | | 7.8 | | | | 8.2 | | | | 8.1 | | | |
| LOS by Appr: | A | | | | A | | | | A | | | | A | | | |
| AllWayAvgQ: | 0.1 | 0.0 | 0.0 | | 0.0 | 0.1 | 0.1 | | 0.0 | 0.2 | 0.2 | | 0.0 | 0.1 | 0.1 | |

Note: Queue reported is the number of cars per lane.





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Folsom South of US-50 Annexation
Existing Plus NFA PM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #52 Placerville Rd/ Street "A"

Cycle (sec): 100 Critical Vol./Cap. (X): 0.309
Loss Time (sec): 12 Average Delay (sec/veh): 9.9
Optimal Cycle: 0 Level Of Service: A

| 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 | 0 | 1 0 | 1 | 0 | 0 | 1 0 | 1 | 0 | 0 | 1 0 | 1 | 0 | 0 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 24 | 166 | 26 | | 137 | 194 | 0 | | 0 | 24 | 26 | | 18 | 20 | 86 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 24 | 166 | 26 | | 137 | 194 | 0 | | 0 | 24 | 26 | | 18 | 20 | 86 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 26 | 177 | 28 | | 146 | 206 | 0 | | 0 | 26 | 28 | | 19 | 21 | 91 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 26 | 177 | 28 | | 146 | 206 | 0 | | 0 | 26 | 28 | | 19 | 21 | 91 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 26 | 177 | 28 | | 146 | 206 | 0 | | 0 | 26 | 28 | | 19 | 21 | 91 | |
| 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 | 0.86 | 0.14 | | 1.00 | 1.00 | 0.00 | | 1.00 | 0.48 | 0.52 | | 1.00 | 0.19 | 0.81 | |
| Final Sat.: | 592 | 572 | 90 | | 612 | 670 | 0 | | 508 | 278 | 301 | | 522 | 117 | 503 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.31 | 0.31 | | 0.24 | 0.31 | xxxx | | 0.00 | 0.09 | 0.09 | | 0.04 | 0.18 | 0.18 | |
| Crit Moves: | | **** | | | | **** | | | | **** | | | | | **** | |
| Delay/Veh: | 8.8 | 10.2 | 10.2 | | 10.2 | 10.2 | 0.0 | | 0.0 | 9.0 | 9.0 | | 9.4 | 9.2 | 9.2 | |
| Delay Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 8.8 | 10.2 | 10.2 | | 10.2 | 10.2 | 0.0 | | 0.0 | 9.0 | 9.0 | | 9.4 | 9.2 | 9.2 | |
| LOS by Move: | A | B | B | | B | B | * | | * | A | A | | A | A | A | |
| ApproachDel: | 10.1 | | | | 10.2 | | | | 9.0 | | | | 9.2 | | | |
| Delay Adj: | 1.00 | | | | 1.00 | | | | 1.00 | | | | 1.00 | | | |
| ApprAdjDel: | 10.1 | | | | 10.2 | | | | 9.0 | | | | 9.2 | | | |
| LOS by Appr: | B | | | | B | | | | A | | | | A | | | |
| AllWayAvgQ: | 0.0 | 0.4 | 0.4 | | 0.3 | 0.4 | 0.4 | | 0.0 | 0.1 | 0.1 | | 0.0 | 0.2 | 0.2 | |

Note: Queue reported is the number of cars per lane.

Folsom South of US-50 Annexation
Existing Plus NFA PM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #53 Empire Ranch Rd/Street "A"

Average Delay (sec/veh): 3.4 Worst Case Level Of Service: B[ 11.6]

| 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 | 1 | 1 0 | 1 | 0 | 1 | 1 0 | 1 | 0 | 0 | 1 0 | 1 | 0 | 0 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 13 | 142 | 16 | | 42 | 111 | 47 | | 29 | 19 | 11 | | 10 | 13 | 25 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 13 | 142 | 16 | | 42 | 111 | 47 | | 29 | 19 | 11 | | 10 | 13 | 25 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 14 | 151 | 17 | | 45 | 118 | 50 | | 31 | 20 | 12 | | 11 | 14 | 27 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| FinalVolume: | 14 | 151 | 17 | | 45 | 118 | 50 | | 31 | 20 | 12 | | 11 | 14 | 27 | |
| Critical Gap Module: | | | | | | | | | | | | | | | | |
| Critical Gp: | 4.1 | xxxx | xxxxx | | 4.1 | xxxx | xxxxx | | 7.5 | 6.5 | 6.9 | | 7.5 | 6.5 | 6.9 | |
| FollowUpTim: | 2.2 | xxxx | xxxxx | | 2.2 | xxxx | xxxxx | | 3.5 | 4.0 | 3.3 | | 3.5 | 4.0 | 3.3 | |
| Capacity Module: | | | | | | | | | | | | | | | | |
| Cnflict Vol: | 168 | xxxx | xxxxx | | 168 | xxxx | xxxxx | | 343 | 428 | 84 | | 346 | 445 | 84 | |
| Potent Cap.: | 1422 | xxxx | xxxxx | | 1422 | xxxx | xxxxx | | 592 | 522 | 965 | | 589 | 511 | 965 | |
| Move Cap.: | 1422 | xxxx | xxxxx | | 1422 | xxxx | xxxxx | | 546 | 501 | 965 | | 547 | 490 | 965 | |
| Volume/Cap: | 0.01 | xxxx | xxxx | | 0.03 | xxxx | xxxx | | 0.06 | 0.04 | 0.01 | | 0.02 | 0.03 | 0.03 | |
| Level Of Service Module: | | | | | | | | | | | | | | | | |
| 2Way95thQ: | 0.0 | xxxx | xxxxx | | 0.1 | xxxx | xxxxx | | 0.2 | xxxx | xxxxx | | 0.1 | xxxx | xxxxx | |
| Control Del: | 7.6 | xxxx | xxxxx | | 7.6 | xxxx | xxxxx | | 12.0 | xxxx | xxxxx | | 11.7 | xxxx | xxxxx | |
| LOS by Move: | A | * | * | | A | * | * | | B | * | * | | B | * | * | |
| Movement: | LT - | LTR - | RT | | LT - | LTR - | RT | | LT - | LTR - | RT | | LT - | LTR - | RT | |
| Shared Cap.: | xxxx | xxxx | xxxxx | | xxxx | xxxx | xxxxx | | xxxx | xxxx | 608 | | xxxx | xxxx | 725 | |
| SharedQueue: | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | 0.2 | | xxxxx | xxxx | 0.2 | |
| Shrd ConDel: | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | 11.2 | | xxxxx | xxxx | 10.3 | |
| Shared LOS: | * | * | * | | * | * | * | | * | * | B | | * | * | B | |
| ApproachDel: | xxxxxx | | | | xxxxxx | | | | 11.6 | | | | 10.6 | | | |
| ApproachLOS: | * | | | | * | | | | B | | | | B | | | |

Note: Queue reported is the number of cars per lane.





Folsom South of US-50 Annexation
Existing Plus NFA PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #54 Scott Rd (North)/South Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.331
Loss Time (sec): 12 Average Delay (sec/veh): 24.6
Optimal Cycle: 32 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 2 | 0 1 | 1 | 0 | 2 | 0 1 | 0 | 1 | 0 | 0 1 | 0 | 1 | 0 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 74 | 501 | 33 | | 63 | 275 | 117 | | 128 | 7 | 87 | | 19 | 4 | 42 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 74 | 501 | 33 | | 63 | 275 | 117 | | 128 | 7 | 87 | | 19 | 4 | 42 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 79 | 533 | 35 | | 67 | 293 | 124 | | 136 | 7 | 93 | | 20 | 4 | 45 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 79 | 533 | 35 | | 67 | 293 | 124 | | 136 | 7 | 93 | | 20 | 4 | 45 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 79 | 533 | 35 | | 67 | 293 | 124 | | 136 | 7 | 93 | | 20 | 4 | 45 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.95 | 0.85 | | 0.95 | 0.95 | 0.85 | | 0.96 | 0.96 | 0.85 | | 0.96 | 0.96 | 0.85 | |
| Lanes: | 1.00 | 2.00 | 1.00 | | 1.00 | 2.00 | 1.00 | | 0.95 | 0.05 | 1.00 | | 0.83 | 0.17 | 1.00 | |
| Final Sat.: | 1805 | 3610 | 1615 | | 1805 | 3610 | 1615 | | 1720 | 94 | 1615 | | 1507 | 317 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.15 | 0.02 | | 0.04 | 0.08 | 0.08 | | 0.08 | 0.08 | 0.06 | | 0.01 | 0.01 | 0.03 | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | | **** | |
| Green/Cycle: | 0.20 | 0.45 | 0.45 | | 0.11 | 0.36 | 0.36 | | 0.24 | 0.28 | 0.28 | | 0.05 | 0.08 | 0.08 | |
| Volume/Cap: | 0.22 | 0.33 | 0.05 | | 0.33 | 0.22 | 0.21 | | 0.33 | 0.29 | 0.21 | | 0.29 | 0.16 | 0.33 | |
| Delay/Veh: | 34.2 | 18.2 | 15.7 | | 41.9 | 22.2 | 22.2 | | 31.9 | 28.8 | 28.1 | | 47.9 | 43.1 | 44.6 | |
| 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: | 34.2 | 18.2 | 15.7 | | 41.9 | 22.2 | 22.2 | | 31.9 | 28.8 | 28.1 | | 47.9 | 43.1 | 44.6 | |
| LOS by Move: | C | B | B | | D | C | C | | C | C | C | | D | D | D | |
| HCM2kAvgQ: | 2 | 5 | 1 | | 2 | 3 | 3 | | 4 | 4 | 2 | | 1 | 1 | 2 | |

Note: Queue reported is the number of cars per lane.

PM Existing Plus NFA Thu May 7, 2009 15:50:02 Page 57-1

Folsom South of US-50 Annexation
Existing Plus NFA PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #55 Oak Ave Pkwy/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.263
Loss Time (sec): 9 Average Delay (sec/veh): 17.2
Optimal Cycle: 24 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Ovl | | | | Include | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 2 | 0 | 2 | 0 | 0 | |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | | 163 | 0 | 181 | | 101 | 511 | 0 | | 0 | 410 | 103 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 0 | 0 | 0 | | 163 | 0 | 181 | | 101 | 511 | 0 | | 0 | 410 | 103 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 0 | 0 | 0 | | 173 | 0 | 193 | | 107 | 544 | 0 | | 0 | 436 | 110 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 0 | 0 | | 173 | 0 | 193 | | 107 | 544 | 0 | | 0 | 436 | 110 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 0 | 0 | 0 | | 173 | 0 | 193 | | 107 | 544 | 0 | | 0 | 436 | 110 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 1.00 | 1.00 | | 0.59 | 1.00 | 0.85 | | 0.92 | 0.95 | 1.00 | | 1.00 | 0.91 | 0.85 | |
| Lanes: | 0.00 | 0.00 | 0.00 | | 2.00 | 0.00 | 1.00 | | 2.00 | 2.00 | 0.00 | | 0.00 | 3.00 | 1.00 | |
| Final Sat.: | 0 | 0 | 0 | | 2237 | 0 | 1615 | | 3502 | 3610 | 0 | | 0 | 5187 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | | 0.08 | 0.00 | 0.12 | | 0.03 | 0.15 | 0.00 | | 0.00 | 0.08 | 0.07 | |
| Crit Moves: | | | | | | | **** | | | **** | | | **** | | | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | | 0.34 | 0.00 | 0.49 | | 0.15 | 0.57 | 0.00 | | 0.00 | 0.42 | 0.42 | |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | | 0.23 | 0.00 | 0.24 | | 0.20 | 0.26 | 0.00 | | 0.00 | 0.20 | 0.16 | |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | | 24.0 | 0.0 | 14.9 | | 37.2 | 10.8 | 0.0 | | 0.0 | 18.4 | 18.2 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | | 24.0 | 0.0 | 14.9 | | 37.2 | 10.8 | 0.0 | | 0.0 | 18.4 | 18.2 | |
| LOS by Move: | A | A | A | | C | A | B | | D | B | A | | A | B | B | |
| HCM2kAvgQ: | 0 | 0 | 0 | | 2 | 0 | 3 | | 1 | 4 | 0 | | 0 | 3 | 2 | |

Note: Queue reported is the number of cars per lane.





PM Existing Plus NFA Thu May 7, 2009 15:50:02 Page 58-1

Folsom South of US-50 Annexation
Existing Plus NFA PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #56 Empire Ranch Rd/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.278
Loss Time (sec): 9 Average Delay (sec/veh): 7.8
Optimal Cycle: 25 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Ovl | | | | Include | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | | 113 | 0 | 8 | | 8 | 681 | 0 | | 0 | 488 | 160 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 0 | 0 | 0 | | 113 | 0 | 8 | | 8 | 681 | 0 | | 0 | 488 | 160 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 0 | 0 | 0 | | 120 | 0 | 9 | | 9 | 724 | 0 | | 0 | 519 | 170 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 0 | 0 | | 120 | 0 | 9 | | 9 | 724 | 0 | | 0 | 519 | 170 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 0 | 0 | 0 | | 120 | 0 | 9 | | 9 | 724 | 0 | | 0 | 519 | 170 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 1.00 | 1.00 | | 0.61 | 1.00 | 0.85 | | 0.95 | 0.95 | 1.00 | | 1.00 | 0.91 | 0.85 | |
| Lanes: | 0.00 | 0.00 | 0.00 | | 2.00 | 0.00 | 1.00 | | 1.00 | 2.00 | 0.00 | | 0.00 | 3.00 | 1.00 | |
| Final Sat.: | 0 | 0 | 0 | | 2300 | 0 | 1615 | | 1805 | 3610 | 0 | | 0 | 5187 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | | 0.05 | 0.00 | 0.01 | | 0.00 | 0.20 | 0.00 | | 0.00 | 0.10 | 0.11 | |
| Crit Moves: | | | | | **** | | | | | **** | | | **** | | | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | | 0.19 | 0.00 | 0.22 | | 0.03 | 0.72 | 0.00 | | 0.00 | 0.69 | 0.69 | |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | | 0.28 | 0.00 | 0.02 | | 0.15 | 0.28 | 0.00 | | 0.00 | 0.14 | 0.15 | |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | | 35.1 | 0.0 | 30.7 | | 48.5 | 4.9 | 0.0 | | 0.0 | 5.3 | 5.4 | |
| 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: | 0.0 | 0.0 | 0.0 | | 35.1 | 0.0 | 30.7 | | 48.5 | 4.9 | 0.0 | | 0.0 | 5.3 | 5.4 | |
| LOS by Move: | A | A | A | | D | A | C | | D | A | A | | A | A | A | |
| HCM2kAvgQ: | 0 | 0 | 0 | | 2 | 0 | 0 | | 0 | 4 | 0 | | 0 | 2 | 2 | |

Note: Queue reported is the number of cars per lane.

PM Existing Plus NFA Thu May 7, 2009 15:50:02 Page 59-1

Folsom South of US-50 Annexation
Existing Plus NFA PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #57 Hazel Blvd/ Gold Country

Cycle (sec): 100 Critical Vol./Cap. (X): 1.057
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Split Phase | | | Split Phase | | |
| Rights: | Ovl | | | Ovl | | | Ovl | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 2 | 0 | 3 | 0 | 1 | 1 | 0 | 3 | 0 | 1 | 2 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 163 | 2973 | 48 | 16 | 1197 | 166 | 316 | 18 | 313 | 24 | 14 | 13 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 163 | 2973 | 48 | 16 | 1197 | 166 | 316 | 18 | 313 | 24 | 14 | 13 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 163 | 2973 | 48 | 16 | 1197 | 166 | 316 | 18 | 313 | 24 | 14 | 13 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 163 | 2973 | 48 | 16 | 1197 | 166 | 316 | 18 | 313 | 24 | 14 | 13 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 163 | 2973 | 48 | 16 | 1197 | 166 | 316 | 18 | 313 | 24 | 14 | 13 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 |
| Adjustment: | 1.00 | 0.72 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 | 2.00 | 0.11 | 1.89 | 1.00 | 0.52 | 0.48 |
| Final Sat.: | 3000 | 3240 | 1500 | 1500 | 4500 | 1500 | 3000 | 163 | 2837 | 1500 | 778 | 722 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.05 | 0.92 | 0.03 | 0.01 | 0.27 | 0.11 | 0.11 | 0.11 | 0.11 | 0.02 | 0.02 | 0.02 |
| Crit Volume: | | 991 | | 16 | | | | 166 | | | | 27 |
| Crit Moves: | | **** | | **** | | | | **** | | | | **** |





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Folsom South of US-50 Annexation
Existing Plus NFA PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #58 Hazel Ave/ Folsom Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 1.007
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Split Phase | | | Split Phase | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 2 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 38 | 255 | 9 | 435 | 2 | 239 | 572 | 632 | 4 | 7 | 286 | 885 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 38 | 255 | 9 | 435 | 2 | 239 | 572 | 632 | 4 | 7 | 286 | 885 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 38 | 255 | 9 | 435 | 2 | 239 | 572 | 632 | 4 | 7 | 286 | 885 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 38 | 255 | 9 | 435 | 2 | 239 | 572 | 632 | 4 | 7 | 286 | 885 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 38 | 255 | 9 | 435 | 2 | 239 | 572 | 632 | 4 | 7 | 286 | 885 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 |
| Adjustment: | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Lanes: | 1.00 | 0.97 | 0.03 | 2.00 | 0.02 | 1.98 | 2.00 | 1.99 | 0.01 | 1.00 | 1.00 | 1.00 |
| Final Sat.: | 1425 | 1376 | 49 | 2850 | 24 | 2826 | 2850 | 2832 | 18 | 1425 | 1425 | 1425 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.19 | 0.19 | 0.15 | 0.08 | 0.08 | 0.20 | 0.22 | 0.22 | 0.00 | 0.20 | 0.62 |
| Crit Volume: | | 264 | | 0 | | | 286 | | | | | 885 |
| Crit Moves: | | **** | | **** | | | **** | | | | | **** |

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Folsom South of US-50 Annexation
Existing Plus NFA PM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #59 Grant Line Rd/ White Rock Rd

Average Delay (sec/veh): 216.3 Worst Case Level Of Service: F[632.5]

| 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 1 | 0 | 0 | 0 | 0 0 | 0 | 1 | 0 | 0 0 | 1! | 0 | 0 | 0 0 | 0 | 0 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 4 | 407 | 0 | 0 | 703 | 70 | 391 | 0 | 224 | 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: | 4 | 407 | 0 | 0 | 703 | 70 | 391 | 0 | 224 | 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: | 4 | 407 | 0 | 0 | 703 | 70 | 391 | 0 | 224 | 0 | 0 | 0 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| FinalVolume: | 4 | 407 | 0 | 0 | 703 | 70 | 391 | 0 | 224 | 0 | 0 | 0 | | | | |
| Critical Gap Module: | | | | | | | | | | | | | | | | |
| Critical Gp: | 4.1 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 6.4 | 6.5 | 6.2 | xxxxx | xxxx | xxxxx | | | | |
| FollowUpTim: | 2.2 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 3.5 | 4.0 | 3.3 | xxxxx | xxxx | xxxxx | | | | |
| Capacity Module: | | | | | | | | | | | | | | | | |
| Cnflict Vol: | 773 | xxxx | xxxxx | xxxx | xxxx | xxxxx | 1153 | 1153 | 738 | xxxx | xxxx | xxxxx | | | | |
| Potent Cap.: | 851 | xxxx | xxxxx | xxxx | xxxx | xxxxx | 220 | 199 | 421 | xxxx | xxxx | xxxxx | | | | |
| Move Cap.: | 851 | xxxx | xxxxx | xxxx | xxxx | xxxxx | 219 | 198 | 421 | xxxx | xxxx | xxxxx | | | | |
| Volume/Cap: | 0.00 | xxxx | xxxx | xxxx | xxxx | xxxx | 1.78 | 0.00 | 0.53 | xxxx | xxxx | xxxx | | | | |
| Level Of Service Module: | | | | | | | | | | | | | | | | |
| 2Way95thQ: | 0.0 | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | | |
| Control Del: | 9.2 | xxxx | xxxxx | xxxxx | 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 | | | | |
| Shared Cap.: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | 266 | xxxxx | xxxx | xxxx | xxxxx | | | | |
| SharedQueue: | 0.0 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | 48.4 | xxxxx | xxxxx | xxxx | xxxxx | | | | |
| Shrd ConDel: | 9.2 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | 633 | xxxxx | xxxxx | xxxx | xxxxx | | | | |
| Shared LOS: | A | * | * | * | * | * | * | F | * | * | * | * | | | | |
| ApproachDel: | xxxxxx | | | xxxxxx | | | 632.5 | | | xxxxxx | | | | | | |
| ApproachLOS: | * | | | * | | | * | | | * | | | | | | |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Existing Plus NFA PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #60 Grantline Rd/ Sunrise Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.831
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 135 Level Of Service: D

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Split Phase | | | | Split Phase | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 0 | 1! | 0 | 0 | 0 0 | 1! | 0 | 0 | 1 0 | 1 | 0 | 1 | 1 0 | 1 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 8 | 2 | 4 | 8 | 17 | 753 | 8 | 298 | 245 | 12 | 446 | 5 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 8 | 2 | 4 | 8 | 17 | 753 | 8 | 298 | 245 | 12 | 446 | 5 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 1.00 | 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 | 2 | 4 | 8 | 17 | 753 | 8 | 298 | 245 | 12 | 446 | 5 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 8 | 2 | 4 | 8 | 17 | 753 | 8 | 298 | 245 | 12 | 446 | 5 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| FinalVolume: | 8 | 2 | 4 | 8 | 17 | 753 | 8 | 298 | 245 | 12 | 446 | 5 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | | | | |
| 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: | 0.57 | 0.14 | 0.29 | 0.01 | 0.02 | 0.97 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Final Sat.: | 857 | 214 | 429 | 15 | 33 | 1452 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.01 | 0.01 | 0.52 | 0.52 | 0.52 | 0.01 | 0.20 | 0.16 | 0.01 | 0.30 | 0.00 | | | | |
| Crit Volume: | 14 | | | | | 778 | 8 | | | | 446 | | | | | |
| Crit Moves: | **** | | | | | **** | **** | | | | **** | | | | | |

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Folsom South of US-50 Annexation
Existing Plus NFA PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #65 Sunrise Blvd/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.706
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 78 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 2 | 0 1 | 2 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 398 | 782 | 53 | | 188 | 973 | 184 | | 415 | 526 | 659 | | 152 | 380 | 230 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 398 | 782 | 53 | | 188 | 973 | 184 | | 415 | 526 | 659 | | 152 | 380 | 230 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Volume: | 398 | 782 | 53 | | 188 | 973 | 184 | | 415 | 526 | 659 | | 152 | 380 | 230 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 398 | 782 | 53 | | 188 | 973 | 184 | | 415 | 526 | 659 | | 152 | 380 | 230 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 398 | 782 | 53 | | 188 | 973 | 184 | | 415 | 526 | 659 | | 152 | 380 | 230 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | |
| 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: | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 2.00 | 1.00 | | 2.00 | 3.00 | 1.00 | |
| Final Sat.: | 3000 | 4500 | 1500 | | 3000 | 4500 | 1500 | | 3000 | 3000 | 1500 | | 3000 | 4500 | 1500 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.13 | 0.17 | 0.04 | | 0.06 | 0.22 | 0.12 | | 0.14 | 0.18 | 0.44 | | 0.05 | 0.08 | 0.15 | |
| Crit Volume: | 0 | | | | | 324 | | | | | 659 | | 76 | | | |
| Crit Moves: | **** | | | | | **** | | | | | **** | | **** | | | |





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Folsom South of US-50 Annexation
Existing Plus NFA PM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #66 Fitzgerald Road / White Rock Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.786
Loss Time (sec): 0 Average Delay (sec/veh): 18.1
Optimal Cycle: 0 Level Of Service: C

| 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: | 0 | 0 | 1! | 0 0 | 0 | 0 | 1! | 0 0 | 1 | 0 | 0 | 1 0 | 0 | 0 | 1! | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 173 | 38 | 38 | | 25 | 13 | 48 | | 19 | 427 | 65 | | 7 | 169 | 26 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 173 | 38 | 38 | | 25 | 13 | 48 | | 19 | 427 | 65 | | 7 | 169 | 26 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Volume: | 173 | 38 | 38 | | 25 | 13 | 48 | | 19 | 427 | 65 | | 7 | 169 | 26 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 173 | 38 | 38 | | 25 | 13 | 48 | | 19 | 427 | 65 | | 7 | 169 | 26 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 173 | 38 | 38 | | 25 | 13 | 48 | | 19 | 427 | 65 | | 7 | 169 | 26 | |
| 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: | 0.70 | 0.15 | 0.15 | | 0.29 | 0.15 | 0.56 | | 1.00 | 0.87 | 0.13 | | 0.03 | 0.84 | 0.13 | |
| Final Sat.: | 389 | 85 | 85 | | 152 | 79 | 293 | | 568 | 543 | 83 | | 21 | 496 | 76 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.44 | 0.44 | 0.44 | | 0.16 | 0.16 | 0.16 | | 0.03 | 0.79 | 0.79 | | 0.34 | 0.34 | 0.34 | |
| Crit Moves: | | **** | | | | | **** | | | | **** | | | **** | | |
| Delay/Veh: | 13.2 | 13.2 | 13.2 | | 10.0 | 10.0 | 10.0 | | 9.2 | 25.0 | 25.0 | | 11.4 | 11.4 | 11.4 | |
| Delay Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 13.2 | 13.2 | 13.2 | | 10.0 | 10.0 | 10.0 | | 9.2 | 25.0 | 25.0 | | 11.4 | 11.4 | 11.4 | |
| LOS by Move: | B | B | B | | B | B | B | | A | D | D | | B | B | B | |
| ApproachDel: | | 13.2 | | | | 10.0 | | | | 24.4 | | | | 11.4 | | |
| Delay Adj: | | 1.00 | | | | 1.00 | | | | 1.00 | | | | 1.00 | | |
| ApprAdjDel: | | 13.2 | | | | 10.0 | | | | 24.4 | | | | 11.4 | | |
| LOS by Appr: | | B | | | | B | | | | C | | | | B | | |
| AllWayAvgQ: | 0.6 | 0.6 | 0.6 | | 0.1 | 0.1 | 0.1 | | 0.0 | 2.9 | 2.9 | | 0.4 | 0.4 | 0.4 | |

Note: Queue reported is the number of cars per lane.

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--------------------------------------------------------------------------------
                        Folsom South of US-50 Annexation
                              Existing Plus NFA PM
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
              Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #67 Sunrise Blvd/ Douglas Rd
********************************************************************************
Cycle (sec):          100                Critical Vol./Cap. (X):          0.686
Loss Time (sec):        0                Average Delay (sec/veh):       xxxxxx
Optimal Cycle:         73                Level Of Service:                    B
********************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Protected        Protected       Split Phase      Split Phase
Rights:           Include           Ovl             Include           Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
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
Lanes:        1  0  1  1  0    1  0  2  0  1    0  0  1! 0  0    0  1  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       26  446    27    83 1258   216    87   66   145    38   38    70
Growth Adj:   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    26  446    27    83 1258   216    87   66   145    38   38    70
User Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:      1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     26  446    27    83 1258   216    87   66   145    38   38    70
Reduct Vol:      0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    26  446    27    83 1258   216    87   66   145    38   38    70
PCE Adj:      1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:      1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    26  446    27    83 1258   216    87   66   145    38   38    70
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:     1500 1500  1500  1500 1500  1500  1500 1500  1500  1500 1500  1500
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 1.89  0.11  1.00 2.00  1.00  0.29 0.22  0.49  0.50 0.50  1.00
Final Sat.:   1500 2829   171  1500 3000  1500   438  332   730   750  750  1500
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:      0.02 0.16  0.16  0.06 0.42  0.14  0.20 0.20  0.20  0.05 0.05  0.05
Crit Volume:    26                   629                    298            76
Crit Moves:   ****                 ****                   ****          ****
********************************************************************************
```





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--------------------------------------------------------------------------------
                        Folsom South of US-50 Annexation
                              Existing Plus NFA PM
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
           2000 HCM Unsignalized Method (Base Volume Alternative)
********************************************************************************
Intersection #68 Grant Line Rd/ Douglas Rd
********************************************************************************
Average Delay (sec/veh):      4.2       Worst Case Level Of Service: D[ 31.0]
********************************************************************************
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  1  0  0  0    0  0  0  1  0    0  0  1! 0  0    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       43  363     0     0  588    77    74    0    79     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:    43  363     0     0  588    77    74    0    79     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:      0.94 0.94  0.94  0.94 0.94  0.94  0.94 0.94  0.94  0.94 0.94  0.94
PHF Volume:     46  386     0     0  626    82    79    0    84     0    0     0
Reduct Vol:      0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    46  386     0     0  626    82    79    0    84     0    0     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:   4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.4  6.5   6.2 xxxxx xxxx xxxxx
FollowUpTim:   2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5  4.0   3.3 xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:   707 xxxx xxxxx  xxxx xxxx xxxxx  1144 1144   666  xxxx xxxx xxxxx
Potent Cap.:   900 xxxx xxxxx  xxxx xxxx xxxxx   223  201   463  xxxx xxxx xxxxx
Move Cap.:     900 xxxx xxxxx  xxxx xxxx xxxxx   214  191   463  xxxx xxxx xxxxx
Volume/Cap:   0.05 xxxx  xxxx  xxxx xxxx  xxxx  0.37 0.00  0.18  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:     0.2 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:   9.2 xxxx xxxxx xxxxx 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
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  296 xxxxx  xxxx xxxx xxxxx
SharedQueue:   0.2 xxxx xxxxx xxxxx xxxx xxxxx xxxxx  3.1 xxxxx xxxxx xxxx xxxxx
Shrd ConDel:   9.2 xxxx xxxxx xxxxx xxxx xxxxx xxxxx 31.0 xxxxx xxxxx xxxx xxxxx
Shared LOS:      A    *     *     *    *     *     *    D     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx             31.0           xxxxxx
ApproachLOS:         *                *                D                *
********************************************************************************
Note: Queue reported is the number of cars per lane.
********************************************************************************
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Folsom South of US-50 Annexation
Existing Plus NFA PM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #69 Grant Line Road / Kiefer Boulevard

Cycle (sec): 100 Critical Vol./Cap. (X): 0.855
Loss Time (sec): 0 Average Delay (sec/veh): 21.6
Optimal Cycle: 0 Level Of Service: C

| 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 | 0 | 0 | 0 | 0 |
| Lanes: | 0 | 0 | 0 | 1 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1! | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 412 | | 3 | 111 | 574 | | 0 | 0 | 0 | | 1 | 14 | | 0 | 21 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 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 | 412 | | 3 | 111 | 574 | | 0 | 0 | 0 | | 1 | 14 | | 0 | 21 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 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 | 412 | | 3 | 111 | 574 | | 0 | 0 | 0 | | 1 | 14 | | 0 | 21 |
| Reduct Vol: | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 |
| Reduced Vol: | 0 | 412 | | 3 | 111 | 574 | | 0 | 0 | 0 | | 1 | 14 | | 0 | 21 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 412 | | 3 | 111 | 574 | | 0 | 0 | 0 | | 1 | 14 | | 0 | 21 |
| 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 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 0.00 | 0.99 | 0.01 | 0.16 | 0.84 | 0.00 | 0.00 | 0.00 | 1.00 | 0.40 | 0.00 | 0.60 | | | | |
| Final Sat.: | 0 | 750 | | 5 | 130 | 671 | | 0 | 0 | 0 | | 580 | 227 | | 0 | 340 |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | xxxx | 0.55 | 0.55 | 0.86 | 0.86 | xxxx | xxxx | xxxx | 0.00 | 0.06 | xxxx | 0.06 | | | | |
| Crit Moves: | | **** | | | **** | | | | **** | | | **** | | | | |
| Delay/Veh: | 0.0 | 13.1 | 13.1 | 27.4 | 27.4 | 0.0 | 0.0 | 0.0 | 8.6 | 9.2 | 0.0 | 9.2 | | | | |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| AdjDel/Veh: | 0.0 | 13.1 | 13.1 | 27.4 | 27.4 | 0.0 | 0.0 | 0.0 | 8.6 | 9.2 | 0.0 | 9.2 | | | | |
| LOS by Move: | * | B | B | D | D | * | * | * | A | A | * | A | | | | |
| ApproachDel: | | 13.1 | | | 27.4 | | | | 8.6 | | | 9.2 | | | | |
| Delay Adj: | | 1.00 | | | 1.00 | | | | 1.00 | | | 1.00 | | | | |
| ApprAdjDel: | | 13.1 | | | 27.4 | | | | 8.6 | | | 9.2 | | | | |
| LOS by Appr: | | B | | | D | | | | A | | | A | | | | |
| AllWayAvgQ: | 1.1 | 1.1 | 1.1 | 4.4 | 4.4 | 4.4 | 0.0 | 0.0 | 0.0 | 0.1 | 0.1 | 0.1 | | | | |

Note: Queue reported is the number of cars per lane.





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Folsom South of US-50 Annexation
Existing Plus NFA PM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #83 White Rock Rd/ Carson Crossing Rd

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: E[ 39.6]

| 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 | 0 | 0 | 1 0 | 1 | 0 | 1 | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 11 | | 0 | 6 | 0 | | 0 | 0 | 0 | 692 | | 21 | 9 | 871 | | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 11 | | 0 | 6 | 0 | | 0 | 0 | 0 | 692 | | 21 | 9 | 871 | | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 12 | | 0 | 7 | 0 | | 0 | 0 | 0 | 778 | | 24 | 10 | 979 | | 0 |
| Reduct Vol: | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 |
| FinalVolume: | 12 | | 0 | 7 | 0 | | 0 | 0 | 0 | 778 | | 24 | 10 | 979 | | 0 |
| Critical Gap Module: | | | | | | | | | | | | | | | | |
| Critical Gp: | 6.4 | 6.5 | | 6.2 | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | 4.1 | xxxx | xxxxx | | |
| FollowUpTim: | 3.5 | 4.0 | | 3.3 | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | 2.2 | xxxx | xxxxx | | |
| Capacity Module: | | | | | | | | | | | | | | | | |
| Cnflict Vol: | 1788 | 1788 | | 789 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | | 801 | xxxx | xxxxx | | |
| Potent Cap.: | 90 | 82 | | 394 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | | 831 | xxxx | xxxxx | | |
| Move Cap.: | 89 | 81 | | 394 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | | 831 | xxxx | xxxxx | | |
| Volume/Cap: | 0.14 | 0.00 | | 0.02 | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | | 0.01 | xxxx | xxxx | | |
| Level Of Service Module: | | | | | | | | | | | | | | | | |
| 2Way95thQ: | xxxx | xxxx | xxxxx | | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | | 0.0 | xxxx | xxxxx | | |
| Control Del: | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | 9.4 | xxxx | xxxxx | | |
| LOS by Move: | * | * | * | | * | * | * | * | * | * | | A | * | * | | |
| Movement: | LT - LTR - RT | | | | LT - LTR - RT | | | | LT - LTR - RT | | | | LT - LTR - RT | | | |
| Shared Cap.: | xxxx | 123 | xxxxx | | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | | xxxx | xxxx | xxxxx | | |
| SharedQueue: | xxxxx | 0.5 | xxxxx | | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | |
| Shrd ConDel: | xxxxx | 39.6 | xxxxx | | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | |
| Shared LOS: | * | E | * | | * | * | * | * | * | * | | * | * | * | | |
| ApproachDel: | | 39.6 | | | xxxxxx | | | | xxxxxx | | | | xxxxxx | | | |
| ApproachLOS: | | E | | | * | | | | * | | | | * | | | |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Existing Plus NFA PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #84 White Rock Rd/ Stonebriar Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.677
Loss Time (sec): 12 Average Delay (sec/veh): 19.5
Optimal Cycle: 56 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Split Phase | | | | Split Phase | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1! | 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 94 | 625 | 22 | | 42 | 693 | 40 | | 28 | 3 | 110 | | 15 | 2 | 23 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 94 | 625 | 22 | | 42 | 693 | 40 | | 28 | 3 | 110 | | 15 | 2 | 23 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.87 | 0.87 | 0.87 | | 0.87 | 0.87 | 0.87 | | 0.87 | 0.87 | 0.87 | | 0.87 | 0.87 | 0.87 | |
| PHF Volume: | 108 | 718 | 25 | | 48 | 797 | 46 | | 32 | 3 | 126 | | 17 | 2 | 26 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 108 | 718 | 25 | | 48 | 797 | 46 | | 32 | 3 | 126 | | 17 | 2 | 26 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 108 | 718 | 25 | | 48 | 797 | 46 | | 32 | 3 | 126 | | 17 | 2 | 26 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.93 | 0.98 | 0.98 | | 0.93 | 0.98 | 0.83 | | 0.95 | 0.85 | 0.85 | | 0.91 | 0.91 | 0.91 | |
| Lanes: | 1.00 | 0.97 | 0.03 | | 1.00 | 1.00 | 1.00 | | 1.00 | 0.03 | 0.97 | | 0.38 | 0.05 | 0.57 | |
| Final Sat.: | 1769 | 1790 | 63 | | 1769 | 1862 | 1583 | | 1805 | 43 | 1580 | | 645 | 86 | 989 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.06 | 0.40 | 0.40 | | 0.03 | 0.43 | 0.03 | | 0.02 | 0.08 | 0.08 | | 0.03 | 0.03 | 0.03 | |
| Crit Moves: | **** | | | | | **** | | | | | **** | | | **** | | |
| Green/Cycle: | 0.09 | 0.68 | 0.68 | | 0.05 | 0.63 | 0.63 | | 0.12 | 0.12 | 0.12 | | 0.04 | 0.04 | 0.04 | |
| Volume/Cap: | 0.68 | 0.59 | 0.59 | | 0.59 | 0.68 | 0.05 | | 0.15 | 0.68 | 0.68 | | 0.68 | 0.68 | 0.68 | |
| Delay/Veh: | 55.1 | 9.5 | 9.5 | | 58.0 | 13.4 | 7.0 | | 39.9 | 51.5 | 51.5 | | 71.4 | 71.4 | 71.4 | |
| 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: | 55.1 | 9.5 | 9.5 | | 58.0 | 13.4 | 7.0 | | 39.9 | 51.5 | 51.5 | | 71.4 | 71.4 | 71.4 | |
| LOS by Move: | E | A | A | | E | B | A | | D | D | D | | E | E | E | |
| HCM2kAvgQ: | 5 | 13 | 13 | | 2 | 16 | 1 | | 1 | 4 | 4 | | 2 | 2 | 2 | |

Note: Queue reported is the number of cars per lane.





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Folsom South of US-50 Annexation
Existing Plus NFA PM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #85 White Rock Rd/ Windfield Way

Average Delay (sec/veh): 60.7 Worst Case Level Of Service: F[229.6]

| 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: | 334 | 0 | 50 | | 0 | 0 | 0 | | 0 | 382 | 191 | | 32 | 468 | 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: | 334 | 0 | 50 | | 0 | 0 | 0 | | 0 | 382 | 191 | | 32 | 468 | 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: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | | |
| PHF Volume: | 375 | 0 | 56 | | 0 | 0 | 0 | | 0 | 429 | 215 | | 36 | 526 | 0 | | | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | | |
| FinalVolume: | 375 | 0 | 56 | | 0 | 0 | 0 | | 0 | 429 | 215 | | 36 | 526 | 0 | | | |
| Critical Gap Module: | | | | | | | | | | | | | | | | | | |
| Critical Gp: | 6.8 | 6.5 | 6.9 | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 4.1 | xxxx | xxxxx | | | | | | |
| FollowUpTim: | 3.5 | 4.0 | 3.3 | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 2.2 | xxxx | xxxxx | | | | | | |
| Capacity Module: | | | | | | | | | | | | | | | | | | |
| Cnflict Vol: | 871 | 1134 | 322 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 644 | xxxx | xxxxx | | | | | | |
| Potent Cap.: | 294 | 204 | 680 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 951 | xxxx | xxxxx | | | | | | |
| Move Cap.: | 286 | 197 | 680 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 951 | xxxx | xxxxx | | | | | | |
| Volume/Cap: | 1.31 | 0.00 | 0.08 | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | 0.04 | xxxx | xxxx | | | | | | |
| Level Of Service Module: | | | | | | | | | | | | | | | | | | |
| 2Way95thQ: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | 0.1 | xxxx | xxxxx | | | | | | |
| Control Del: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 8.9 | xxxx | xxxxx | | | | | | |
| LOS by Move: | * | * | * | * | * | * | * | * | * | A | * | * | | | | | | |
| Movement: | LT - | LTR - | RT | LT - | LTR - | RT | LT - | LTR - | RT | LT - | LTR - | RT | | | | | | |
| Shared Cap.: | xxxx | 309 | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | | | | |
| SharedQueue: | xxxxx | 22.5 | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | | | | |
| Shrd ConDel: | xxxxx | 230 | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | | | | |
| Shared LOS: | * | F | * | * | * | * | * | * | * | * | * | * | | | | | | |
| ApproachDel: | 229.6 | | | xxxxxx | | | xxxxxx | | | xxxxxx | | | | | | | | |
| ApproachLOS: | F | | | * | | | * | | | * | | | | | | | | |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Existing Plus NFA PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #86 White Rock Rd/ Latrobe Rd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.408
Loss Time (sec): 12 Average Delay (sec/veh): 31.6
Optimal Cycle: 36 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Include | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 4 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 1 | 1 0 | 2 | 0 | 2 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 96 | 916 | 212 | | 292 | 335 | 277 | | 247 | 292 | 31 | | 112 | 98 | 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: | 96 | 916 | 212 | | 292 | 335 | 277 | | 247 | 292 | 31 | | 112 | 98 | 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: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 102 | 974 | 226 | | 311 | 356 | 295 | | 263 | 311 | 33 | | 119 | 104 | 131 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 102 | 974 | 226 | | 311 | 356 | 295 | | 263 | 311 | 33 | | 119 | 104 | 131 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 102 | 974 | 226 | | 311 | 356 | 295 | | 263 | 311 | 33 | | 119 | 104 | 131 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.93 | 0.89 | 0.83 | | 0.90 | 0.89 | 0.83 | | 0.90 | 0.92 | 0.92 | | 0.92 | 0.95 | 0.85 | |
| Lanes: | 1.00 | 4.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 1.81 | 0.19 | | 2.00 | 2.00 | 1.00 | |
| Final Sat.: | 1769 | 6778 | 1583 | | 3432 | 5083 | 1583 | | 3432 | 3153 | 335 | | 3502 | 3610 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.06 | 0.14 | 0.14 | | 0.09 | 0.07 | 0.19 | | 0.08 | 0.10 | 0.10 | | 0.03 | 0.03 | 0.08 | |
| Crit Moves: | | **** | | | **** | | | | | **** | | | **** | | | |
| Green/Cycle: | 0.20 | 0.35 | 0.44 | | 0.22 | 0.38 | 0.61 | | 0.24 | 0.24 | 0.24 | | 0.08 | 0.09 | 0.31 | |
| Volume/Cap: | 0.29 | 0.41 | 0.33 | | 0.41 | 0.19 | 0.30 | | 0.32 | 0.41 | 0.41 | | 0.41 | 0.32 | 0.26 | |
| Delay/Veh: | 41.4 | 29.5 | 22.5 | | 40.3 | 25.1 | 11.2 | | 38.1 | 38.6 | 38.6 | | 53.1 | 51.9 | 31.3 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 41.4 | 29.5 | 22.5 | | 40.3 | 25.1 | 11.2 | | 38.1 | 38.6 | 38.6 | | 53.1 | 51.9 | 31.3 | |
| LOS by Move: | D | C | C | | D | C | B | | D | D | D | | D | D | C | |
| HCM2kAvgQ: | 3 | 7 | 5 | | 5 | 3 | 5 | | 4 | 5 | 5 | | 2 | 2 | 3 | |

Note: Queue reported is the number of cars per lane.





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Folsom South of US-50 Annexation
Existing Plus NFA PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #87 White Rock Rd/ Valley View Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.615
Loss Time (sec): 12 Average Delay (sec/veh): 22.4
Optimal Cycle: 50 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Split Phase | | | | Split Phase | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 0 | 1 0 | 1 | 0 | 0 | 1 0 | 1 | 0 | 0 | 1 0 | 1 | 0 | 0 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 87 | 21 | 14 | | 177 | 38 | 52 | | 57 | 594 | 127 | | 9 | 218 | 79 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 87 | 21 | 14 | | 177 | 38 | 52 | | 57 | 594 | 127 | | 9 | 218 | 79 | |
| User Adj: | 0.93 | 0.93 | 0.93 | | 0.93 | 0.93 | 0.93 | | 0.93 | 0.93 | 0.93 | | 0.93 | 0.93 | 0.93 | |
| PHF Adj: | 0.93 | 0.93 | 0.93 | | 0.93 | 0.93 | 0.93 | | 0.93 | 0.93 | 0.93 | | 0.93 | 0.93 | 0.93 | |
| PHF Volume: | 87 | 21 | 14 | | 177 | 38 | 52 | | 57 | 594 | 127 | | 9 | 218 | 79 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 87 | 21 | 14 | | 177 | 38 | 52 | | 57 | 594 | 127 | | 9 | 218 | 79 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 87 | 21 | 14 | | 177 | 38 | 52 | | 57 | 594 | 127 | | 9 | 218 | 79 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.94 | 0.94 | | 0.95 | 0.91 | 0.91 | | 0.95 | 0.97 | 0.97 | | 0.95 | 0.96 | 0.96 | |
| Lanes: | 1.00 | 0.60 | 0.40 | | 1.00 | 0.42 | 0.58 | | 1.00 | 0.82 | 0.18 | | 1.00 | 0.73 | 0.27 | |
| Final Sat.: | 1805 | 1072 | 714 | | 1805 | 732 | 1002 | | 1805 | 1525 | 326 | | 1805 | 1339 | 485 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.05 | 0.02 | 0.02 | | 0.10 | 0.05 | 0.05 | | 0.03 | 0.39 | 0.39 | | 0.00 | 0.16 | 0.16 | |
| Crit Moves: | **** | | | | **** | | | | | **** | | | **** | | | |
| Green/Cycle: | 0.08 | 0.08 | 0.08 | | 0.16 | 0.16 | 0.16 | | 0.10 | 0.63 | 0.63 | | 0.01 | 0.54 | 0.54 | |
| Volume/Cap: | 0.61 | 0.25 | 0.25 | | 0.61 | 0.33 | 0.33 | | 0.30 | 0.61 | 0.61 | | 0.61 | 0.30 | 0.30 | |
| Delay/Veh: | 52.4 | 44.3 | 44.3 | | 43.1 | 37.9 | 37.9 | | 42.3 | 12.0 | 12.0 | | 108.4 | 12.9 | 12.9 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 52.4 | 44.3 | 44.3 | | 43.1 | 37.9 | 37.9 | | 42.3 | 12.0 | 12.0 | | 108.4 | 12.9 | 12.9 | |
| LOS by Move: | D | D | D | | D | D | D | | D | B | B | | F | B | B | |
| HCM2kAvgQ: | 4 | 1 | 1 | | 6 | 3 | 3 | | 2 | 13 | 13 | | 0 | 5 | 5 | |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Existing Plus NFA PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #88 El Dorado Hills Blvd/Serrano Prky

Cycle (sec): 100 Critical Vol./Cap. (X): 0.673
Loss Time (sec): 12 Average Delay (sec/veh): 25.4
Optimal Cycle: 56 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Split Phase | | | | Split Phase | | | |
| Rights: | Ignore | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 2 | 0 1 | 1 | 0 | 1 | 1 0 | 1 | 0 | 0 | 1 0 | 1 | 0 | 1! | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 134 | 1240 | 534 | | 34 | 713 | 28 | | 25 | 26 | 42 | | 453 | 19 | 63 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 134 | 1240 | 534 | | 34 | 713 | 28 | | 25 | 26 | 42 | | 453 | 19 | 63 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.97 | 0.97 | 0.00 | | 0.97 | 0.97 | 0.97 | | 0.97 | 0.97 | 0.97 | | 0.97 | 0.97 | 0.97 | |
| PHF Volume: | 138 | 1278 | 0 | | 35 | 735 | 29 | | 26 | 27 | 43 | | 467 | 20 | 65 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 138 | 1278 | 0 | | 35 | 735 | 29 | | 26 | 27 | 43 | | 467 | 20 | 65 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 138 | 1278 | 0 | | 35 | 735 | 29 | | 26 | 27 | 43 | | 467 | 20 | 65 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.95 | 1.00 | | 0.95 | 0.94 | 0.94 | | 0.95 | 0.91 | 0.91 | | 0.94 | 0.94 | 0.94 | |
| Lanes: | 1.00 | 2.00 | 1.00 | | 1.00 | 1.92 | 0.08 | | 1.00 | 0.38 | 0.62 | | 1.74 | 0.06 | 0.20 | |
| Final Sat.: | 1805 | 3610 | 1900 | | 1805 | 3453 | 136 | | 1805 | 659 | 1064 | | 3103 | 110 | 365 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.08 | 0.35 | 0.00 | | 0.02 | 0.21 | 0.21 | | 0.01 | 0.04 | 0.04 | | 0.15 | 0.18 | 0.18 | |
| Crit Moves: | | **** | | | **** | | | | | | **** | | | **** | | |
| Green/Cycle: | 0.15 | 0.53 | 0.00 | | 0.03 | 0.41 | 0.41 | | 0.06 | 0.06 | 0.06 | | 0.26 | 0.26 | 0.26 | |
| Volume/Cap: | 0.52 | 0.67 | 0.00 | | 0.67 | 0.52 | 0.52 | | 0.24 | 0.67 | 0.67 | | 0.57 | 0.67 | 0.67 | |
| Delay/Veh: | 41.3 | 18.3 | 0.0 | | 77.5 | 22.6 | 22.6 | | 45.9 | 61.9 | 61.9 | | 32.7 | 35.1 | 35.1 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 41.3 | 18.3 | 0.0 | | 77.5 | 22.6 | 22.6 | | 45.9 | 61.9 | 61.9 | | 32.7 | 35.1 | 35.1 | |
| LOS by Move: | D | B | A | | E | C | C | | D | E | E | | C | D | D | |
| HCM2kAvgQ: | 4 | 14 | 0 | | 2 | 9 | 9 | | 1 | 3 | 3 | | 8 | 10 | 10 | |

Note: Queue reported is the number of cars per lane.





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Folsom South of US-50 Annexation
Existing Plus NFA PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #89 El Dorado Hills Blvd/Saratoga Way

Cycle (sec): 100 Critical Vol./Cap. (X): 0.997
Loss Time (sec): 12 Average Delay (sec/veh): 52.7
Optimal Cycle: 180 Level Of Service: D

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Split Phase | | | | Split Phase | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 2 | 1 0 | 1 | 0 | 1 | 1 0 | 1 | 1 | 0 | 0 1 | 1 | 0 | 0 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 111 | 1474 | 89 | | 275 | 946 | 13 | | 25 | 10 | 89 | | 85 | 13 | 410 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 111 | 1474 | 89 | | 275 | 946 | 13 | | 25 | 10 | 89 | | 85 | 13 | 410 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.88 | 0.88 | 0.88 | | 0.88 | 0.88 | 0.88 | | 0.88 | 0.88 | 0.88 | | 0.88 | 0.88 | 0.88 | |
| PHF Volume: | 126 | 1675 | 101 | | 313 | 1075 | 15 | | 28 | 11 | 101 | | 97 | 15 | 466 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 126 | 1675 | 101 | | 313 | 1075 | 15 | | 28 | 11 | 101 | | 97 | 15 | 466 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 126 | 1675 | 101 | | 313 | 1075 | 15 | | 28 | 11 | 101 | | 97 | 15 | 466 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.90 | 0.90 | | 0.95 | 0.95 | 0.95 | | 0.97 | 0.97 | 0.85 | | 0.95 | 0.86 | 0.86 | |
| Lanes: | 1.00 | 2.83 | 0.17 | | 1.00 | 1.97 | 0.03 | | 1.43 | 0.57 | 1.00 | | 1.00 | 0.03 | 0.97 | |
| Final Sat.: | 1805 | 4848 | 293 | | 1805 | 3554 | 49 | | 2622 | 1049 | 1615 | | 1805 | 50 | 1575 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.07 | 0.35 | 0.35 | | 0.17 | 0.30 | 0.30 | | 0.01 | 0.01 | 0.06 | | 0.05 | 0.30 | 0.30 | |
| Crit Moves: | | **** | | | **** | | | | | | **** | | | **** | | |
| Green/Cycle: | 0.10 | 0.35 | 0.35 | | 0.17 | 0.42 | 0.42 | | 0.06 | 0.06 | 0.06 | | 0.30 | 0.30 | 0.30 | |
| Volume/Cap: | 0.72 | 1.00 | 1.00 | | 1.00 | 0.72 | 0.72 | | 0.17 | 0.17 | 1.00 | | 0.18 | 1.00 | 1.00 | |
| Delay/Veh: | 56.9 | 53.1 | 53.1 | | 91.2 | 25.5 | 25.5 | | 44.8 | 44.8 | 135.1 | | 26.3 | 75.2 | 75.2 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 56.9 | 53.1 | 53.1 | | 91.2 | 25.5 | 25.5 | | 44.8 | 44.8 | 135.1 | | 26.3 | 75.2 | 75.2 | |
| LOS by Move: | E | D | D | | F | C | C | | D | D | F | | C | E | E | |
| HCM2kAvgQ: | 4 | 24 | 24 | | 12 | 14 | 14 | | 1 | 1 | 6 | | 2 | 21 | 21 | |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Existing Plus NFA PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #90 El Dorado Hills Blvd/Park Drive

Cycle (sec): 100 Critical Vol./Cap. (X): 0.618
Loss Time (sec): 9 Average Delay (sec/veh): 12.9
Optimal Cycle: 42 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 2 | 1 0 | 1 | 0 | 3 | 0 0 | 0 | 0 | 0 | 0 0 | 2 | 0 | 0 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1596 | 336 | | 82 | 1026 | 0 | | 0 | 0 | 0 | | 245 | 0 | 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: | 0 | 1596 | 336 | | 82 | 1026 | 0 | | 0 | 0 | 0 | | 245 | 0 | 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: | 0.95 | 0.95 | 0.95 | | 0.95 | 0.95 | 0.95 | | 0.95 | 0.95 | 0.95 | | 0.95 | 0.95 | 0.95 | |
| PHF Volume: | 0 | 1680 | 354 | | 86 | 1080 | 0 | | 0 | 0 | 0 | | 258 | 0 | 129 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 1680 | 354 | | 86 | 1080 | 0 | | 0 | 0 | 0 | | 258 | 0 | 129 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 0 | 1680 | 354 | | 86 | 1080 | 0 | | 0 | 0 | 0 | | 258 | 0 | 129 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.89 | 0.89 | | 0.95 | 0.91 | 1.00 | | 1.00 | 1.00 | 1.00 | | 0.61 | 1.00 | 0.85 | |
| Lanes: | 0.00 | 2.48 | 0.52 | | 1.00 | 3.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 2.00 | 0.00 | 1.00 | |
| Final Sat.: | 0 | 4174 | 879 | | 1805 | 5187 | 0 | | 0 | 0 | 0 | | 2304 | 0 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.40 | 0.40 | | 0.05 | 0.21 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.11 | 0.00 | 0.08 | |
| Crit Moves: | | **** | | | **** | | | | | | | | **** | | | |
| Green/Cycle: | 0.00 | 0.65 | 0.65 | | 0.08 | 0.73 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.18 | 0.00 | 0.18 | |
| Volume/Cap: | 0.00 | 0.62 | 0.62 | | 0.62 | 0.29 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.62 | 0.00 | 0.44 | |
| Delay/Veh: | 0.0 | 10.5 | 10.5 | | 52.8 | 4.7 | 0.0 | | 0.0 | 0.0 | 0.0 | | 40.6 | 0.0 | 37.5 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 10.5 | 10.5 | | 52.8 | 4.7 | 0.0 | | 0.0 | 0.0 | 0.0 | | 40.6 | 0.0 | 37.5 | |
| LOS by Move: | A | B | B | | D | A | A | | A | A | A | | D | A | D | |
| HCM2kAvgQ: | 0 | 13 | 13 | | 3 | 4 | 0 | | 0 | 0 | 0 | | 5 | 0 | 4 | |

Note: Queue reported is the number of cars per lane.





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Folsom South of US-50 Annexation
Existing Plus NFA PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #91 Latrobe Rd/ Town Center Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 1.057
Loss Time (sec): 12 Average Delay (sec/veh): 64.6
Optimal Cycle: 180 Level Of Service: E

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 2 | 0 1 | 2 | 0 | 2 | 0 1 | 2 | 0 | 1 | 1 0 | 1 | 0 | 1 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 8 | 1342 | 79 | | 543 | 849 | 29 | | 327 | 65 | 64 | | 60 | 8 | 663 | |
| Growth Adj: | 1.00 | 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 | 1342 | 79 | | 543 | 849 | 29 | | 327 | 65 | 64 | | 60 | 8 | 663 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.95 | 0.95 | 0.95 | | 0.95 | 0.95 | 0.95 | | 0.95 | 0.95 | 0.95 | | 0.95 | 0.95 | 0.95 | |
| PHF Volume: | 8 | 1413 | 83 | | 572 | 894 | 31 | | 344 | 68 | 67 | | 63 | 8 | 698 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 8 | 1413 | 83 | | 572 | 894 | 31 | | 344 | 68 | 67 | | 63 | 8 | 698 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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 | 1413 | 83 | | 572 | 894 | 31 | | 344 | 68 | 67 | | 63 | 8 | 698 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.90 | 0.93 | 0.83 | | 0.90 | 0.93 | 0.83 | | 0.92 | 0.88 | 0.88 | | 0.95 | 1.00 | 0.85 | |
| Lanes: | 2.00 | 2.00 | 1.00 | | 2.00 | 2.00 | 1.00 | | 2.00 | 1.01 | 0.99 | | 1.00 | 1.00 | 1.00 | |
| Final Sat.: | 3432 | 3538 | 1583 | | 3432 | 3538 | 1583 | | 3502 | 1684 | 1658 | | 1805 | 1900 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.40 | 0.05 | | 0.17 | 0.25 | 0.02 | | 0.10 | 0.04 | 0.04 | | 0.03 | 0.00 | 0.43 | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | | **** | |
| Green/Cycle: | 0.01 | 0.38 | 0.38 | | 0.16 | 0.53 | 0.53 | | 0.09 | 0.19 | 0.19 | | 0.16 | 0.25 | 0.41 | |
| Volume/Cap: | 0.48 | 1.06 | 0.14 | | 1.06 | 0.48 | 0.04 | | 1.06 | 0.22 | 0.22 | | 0.22 | 0.02 | 1.06 | |
| Delay/Veh: | 68.5 | 72.1 | 20.5 | | 96.6 | 14.9 | 11.3 | | 110.9 | 34.8 | 34.8 | | 37.0 | 28.2 | 80.4 | |
| 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: | 68.5 | 72.1 | 20.5 | | 96.6 | 14.9 | 11.3 | | 110.9 | 34.8 | 34.8 | | 37.0 | 28.2 | 80.4 | |
| LOS by Move: | E | E | C | | F | B | B | | F | C | C | | D | C | F | |
| HCM2kAvgQ: | 0 | 31 | 2 | | 13 | 9 | 0 | | 10 | 2 | 2 | | 2 | 0 | 31 | |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Existing Plus NFA PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #92 Hazel Blvd/ Tributary- WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.833
Loss Time (sec): 9 Average Delay (sec/veh): 27.3
Optimal Cycle: 77 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Ignore | | | | Ovl | | | | Ovl | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 3 | 0 1 | 0 | 0 | 3 | 0 1 | 0 | 0 | 0 | 0 1 | 1 | 0 | 0 | 1 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 191 | 2351 | 323 | | 0 | 855 | 95 | | 0 | 0 | 600 | | 81 | 219 | 790 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 191 | 2351 | 323 | | 0 | 855 | 95 | | 0 | 0 | 600 | | 81 | 219 | 790 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 203 | 2501 | 0 | | 0 | 910 | 101 | | 0 | 0 | 638 | | 86 | 233 | 840 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 203 | 2501 | 0 | | 0 | 910 | 101 | | 0 | 0 | 638 | | 86 | 233 | 840 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 203 | 2501 | 0 | | 0 | 910 | 101 | | 0 | 0 | 638 | | 86 | 233 | 840 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.91 | 1.00 | | 1.00 | 0.91 | 0.85 | | 1.00 | 1.00 | 0.87 | | 0.80 | 0.88 | 0.88 | |
| Lanes: | 1.00 | 3.00 | 1.00 | | 0.00 | 3.00 | 1.00 | | 0.00 | 0.00 | 1.00 | | 1.00 | 0.43 | 1.57 | |
| Final Sat.: | 1805 | 5187 | 1900 | | 0 | 5187 | 1615 | | 0 | 0 | 1644 | | 1520 | 728 | 2627 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.11 | 0.48 | 0.00 | | 0.00 | 0.18 | 0.06 | | 0.00 | 0.00 | 0.39 | | 0.06 | 0.32 | 0.32 | |
| Crit Moves: | | **** | | | **** | | | | | | **** | | | | | |
| Green/Cycle: | 0.23 | 0.58 | 0.00 | | 0.00 | 0.35 | 0.35 | | 0.00 | 0.00 | 0.56 | | 0.33 | 0.33 | 0.33 | |
| Volume/Cap: | 0.50 | 0.83 | 0.00 | | 0.00 | 0.50 | 0.18 | | 0.00 | 0.00 | 0.70 | | 0.17 | 0.97 | 0.97 | |
| Delay/Veh: | 34.7 | 19.3 | 0.0 | | 0.0 | 25.6 | 22.5 | | 0.0 | 0.0 | 18.4 | | 23.9 | 52.2 | 52.2 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 34.7 | 19.3 | 0.0 | | 0.0 | 25.6 | 22.5 | | 0.0 | 0.0 | 18.4 | | 23.9 | 52.2 | 52.2 | |
| LOS by Move: | C | B | A | | A | C | C | | A | A | B | | C | D | D | |
| HCM2kAvgQ: | 5 | 24 | 0 | | 0 | 8 | 2 | | 0 | 0 | 15 | | 2 | 22 | 22 | |

Note: Queue reported is the number of cars per lane.





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Folsom South of US-50 Annexation
Existing Plus NFA PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #93 Hazel Ave/ EB US-50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.794
Loss Time (sec): 9 Average Delay (sec/veh): 21.1
Optimal Cycle: 67 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Ignore | | | | Ignore | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 2 | 0 1 | 0 | 0 | 2 | 0 1 | 1 | 0 | 1! | 0 1 | 0 | 0 | 0 | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1555 | 221 | | 0 | 590 | 625 | | 1365 | 0 | 87 | | 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 | 1555 | 221 | | 0 | 590 | 625 | | 1365 | 0 | 87 | | 0 | 0 | 0 | |
| User Adj: | 1.00 | 0.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 0 | 0 | 0 | | 0 | 628 | 0 | | 1452 | 0 | 93 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 0 | 0 | | 0 | 628 | 0 | | 1452 | 0 | 93 | | 0 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 0 | 0 | | 0 | 628 | 0 | | 1452 | 0 | 93 | | 0 | 0 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.95 | 1.00 | | 1.00 | 0.95 | 1.00 | | 0.72 | 1.00 | 0.72 | | 1.00 | 1.00 | 1.00 | |
| Lanes: | 0.00 | 2.00 | 1.00 | | 0.00 | 2.00 | 1.00 | | 1.94 | 0.00 | 1.06 | | 0.00 | 0.00 | 0.00 | |
| Final Sat.: | 0 | 3610 | 1900 | | 0 | 3610 | 1900 | | 2645 | 0 | 1445 | | 0 | 0 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | | 0.00 | 0.17 | 0.00 | | 0.55 | 0.00 | 0.06 | | 0.00 | 0.00 | 0.00 | |
| Crit Moves: | | | | | | **** | | | **** | | | | | | | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | | 0.00 | 0.22 | 0.00 | | 0.69 | 0.00 | 0.69 | | 0.00 | 0.00 | 0.00 | |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | | 0.00 | 0.79 | 0.00 | | 0.79 | 0.00 | 0.09 | | 0.00 | 0.00 | 0.00 | |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | | 0.0 | 42.5 | 0.0 | | 12.9 | 0.0 | 5.1 | | 0.0 | 0.0 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | | 0.0 | 42.5 | 0.0 | | 12.9 | 0.0 | 5.1 | | 0.0 | 0.0 | 0.0 | |
| LOS by Move: | A | A | A | | A | D | A | | B | A | A | | A | A | A | |
| HCM2kAvgQ: | 0 | 0 | 0 | | 0 | 10 | 0 | | 18 | 0 | 1 | | 0 | 0 | 0 | |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Existing Plus NFA PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #94 Folsom Blvd/ WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.574
Loss Time (sec): 9 Average Delay (sec/veh): 10.0
Optimal Cycle: 39 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Ignore | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 3 | 0 0 | 0 | 0 | 3 | 0 1 | 1 | 0 | 1! | 0 1 | 0 | 0 | 0 | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 37 | 2106 | 0 | 0 | 758 | 1293 | 166 | 0 | 186 | 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: | 37 | 2106 | 0 | 0 | 758 | 1293 | 166 | 0 | 186 | 0 | 0 | 0 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.00 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | | | | |
| PHF Volume: | 39 | 2240 | 0 | 0 | 806 | 0 | 177 | 0 | 198 | 0 | 0 | 0 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 39 | 2240 | 0 | 0 | 806 | 0 | 177 | 0 | 198 | 0 | 0 | 0 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| FinalVolume: | 39 | 2240 | 0 | 0 | 806 | 0 | 177 | 0 | 198 | 0 | 0 | 0 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 0.95 | 0.91 | 1.00 | 1.00 | 0.91 | 1.00 | 0.75 | 1.00 | 0.75 | 1.00 | 1.00 | 1.00 | | | | |
| Lanes: | 1.00 | 3.00 | 0.00 | 0.00 | 3.00 | 1.00 | 1.47 | 0.00 | 1.53 | 0.00 | 0.00 | 0.00 | | | | |
| Final Sat.: | 1805 | 5187 | 0 | 0 | 5187 | 1900 | 2104 | 0 | 2185 | 0 | 0 | 0 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.43 | 0.00 | 0.00 | 0.16 | 0.00 | 0.08 | 0.00 | 0.09 | 0.00 | 0.00 | 0.00 | | | | |
| Crit Moves: | | **** | | **** | | | | | **** | | | | | | | |
| Green/Cycle: | 0.09 | 0.75 | 0.00 | 0.00 | 0.66 | 0.00 | 0.16 | 0.00 | 0.16 | 0.00 | 0.00 | 0.00 | | | | |
| Volume/Cap: | 0.24 | 0.57 | 0.00 | 0.00 | 0.24 | 0.00 | 0.53 | 0.00 | 0.57 | 0.00 | 0.00 | 0.00 | | | | |
| Delay/Veh: | 42.8 | 5.6 | 0.0 | 0.0 | 6.9 | 0.0 | 39.5 | 0.0 | 40.3 | 0.0 | 0.0 | 0.0 | | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| AdjDel/Veh: | 42.8 | 5.6 | 0.0 | 0.0 | 6.9 | 0.0 | 39.5 | 0.0 | 40.3 | 0.0 | 0.0 | 0.0 | | | | |
| LOS by Move: | D | A | A | A | A | A | D | A | D | A | A | A | | | | |
| HCM2kAvgQ: | 1 | 11 | 0 | 0 | 4 | 0 | 4 | 0 | 5 | 0 | 0 | 0 | | | | |

Note: Queue reported is the number of cars per lane.





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Folsom South of US-50 Annexation
Existing Plus NFA PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #95 Folsom Blvd/ EB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 1.142
Loss Time (sec): 9 Average Delay (sec/veh): 83.1
Optimal Cycle: 180 Level Of Service: F

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Ignore | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 2 | 0 0 | 0 | 0 | 2 | 0 1 | 3 | 0 | 0 | 0 1 | 0 | 0 | 0 | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 560 | 1128 | 0 | 0 | 706 | 238 | 1308 | 0 | 44 | 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: | 560 | 1128 | 0 | 0 | 706 | 238 | 1308 | 0 | 44 | 0 | 0 | 0 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.00 | 0.94 | 0.94 | 0.94 | | | | |
| PHF Volume: | 596 | 1200 | 0 | 0 | 751 | 253 | 1391 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 596 | 1200 | 0 | 0 | 751 | 253 | 1391 | 0 | 0 | 0 | 0 | 0 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | | | | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | | | | |
| FinalVolume: | 596 | 1200 | 0 | 0 | 751 | 253 | 1391 | 0 | 0 | 0 | 0 | 0 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 0.95 | 0.95 | 1.00 | 1.00 | 0.95 | 0.85 | 0.49 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Lanes: | 1.00 | 2.00 | 0.00 | 0.00 | 2.00 | 1.00 | 3.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | | | | |
| Final Sat.: | 1805 | 3610 | 0 | 0 | 3610 | 1615 | 2776 | 0 | 1900 | 0 | 0 | 0 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.33 | 0.33 | 0.00 | 0.00 | 0.21 | 0.16 | 0.50 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | | | |
| Crit Moves: | **** | | | | **** | | **** | | | | | | | | | |
| Green/Cycle: | 0.29 | 0.47 | 0.00 | 0.00 | 0.18 | 0.18 | 0.44 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | | | |
| Volume/Cap: | 1.14 | 0.71 | 0.00 | 0.00 | 1.14 | 0.86 | 1.14 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | | | |
| Delay/Veh: | 120.5 | 22.3 | 0.0 | 0.0 | 122 | 61.5 | 102.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| AdjDel/Veh: | 120.5 | 22.3 | 0.0 | 0.0 | 122 | 61.5 | 102.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | |
| LOS by Move: | F | C | A | A | F | E | F | A | A | A | A | A | | | | |
| HCM2kAvgQ: | 31 | 16 | 0 | 0 | 19 | 8 | 23 | 0 | 0 | 0 | 0 | 0 | | | | |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Existing Plus NFA PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #96 Prairie City/ WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.371
Loss Time (sec): 6 Average Delay (sec/veh): 15.6
Optimal Cycle: 22 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Ignore | | | | Ignore | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 898 | 205 | | 0 | 856 | 96 | | 0 | 0 | 0 | | 20 | 0 | 411 | |
| Growth Adj: | 1.00 | 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 | 898 | 205 | | 0 | 856 | 96 | | 0 | 0 | 0 | | 20 | 0 | 411 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.91 | 0.91 | 0.00 | | 0.91 | 0.91 | 0.00 | | 0.91 | 0.91 | 0.91 | | 0.91 | 0.91 | 0.91 | |
| PHF Volume: | 0 | 987 | 0 | | 0 | 941 | 0 | | 0 | 0 | 0 | | 22 | 0 | 452 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 987 | 0 | | 0 | 941 | 0 | | 0 | 0 | 0 | | 22 | 0 | 452 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 987 | 0 | | 0 | 941 | 0 | | 0 | 0 | 0 | | 22 | 0 | 452 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.91 | 1.00 | | 1.00 | 0.91 | 1.00 | | 1.00 | 1.00 | 1.00 | | 0.77 | 1.00 | 0.75 | |
| Lanes: | 0.00 | 3.00 | 1.00 | | 0.00 | 3.00 | 1.00 | | 0.00 | 0.00 | 0.00 | | 2.00 | 0.00 | 2.00 | |
| Final Sat.: | 0 | 5187 | 1900 | | 0 | 5187 | 1900 | | 0 | 0 | 0 | | 2927 | 0 | 2842 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.19 | 0.00 | | 0.00 | 0.18 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.01 | 0.00 | 0.16 | |
| Crit Moves: | | **** | | | | | | | | | | | | | **** | |
| Green/Cycle: | 0.00 | 0.51 | 0.00 | | 0.00 | 0.51 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.43 | 0.00 | 0.43 | |
| Volume/Cap: | 0.00 | 0.37 | 0.00 | | 0.00 | 0.35 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.02 | 0.00 | 0.37 | |
| Delay/Veh: | 0.0 | 14.8 | 0.0 | | 0.0 | 14.6 | 0.0 | | 0.0 | 0.0 | 0.0 | | 16.5 | 0.0 | 19.7 | |
| 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: | 0.0 | 14.8 | 0.0 | | 0.0 | 14.6 | 0.0 | | 0.0 | 0.0 | 0.0 | | 16.5 | 0.0 | 19.7 | |
| LOS by Move: | A | B | A | | A | B | A | | A | A | A | | B | A | B | |
| HCM2kAvgQ: | 0 | 6 | 0 | | 0 | 6 | 0 | | 0 | 0 | 0 | | 0 | 0 | 5 | |

Note: Queue reported is the number of cars per lane.





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Folsom South of US-50 Annexation
Existing Plus NFA PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #97 Prairie City/ EB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.475
Loss Time (sec): 6 Average Delay (sec/veh): 15.4
Optimal Cycle: 26 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 2 | 0 | 1 | 1 | 1 | 0 | 0 | 2 | |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 899 | 72 | | 0 | 876 | 0 | | 213 | 2 | 448 | | 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 | 899 | 72 | | 0 | 876 | 0 | | 213 | 2 | 448 | | 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: | 0.91 | 0.91 | 0.91 | | 0.91 | 0.91 | 0.91 | | 0.91 | 0.91 | 0.91 | | 0.91 | 0.91 | 0.91 | |
| PHF Volume: | 0 | 988 | 79 | | 0 | 963 | 0 | | 234 | 2 | 492 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 988 | 79 | | 0 | 963 | 0 | | 234 | 2 | 492 | | 0 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 988 | 79 | | 0 | 963 | 0 | | 234 | 2 | 492 | | 0 | 0 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.95 | 0.85 | | 1.00 | 0.95 | 1.00 | | 0.95 | 0.95 | 0.75 | | 1.00 | 1.00 | 1.00 | |
| Lanes: | 0.00 | 2.00 | 1.00 | | 0.00 | 2.00 | 1.00 | | 1.98 | 0.02 | 2.00 | | 0.00 | 0.00 | 0.00 | |
| Final Sat.: | 0 | 3610 | 1615 | | 0 | 3610 | 1900 | | 3584 | 34 | 2842 | | 0 | 0 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.27 | 0.05 | | 0.00 | 0.27 | 0.00 | | 0.07 | 0.07 | 0.17 | | 0.00 | 0.00 | 0.00 | |
| Crit Moves: | | **** | | | | | | | | | **** | | | | | |
| Green/Cycle: | 0.00 | 0.58 | 0.58 | | 0.00 | 0.58 | 0.00 | | 0.36 | 0.36 | 0.36 | | 0.00 | 0.00 | 0.00 | |
| Volume/Cap: | 0.00 | 0.48 | 0.09 | | 0.00 | 0.46 | 0.00 | | 0.18 | 0.18 | 0.48 | | 0.00 | 0.00 | 0.00 | |
| Delay/Veh: | 0.0 | 12.6 | 9.5 | | 0.0 | 12.4 | 0.0 | | 21.7 | 21.7 | 24.8 | | 0.0 | 0.0 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 12.6 | 9.5 | | 0.0 | 12.4 | 0.0 | | 21.7 | 21.7 | 24.8 | | 0.0 | 0.0 | 0.0 | |
| LOS by Move: | A | B | A | | A | B | A | | C | C | C | | A | A | A | |
| HCM2kAvgQ: | 0 | 9 | 1 | | 0 | 9 | 0 | | 2 | 2 | 7 | | 0 | 0 | 0 | |

Note: Queue reported is the number of cars per lane.

PM Existing Plus NFA Thu May 7, 2009 15:50:03 Page 83-1

Folsom South of US-50 Annexation
Existing Plus NFA PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #98 East Bidwell St/ WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.698
Loss Time (sec): 6 Average Delay (sec/veh): 21.1
Optimal Cycle: 42 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Ignore | | | | Ignore | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1318 | 532 | | 0 | 1571 | 273 | | 0 | 0 | 0 | | 303 | 0 | 892 | |
| Growth Adj: | 1.00 | 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 | 1318 | 532 | | 0 | 1571 | 273 | | 0 | 0 | 0 | | 303 | 0 | 892 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 0 | 1402 | 0 | | 0 | 1671 | 0 | | 0 | 0 | 0 | | 322 | 0 | 949 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 1402 | 0 | | 0 | 1671 | 0 | | 0 | 0 | 0 | | 322 | 0 | 949 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 1402 | 0 | | 0 | 1671 | 0 | | 0 | 0 | 0 | | 322 | 0 | 949 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.91 | 1.00 | | 1.00 | 0.91 | 1.00 | | 1.00 | 1.00 | 1.00 | | 0.59 | 1.00 | 0.75 | |
| Lanes: | 0.00 | 3.00 | 1.00 | | 0.00 | 3.00 | 1.00 | | 0.00 | 0.00 | 0.00 | | 2.00 | 0.00 | 2.00 | |
| Final Sat.: | 0 | 5187 | 1900 | | 0 | 5187 | 1900 | | 0 | 0 | 0 | | 2234 | 0 | 2842 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.27 | 0.00 | | 0.00 | 0.32 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.14 | 0.00 | 0.33 | |
| Crit Moves: | | | | | | **** | | | | | | | | | **** | |
| Green/Cycle: | 0.00 | 0.46 | 0.00 | | 0.00 | 0.46 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.48 | 0.00 | 0.48 | |
| Volume/Cap: | 0.00 | 0.59 | 0.00 | | 0.00 | 0.70 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.30 | 0.00 | 0.70 | |
| Delay/Veh: | 0.0 | 20.2 | 0.0 | | 0.0 | 22.3 | 0.0 | | 0.0 | 0.0 | 0.0 | | 16.1 | 0.0 | 22.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 20.2 | 0.0 | | 0.0 | 22.3 | 0.0 | | 0.0 | 0.0 | 0.0 | | 16.1 | 0.0 | 22.0 | |
| LOS by Move: | A | C | A | | A | C | A | | A | A | A | | B | A | C | |
| HCM2kAvgQ: | 0 | 11 | 0 | | 0 | 15 | 0 | | 0 | 0 | 0 | | 3 | 0 | 14 | |

Note: Queue reported is the number of cars per lane.





PM Existing Plus NFA Thu May 7, 2009 15:50:03 Page 84-1

Folsom South of US-50 Annexation
Existing Plus NFA PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #99 East Bidwell St/ EB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.521
Loss Time (sec): 6 Average Delay (sec/veh): 16.2
Optimal Cycle: 28 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Ignore | | | | Ignore | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 3 | 0 | 1 | 2 | 0 | 0 | 0 | 2 | |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1419 | 844 | | 0 | 1200 | 674 | | 431 | 0 | 450 | | 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 | 1419 | 844 | | 0 | 1200 | 674 | | 431 | 0 | 450 | | 0 | 0 | 0 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.95 | 0.95 | 0.00 | | 0.95 | 0.95 | 0.00 | | 0.95 | 0.95 | 0.95 | | 0.95 | 0.95 | 0.95 | |
| PHF Volume: | 0 | 1494 | 0 | | 0 | 1263 | 0 | | 454 | 0 | 474 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 1494 | 0 | | 0 | 1263 | 0 | | 454 | 0 | 474 | | 0 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 1494 | 0 | | 0 | 1263 | 0 | | 454 | 0 | 474 | | 0 | 0 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.91 | 1.00 | | 1.00 | 0.91 | 1.00 | | 0.59 | 1.00 | 0.75 | | 1.00 | 1.00 | 1.00 | |
| Lanes: | 0.00 | 3.00 | 1.00 | | 0.00 | 3.00 | 1.00 | | 2.00 | 0.00 | 2.00 | | 0.00 | 0.00 | 0.00 | |
| Final Sat.: | 0 | 5187 | 1900 | | 0 | 5187 | 1900 | | 2245 | 0 | 2842 | | 0 | 0 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.29 | 0.00 | | 0.00 | 0.24 | 0.00 | | 0.20 | 0.00 | 0.17 | | 0.00 | 0.00 | 0.00 | |
| Crit Moves: | | **** | | | | | | | **** | | | | | | | |
| Green/Cycle: | 0.00 | 0.55 | 0.00 | | 0.00 | 0.55 | 0.00 | | 0.39 | 0.00 | 0.39 | | 0.00 | 0.00 | 0.00 | |
| Volume/Cap: | 0.00 | 0.52 | 0.00 | | 0.00 | 0.44 | 0.00 | | 0.52 | 0.00 | 0.43 | | 0.00 | 0.00 | 0.00 | |
| Delay/Veh: | 0.0 | 14.2 | 0.0 | | 0.0 | 13.4 | 0.0 | | 24.1 | 0.0 | 22.8 | | 0.0 | 0.0 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 14.2 | 0.0 | | 0.0 | 13.4 | 0.0 | | 24.1 | 0.0 | 22.8 | | 0.0 | 0.0 | 0.0 | |
| LOS by Move: | A | B | A | | A | B | A | | C | A | C | | A | A | A | |
| HCM2kAvgQ: | 0 | 10 | 0 | | 0 | 8 | 0 | | 6 | 0 | 6 | | 0 | 0 | 0 | |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Existing Plus NFA PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #100 El Dorado Hills Blvd/ WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.919
Loss Time (sec): 9 Average Delay (sec/veh): 28.8
Optimal Cycle: 114 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - | R | L | - T | - | R | L | - T | - | R | L | - T | - | R |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | | |
| Base Vol: | 1004 | 1732 | 0 | | 0 | 574 | 698 | | 0 | 0 | 0 | | 315 | 0 | 237 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 1004 | 1732 | 0 | | 0 | 574 | 698 | | 0 | 0 | 0 | | 315 | 0 | 237 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.96 | 0.96 | 0.96 | | 0.96 | 0.96 | 0.96 | | 0.96 | 0.96 | 0.96 | | 0.96 | 0.96 | 0.96 | |
| PHF Volume: | 1046 | 1804 | 0 | | 0 | 598 | 727 | | 0 | 0 | 0 | | 328 | 0 | 247 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 120 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 1046 | 1804 | 0 | | 0 | 598 | 607 | | 0 | 0 | 0 | | 328 | 0 | 247 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 1046 | 1804 | 0 | | 0 | 598 | 607 | | 0 | 0 | 0 | | 328 | 0 | 247 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.90 | 0.93 | 1.00 | | 1.00 | 0.95 | 0.85 | | 1.00 | 1.00 | 1.00 | | 0.72 | 1.00 | 0.83 | |
| Lanes: | 2.00 | 2.00 | 0.00 | | 0.00 | 2.00 | 1.00 | | 0.00 | 0.00 | 0.00 | | 2.00 | 0.00 | 1.00 | |
| Final Sat.: | 3432 | 3538 | 0 | | 0 | 3610 | 1615 | | 0 | 0 | 0 | | 2719 | 0 | 1583 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.30 | 0.51 | 0.00 | | 0.00 | 0.17 | 0.38 | | 0.00 | 0.00 | 0.00 | | 0.12 | 0.00 | 0.16 | |
| Crit Moves: | **** | | | | | | **** | | | | | | | | **** | |
| Green/Cycle: | 0.33 | 0.74 | 0.00 | | 0.00 | 0.41 | 0.41 | | 0.00 | 0.00 | 0.00 | | 0.17 | 0.00 | 0.17 | |
| Volume/Cap: | 0.92 | 0.69 | 0.00 | | 0.00 | 0.41 | 0.92 | | 0.00 | 0.00 | 0.00 | | 0.71 | 0.00 | 0.92 | |
| Delay/Veh: | 44.0 | 7.7 | 0.0 | | 0.0 | 21.1 | 46.1 | | 0.0 | 0.0 | 0.0 | | 44.4 | 0.0 | 75.1 | |
| 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: | 44.0 | 7.7 | 0.0 | | 0.0 | 21.1 | 46.1 | | 0.0 | 0.0 | 0.0 | | 44.4 | 0.0 | 75.1 | |
| LOS by Move: | D | A | A | | A | C | D | | A | A | A | | D | A | E | |
| HCM2kAvgQ: | 17 | 15 | 0 | | 0 | 7 | 20 | | 0 | 0 | 0 | | 6 | 0 | 11 | |

Note: Queue reported is the number of cars per lane.





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Folsom South of US-50 Annexation
Existing Plus NFA PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #101 El Dorado Hills Blvd/ EB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.894
Loss Time (sec): 9 Average Delay (sec/veh): 29.0
Optimal Cycle: 100 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - | R | L | - T | - | R | L | - T | - | R | L | - T | - | R |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Ovl | | | | Ignore | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 3 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1518 | 659 | | 186 | 718 | 0 | | 0 | 0 | 769 | | 0 | 0 | 1253 | |
| Growth Adj: | 1.00 | 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 | 1518 | 659 | | 186 | 718 | 0 | | 0 | 0 | 769 | | 0 | 0 | 1253 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| PHF Adj: | 0.98 | 0.98 | 0.98 | | 0.98 | 0.98 | 0.98 | | 0.98 | 0.98 | 0.98 | | 0.98 | 0.98 | 0.00 | |
| PHF Volume: | 0 | 1549 | 672 | | 190 | 733 | 0 | | 0 | 0 | 785 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 1549 | 672 | | 190 | 733 | 0 | | 0 | 0 | 785 | | 0 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| FinalVolume: | 0 | 1549 | 672 | | 190 | 733 | 0 | | 0 | 0 | 785 | | 0 | 0 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.97 | 0.89 | 0.83 | | 0.93 | 0.93 | 1.00 | | 1.00 | 1.00 | 0.73 | | 1.00 | 1.00 | 1.00 | |
| Lanes: | 2.00 | 3.00 | 1.00 | | 1.00 | 2.00 | 0.00 | | 0.00 | 0.00 | 2.00 | | 0.00 | 0.00 | 1.00 | |
| Final Sat.: | 3686 | 5083 | 1583 | | 1769 | 3538 | 0 | | 0 | 0 | 2786 | | 0 | 0 | 1900 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.30 | 0.42 | | 0.11 | 0.21 | 0.00 | | 0.00 | 0.00 | 0.28 | | 0.00 | 0.00 | 0.00 | |
| Crit Moves: | | | **** | | **** | | | | | | **** | | | | | |
| Green/Cycle: | 0.00 | 0.48 | 0.48 | | 0.12 | 0.60 | 0.00 | | 0.00 | 0.00 | 0.31 | | 0.00 | 0.00 | 0.00 | |
| Volume/Cap: | 0.00 | 0.64 | 0.89 | | 0.89 | 0.35 | 0.00 | | 0.00 | 0.00 | 0.89 | | 0.00 | 0.00 | 0.00 | |
| Delay/Veh: | 0.0 | 20.4 | 37.1 | | 77.9 | 10.4 | 0.0 | | 0.0 | 0.0 | 44.3 | | 0.0 | 0.0 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 20.4 | 37.1 | | 77.9 | 10.4 | 0.0 | | 0.0 | 0.0 | 44.3 | | 0.0 | 0.0 | 0.0 | |
| LOS by Move: | A | C | D | | E | B | A | | A | A | D | | A | A | A | |
| HCM2kAvgQ: | 0 | 12 | 18 | | 7 | 6 | 0 | | 0 | 0 | 17 | | 0 | 0 | 0 | |

Note: Queue reported is the number of cars per lane.

Folsom South of US-50 Annexation
Existing Plus NFA PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #102 Sunrise Rd/ Jackson Hwy-SR16

Cycle (sec): 100 Critical Vol./Cap. (X): 0.932
Loss Time (sec): 12 Average Delay (sec/veh): 42.1
Optimal Cycle: 127 Level Of Service: D

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 1 | 217 | 44 | | 227 | 739 | 76 | | 71 | 662 | 9 | | 74 | 226 | 116 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 1 | 217 | 44 | | 227 | 739 | 76 | | 71 | 662 | 9 | | 74 | 226 | 116 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.95 | 0.95 | 0.95 | | 0.95 | 0.95 | 0.95 | | 0.95 | 0.95 | 0.95 | | 0.95 | 0.95 | 0.95 | |
| PHF Volume: | 1 | 228 | 46 | | 239 | 778 | 80 | | 75 | 697 | 9 | | 78 | 238 | 122 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 1 | 228 | 46 | | 239 | 778 | 80 | | 75 | 697 | 9 | | 78 | 238 | 122 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 1 | 228 | 46 | | 239 | 778 | 80 | | 75 | 697 | 9 | | 78 | 238 | 122 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.98 | 0.98 | | 0.95 | 1.00 | 0.85 | | 0.95 | 1.00 | 0.85 | | 0.95 | 1.00 | 0.85 | |
| Lanes: | 1.00 | 0.83 | 0.17 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Final Sat.: | 1805 | 1540 | 312 | | 1805 | 1900 | 1615 | | 1805 | 1900 | 1615 | | 1805 | 1900 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.15 | 0.15 | | 0.13 | 0.41 | 0.05 | | 0.04 | 0.37 | 0.01 | | 0.04 | 0.13 | 0.08 | |
| Crit Moves: | **** | | | | | **** | | | | **** | | | **** | | | |
| Green/Cycle: | 0.00 | 0.23 | 0.23 | | 0.21 | 0.44 | 0.55 | | 0.11 | 0.39 | 0.39 | | 0.05 | 0.33 | 0.54 | |
| Volume/Cap: | 0.93 | 0.64 | 0.64 | | 0.64 | 0.93 | 0.09 | | 0.38 | 0.93 | 0.01 | | 0.93 | 0.38 | 0.14 | |
| Delay/Veh: | 806.1 | 37.8 | 37.8 | | 39.8 | 43.5 | 10.8 | | 42.6 | 47.4 | 18.5 | | 123.1 | 26.0 | 11.6 | |
| 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: | 806.1 | 37.8 | 37.8 | | 39.8 | 43.5 | 10.8 | | 42.6 | 47.4 | 18.5 | | 123.1 | 26.0 | 11.6 | |
| LOS by Move: | F | D | D | | D | D | B | | D | D | B | | F | C | B | |
| HCM2kAvgQ: | 0 | 7 | 7 | | 7 | 24 | 1 | | 3 | 25 | 0 | | 3 | 5 | 2 | |

Note: Queue reported is the number of cars per lane.





Folsom South of US-50 Annexation
Existing Plus NFA PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #103 Grant Line Rd/ Jackson Rd- SR16

Cycle (sec): 100 Critical Vol./Cap. (X): 1.136
Loss Time (sec): 12 Average Delay (sec/veh): 101.9
Optimal Cycle: 180 Level Of Service: F

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Split Phase | | | | Split Phase | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 1! | 0 | 0 | 0 | 0 | 1! | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 1 | 272 | 46 | | 70 | 430 | 82 | | 59 | 866 | 4 | | 47 | 332 | 16 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 1 | 272 | 46 | | 70 | 430 | 82 | | 59 | 866 | 4 | | 47 | 332 | 16 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.97 | 0.97 | 0.97 | | 0.97 | 0.97 | 0.97 | | 0.97 | 0.97 | 0.97 | | 0.97 | 0.97 | 0.97 | |
| PHF Volume: | 1 | 280 | 47 | | 72 | 443 | 85 | | 61 | 893 | 4 | | 48 | 342 | 16 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 1 | 280 | 47 | | 72 | 443 | 85 | | 61 | 893 | 4 | | 48 | 342 | 16 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 1 | 280 | 47 | | 72 | 443 | 85 | | 61 | 893 | 4 | | 48 | 342 | 16 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.98 | 0.98 | 0.98 | | 0.98 | 0.98 | 0.98 | | 0.95 | 1.00 | 1.00 | | 0.95 | 0.99 | 0.99 | |
| Lanes: | 0.01 | 0.85 | 0.14 | | 0.12 | 0.74 | 0.14 | | 1.00 | 0.99 | 0.01 | | 1.00 | 0.95 | 0.05 | |
| Final Sat.: | 6 | 1589 | 269 | | 223 | 1369 | 261 | | 1805 | 1889 | 9 | | 1805 | 1800 | 87 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.18 | 0.18 | 0.18 | | 0.32 | 0.32 | 0.32 | | 0.03 | 0.47 | 0.47 | | 0.03 | 0.19 | 0.19 | |
| Crit Moves: | | **** | | | **** | | | | | **** | | | **** | | | |
| Green/Cycle: | 0.16 | 0.16 | 0.16 | | 0.29 | 0.29 | 0.29 | | 0.07 | 0.42 | 0.42 | | 0.02 | 0.37 | 0.37 | |
| Volume/Cap: | 1.14 | 1.14 | 1.14 | | 1.14 | 1.14 | 1.14 | | 0.51 | 1.14 | 1.14 | | 1.14 | 0.51 | 0.51 | |
| Delay/Veh: | 137.0 | 137 | 137.0 | | 118.1 | 118 | 118.1 | | 48.7 | 106 | 105.6 | | 229.4 | 24.9 | 24.9 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 137.0 | 137 | 137.0 | | 118.1 | 118 | 118.1 | | 48.7 | 106 | 105.6 | | 229.4 | 24.9 | 24.9 | |
| LOS by Move: | F | F | F | | F | F | F | | D | F | F | | F | C | C | |
| HCM2kAvgQ: | 18 | 18 | 18 | | 27 | 27 | 27 | | 2 | 42 | 42 | | 3 | 8 | 8 | |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Existing Plus NFA PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #104 Oak Ave Pkwy/ WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.363
Loss Time (sec): 6 Average Delay (sec/veh): 5.2
Optimal Cycle: 22 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Ignore | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1017 | 510 | | 0 | 730 | 418 | | 0 | 0 | 0 | | 75 | 0 | 110 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 0 | 1017 | 510 | | 0 | 730 | 418 | | 0 | 0 | 0 | | 75 | 0 | 110 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 0 | 1082 | 0 | | 0 | 777 | 445 | | 0 | 0 | 0 | | 80 | 0 | 117 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 1082 | 0 | | 0 | 777 | 445 | | 0 | 0 | 0 | | 80 | 0 | 117 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 1082 | 0 | | 0 | 777 | 445 | | 0 | 0 | 0 | | 80 | 0 | 117 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.95 | 1.00 | | 1.00 | 0.95 | 0.85 | | 1.00 | 1.00 | 1.00 | | 0.62 | 1.00 | 0.75 | |
| Lanes: | 0.00 | 2.00 | 1.00 | | 0.00 | 2.00 | 1.00 | | 0.00 | 0.00 | 0.00 | | 2.00 | 0.00 | 2.00 | |
| Final Sat.: | 0 | 3610 | 1900 | | 0 | 3610 | 1615 | | 0 | 0 | 0 | | 2355 | 0 | 2842 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.30 | 0.00 | | 0.00 | 0.22 | 0.28 | | 0.00 | 0.00 | 0.00 | | 0.03 | 0.00 | 0.04 | |
| Crit Moves: | | **** | | | | | | | | | | | | | **** | |
| Green/Cycle: | 0.00 | 0.83 | 0.00 | | 0.00 | 0.83 | 0.83 | | 0.00 | 0.00 | 0.00 | | 0.11 | 0.00 | 0.11 | |
| Volume/Cap: | 0.00 | 0.36 | 0.00 | | 0.00 | 0.26 | 0.33 | | 0.00 | 0.00 | 0.00 | | 0.30 | 0.00 | 0.36 | |
| Delay/Veh: | 0.0 | 2.2 | 0.0 | | 0.0 | 2.0 | 2.2 | | 0.0 | 0.0 | 0.0 | | 41.3 | 0.0 | 41.7 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 2.2 | 0.0 | | 0.0 | 2.0 | 2.2 | | 0.0 | 0.0 | 0.0 | | 41.3 | 0.0 | 41.7 | |
| LOS by Move: | A | A | A | | A | A | A | | A | A | A | | D | A | D | |
| HCM2kAvgQ: | 0 | 4 | 0 | | 0 | 3 | 3 | | 0 | 0 | 0 | | 1 | 0 | 2 | |

Note: Queue reported is the number of cars per lane.





PM Existing Plus NFA Thu May 7, 2009 15:50:03 Page 90-1

Folsom South of US-50 Annexation
Existing Plus NFA PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #105 Oak Ave Pkwy/ EB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.629
Loss Time (sec): 6 Average Delay (sec/veh): 20.3
Optimal Cycle: 35 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 2 | 0 | 1 | 2 | 0 | 0 | 0 | 2 | |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 754 | 99 | | 0 | 399 | 95 | | 773 | 0 | 291 | | 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 | 754 | 99 | | 0 | 399 | 95 | | 773 | 0 | 291 | | 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: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 0 | 802 | 105 | | 0 | 424 | 101 | | 822 | 0 | 310 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 802 | 105 | | 0 | 424 | 101 | | 822 | 0 | 310 | | 0 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 802 | 105 | | 0 | 424 | 101 | | 822 | 0 | 310 | | 0 | 0 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.95 | 0.85 | | 1.00 | 0.95 | 0.85 | | 0.59 | 1.00 | 0.75 | | 1.00 | 1.00 | 1.00 | |
| Lanes: | 0.00 | 2.00 | 1.00 | | 0.00 | 2.00 | 1.00 | | 2.00 | 0.00 | 2.00 | | 0.00 | 0.00 | 0.00 | |
| Final Sat.: | 0 | 3610 | 1615 | | 0 | 3610 | 1615 | | 2226 | 0 | 2842 | | 0 | 0 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.22 | 0.07 | | 0.00 | 0.12 | 0.06 | | 0.37 | 0.00 | 0.11 | | 0.00 | 0.00 | 0.00 | |
| Crit Moves: | | **** | | | | | | | **** | | | | | | | |
| Green/Cycle: | 0.00 | 0.35 | 0.35 | | 0.00 | 0.35 | 0.35 | | 0.59 | 0.00 | 0.59 | | 0.00 | 0.00 | 0.00 | |
| Volume/Cap: | 0.00 | 0.63 | 0.18 | | 0.00 | 0.33 | 0.18 | | 0.63 | 0.00 | 0.19 | | 0.00 | 0.00 | 0.00 | |
| Delay/Veh: | 0.0 | 27.9 | 22.5 | | 0.0 | 23.9 | 22.5 | | 14.5 | 0.0 | 9.6 | | 0.0 | 0.0 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 27.9 | 22.5 | | 0.0 | 23.9 | 22.5 | | 14.5 | 0.0 | 9.6 | | 0.0 | 0.0 | 0.0 | |
| LOS by Move: | A | C | C | | A | C | C | | B | A | A | | A | A | A | |
| HCM2kAvgQ: | 0 | 11 | 2 | | 0 | 5 | 2 | | 9 | 0 | 2 | | 0 | 0 | 0 | |

Note: Queue reported is the number of cars per lane.

PM Existing Plus NFA Thu May 7, 2009 15:50:03 Page 91-1

Folsom South of US-50 Annexation
Existing Plus NFA PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #106 Empire Ranch Rd/ WB US 50 Ramps

| | | | |
|---|---|---|---|
| Cycle (sec): | 100 | Critical Vol./Cap. (X): | 0.407 |
| Loss Time (sec): | 6 | Average Delay (sec/veh): | 12.4 |
| Optimal Cycle: | 23 | Level Of Service: | B |

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 | 3 | 0 1 | 0 | 0 | 3 | 0 1 | 0 | 0 | 0 | 0 0 | 2 | 0 | 0 | 0 2 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 675 | 390 | 0 | 397 | 162 | 0 | 0 | 0 | 266 | 0 | 208 | | | | |
| Growth Adj: | 1.00 | 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 | 675 | 390 | 0 | 397 | 162 | 0 | 0 | 0 | 266 | 0 | 208 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | | | | |
| PHF Volume: | 0 | 718 | 415 | 0 | 422 | 172 | 0 | 0 | 0 | 283 | 0 | 221 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 0 | 718 | 415 | 0 | 422 | 172 | 0 | 0 | 0 | 283 | 0 | 221 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| 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: | 0 | 718 | 415 | 0 | 422 | 172 | 0 | 0 | 0 | 283 | 0 | 221 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 1.00 | 0.91 | 0.85 | 1.00 | 0.91 | 0.85 | 1.00 | 1.00 | 1.00 | 0.59 | 1.00 | 0.75 | | | | |
| Lanes: | 0.00 | 3.00 | 1.00 | 0.00 | 3.00 | 1.00 | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 2.00 | | | | |
| Final Sat.: | 0 | 5187 | 1615 | 0 | 5187 | 1615 | 0 | 0 | 0 | 2260 | 0 | 2842 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.14 | 0.26 | 0.00 | 0.08 | 0.11 | 0.00 | 0.00 | 0.00 | 0.13 | 0.00 | 0.08 | | | | |
| Crit Moves: | | | **** | | | | | | | **** | | | | | | |
| Green/Cycle: | 0.00 | 0.63 | 0.63 | 0.00 | 0.63 | 0.63 | 0.00 | 0.00 | 0.00 | 0.31 | 0.00 | 0.31 | | | | |
| Volume/Cap: | 0.00 | 0.22 | 0.41 | 0.00 | 0.13 | 0.17 | 0.00 | 0.00 | 0.00 | 0.41 | 0.00 | 0.25 | | | | |
| Delay/Veh: | 0.0 | 7.9 | 9.4 | 0.0 | 7.4 | 7.7 | 0.0 | 0.0 | 0.0 | 27.8 | 0.0 | 26.1 | | | | |
| 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: | 0.0 | 7.9 | 9.4 | 0.0 | 7.4 | 7.7 | 0.0 | 0.0 | 0.0 | 27.8 | 0.0 | 26.1 | | | | |
| LOS by Move: | A | A | A | A | A | A | A | A | A | C | A | C | | | | |
| HCM2kAvgQ: | 0 | 3 | 6 | 0 | 2 | 2 | 0 | 0 | 0 | 4 | 0 | 3 | | | | |

Note: Queue reported is the number of cars per lane.





PM Existing Plus NFA Thu May 7, 2009 15:50:03 Page 92-1

Folsom South of US-50 Annexation
Existing Plus NFA PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #107 Empire Ranch Rd/ EB US 50 Ramps

| | | | |
|---|---|---|---|
| Cycle (sec): | 100 | Critical Vol./Cap. (X): | 0.372 |
| Loss Time (sec): | 6 | Average Delay (sec/veh): | 18.8 |
| Optimal Cycle: | 22 | Level Of Service: | B |

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Ignore | | | | Ignore | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 | 3 | 0 1 | 0 | 0 | 3 | 0 1 | 2 | 0 | 0 | 0 2 | 0 | 0 | 0 | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 585 | 320 | 0 | 480 | 183 | 480 | 0 | 313 | 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 | 585 | 320 | 0 | 480 | 183 | 480 | 0 | 313 | 0 | 0 | 0 | | | | |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.94 | 0.94 | 0.00 | 0.94 | 0.94 | 0.00 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | | | | |
| PHF Volume: | 0 | 622 | 0 | 0 | 511 | 0 | 511 | 0 | 333 | 0 | 0 | 0 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 0 | 622 | 0 | 0 | 511 | 0 | 511 | 0 | 333 | 0 | 0 | 0 | | | | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| FinalVolume: | 0 | 622 | 0 | 0 | 511 | 0 | 511 | 0 | 333 | 0 | 0 | 0 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 1.00 | 0.91 | 1.00 | 1.00 | 0.91 | 1.00 | 0.59 | 1.00 | 0.75 | 1.00 | 1.00 | 1.00 | | | | |
| Lanes: | 0.00 | 3.00 | 1.00 | 0.00 | 3.00 | 1.00 | 2.00 | 0.00 | 2.00 | 0.00 | 0.00 | 0.00 | | | | |
| Final Sat.: | 0 | 5187 | 1900 | 0 | 5187 | 1900 | 2226 | 0 | 2842 | 0 | 0 | 0 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.12 | 0.00 | 0.00 | 0.10 | 0.00 | 0.23 | 0.00 | 0.12 | 0.00 | 0.00 | 0.00 | | | | |
| Crit Moves: | | **** | | | | | **** | | | | | | | | | |
| Green/Cycle: | 0.00 | 0.32 | 0.00 | 0.00 | 0.32 | 0.00 | 0.62 | 0.00 | 0.62 | 0.00 | 0.00 | 0.00 | | | | |
| Volume/Cap: | 0.00 | 0.37 | 0.00 | 0.00 | 0.30 | 0.00 | 0.37 | 0.00 | 0.19 | 0.00 | 0.00 | 0.00 | | | | |
| Delay/Veh: | 0.0 | 26.2 | 0.0 | 0.0 | 25.5 | 0.0 | 9.7 | 0.0 | 8.4 | 0.0 | 0.0 | 0.0 | | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| AdjDel/Veh: | 0.0 | 26.2 | 0.0 | 0.0 | 25.5 | 0.0 | 9.7 | 0.0 | 8.4 | 0.0 | 0.0 | 0.0 | | | | |
| LOS by Move: | A | C | A | A | C | A | A | A | A | A | A | A | | | | |
| HCM2kAvgQ: | 0 | 5 | 0 | 0 | 4 | 0 | 4 | 0 | 3 | 0 | 0 | 0 | | | | |

Note: Queue reported is the number of cars per lane.

LEVEL OF SERVICE WORKSHEETS

# CUMULATIVE CONDITIONS
# NO PROJECT (NP) ALTERNATIVE
# AM PEAK HOUR

AM Cumulative No Project Thu May 7, 2009 18:01:10 Page 2-1

Folsom South of US-50 Annexation
Cumulative No Project AM

Impact Analysis Report
Level Of Service

| Intersection | Base LOS | Base Del/ Veh | Base V/ C | Future LOS | Future Del/ Veh | Future V/ C | Change in |
|---|---|---|---|---|---|---|---|
| # 1 Folsom Blvd/ Blue Ravine Rd | D | 49.4 | 0.999 | D | 49.4 | 0.999 | + 0.000 D/V |
| # 2 Sibly Street/ Blue Ravine Road | D | 48.0 | 0.987 | D | 48.0 | 0.987 | + 0.000 D/V |
| # 3 Oak Avenue Parkway/ Blue Ravin | D | 35.1 | 0.803 | D | 35.1 | 0.803 | + 0.000 D/V |
| # 4 Empire Ranch Road/ Natoma Stre | B | 10.2 | 0.492 | B | 10.2 | 0.492 | + 0.000 D/V |
| # 5 Oak Avenue Parkway/ Riley Stre | B | 19.7 | 0.649 | B | 19.7 | 0.649 | + 0.000 D/V |
| # 6 Oak Avenue Parkway/ East Bidwe | C | 30.4 | 0.676 | C | 30.4 | 0.676 | + 0.000 D/V |
| # 7 East Bidwell St/Nesmith Ct | C | 23.5 | 0.839 | C | 23.5 | 0.839 | + 0.000 D/V |
| # 8 East Bidwell St/Scholar Way | B | 12.6 | 0.550 | B | 12.6 | 0.550 | + 0.000 D/V |
| # 9 East Bidwell St/Power Center D | A | 8.1 | 0.537 | A | 8.1 | 0.537 | + 0.000 D/V |
| # 10 Broadstone Pkwy/ East Bidwell | C | 27.1 | 0.621 | C | 27.1 | 0.621 | + 0.000 D/V |
| # 11 Empire Ranch Road/ Broadstone | C | 20.1 | 0.592 | C | 20.1 | 0.592 | + 0.000 D/V |
| # 12 Oak Avenue Prky / Haverhill Dr | B | 16.7 | 0.521 | B | 16.7 | 0.521 | + 0.000 D/V |
| # 13 Oak Avenue Prky / Haldion Wy | B | 13.9 | 0.507 | B | 13.9 | 0.507 | + 0.000 D/V |
| # 14 Folsom Blvd/ Iron Point Road | C | 21.1 | 0.865 | C | 21.1 | 0.865 | + 0.000 D/V |
| # 15 Prairie City Rd/ Iron Point Rd | C | 24.8 | 0.665 | C | 24.8 | 0.665 | + 0.000 D/V |
| # 16 Grover Rd/ Iron Point Rd | B | 19.6 | 0.531 | B | 19.6 | 0.531 | + 0.000 D/V |
| # 17 McAdoo Dr/ Iron Point Rd | C | 22.3 | 0.583 | C | 22.3 | 0.583 | + 0.000 D/V |
| # 18 Oak Ave Pkwy/ Iron Point Rd | C | 31.4 | 0.653 | C | 31.4 | 0.653 | + 0.000 D/V |
| # 19 Rowberry Dr/ Iron Point Rd | A | 10.0 | 0.321 | A | 10.0 | 0.321 | + 0.000 D/V |
| # 20 Broadstone Pkwy/ Iron Point Rd | B | 18.1 | 0.287 | B | 18.1 | 0.287 | + 0.000 D/V |
| # 21 East Bidwell St/ Iron Point Rd | C | 26.6 | 0.684 | C | 26.6 | 0.684 | + 0.000 D/V |
| # 22 Cavitt Dr/ Iron Point Rd | B | 14.8 | 0.349 | B | 14.8 | 0.349 | + 0.000 D/V |
| # 23 Serpa Way / Iron Point Rd | C | 24.2 | 0.524 | C | 24.2 | 0.524 | + 0.000 D/V |
| # 24 Empire Ranch Road/ Iron Point | F | 80.5 | 1.138 | F | 80.5 | 1.138 | + 0.000 D/V |

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AM Cumulative No Project Thu May 7, 2009 18:01:10 Page 2-2

Folsom South of US-50 Annexation
Cumulative No Project AM

| Intersection | Base LOS | Base Del/ Veh | Base V/ C | Future LOS | Future Del/ Veh | Future V/ C | Change in |
|---|---|---|---|---|---|---|---|
| # 25 Prairie City Rd/ High School | C | 34.8 | 0.907 | C | 34.8 | 0.907 | + 0.000 D/V |
| # 26 East Bidwell Street / Placervi | F | 446.2 | 1.913 | F | 446.2 | 1.913 | + 0.000 D/V |
| # 27 Prairie City Rd/ White Rock Rd | E | 61.8 | 1.109 | E | 61.8 | 1.109 | + 0.000 D/V |
| # 28 Scott Rd (South)/ White Rock R | D | 37.2 | 1.038 | D | 37.2 | 1.038 | + 0.000 D/V |
| # 29 Scott Rd (North)/ White Rock R | E | 63.9 | 1.059 | E | 63.9 | 1.059 | + 0.000 D/V |
| # 30 Placerville Rd/ White Rock Rd | A | 0.0 | 0.000 | A | 0.0 | 0.000 | + 0.000 D/V |
| # 32 Prairie City Rd/ Easton Valley | B | 14.2 | 0.539 | B | 14.2 | 0.539 | + 0.000 D/V |
| # 57 Hazel Blvd/ Gold Country | E | xxxxx | 0.979 | E | xxxxx | 0.979 | + 0.000 V/C |
| # 58 Hazel Ave/ Folsom Blvd | C | xxxxx | 0.775 | C | xxxxx | 0.775 | + 0.000 V/C |
| # 59 Grant Line Rd/ White Rock Rd | E | xxxxx | 0.955 | E | xxxxx | 0.955 | + 0.000 V/C |
| # 60 Grant Line Rd/ Sunrise Rd | D | xxxxx | 0.815 | D | xxxxx | 0.815 | + 0.000 V/C |
| # 61 Hazel Ave/ Easton Valley Pkwy | A | xxxxx | 0.414 | A | xxxxx | 0.414 | + 0.000 V/C |
| # 62 Aerojet Road/ Easton Valley Pk | A | xxxxx | 0.315 | A | xxxxx | 0.315 | + 0.000 V/C |
| # 63 Alabama Ave/ Easton Valley Pkw | A | xxxxx | 0.326 | A | xxxxx | 0.326 | + 0.000 V/C |
| # 64 Glenborough Rd/ Easton Valley | A | xxxxx | 0.290 | A | xxxxx | 0.290 | + 0.000 V/C |
| # 65 Sunrise Blvd/ White Rock Rd | B | xxxxx | 0.634 | B | xxxxx | 0.634 | + 0.000 V/C |
| # 66 Fitzgerald Road / White Rock R | A | xxxxx | 0.320 | A | xxxxx | 0.320 | + 0.000 V/C |
| # 67 Sunrise Blvd/ Douglas Rd | B | xxxxx | 0.646 | B | xxxxx | 0.646 | + 0.000 V/C |
| # 68 Grant Line Rd/ Douglas Rd | C | xxxxx | 0.717 | C | xxxxx | 0.717 | + 0.000 V/C |
| # 69 Grant Line Rd/ Kiefer Boulevar | D | xxxxx | 0.850 | D | xxxxx | 0.850 | + 0.000 V/C |
| # 70 Rancho Cordova Pkwy/ Easton Va | C | xxxxx | 0.724 | C | xxxxx | 0.724 | + 0.000 V/C |
| # 71 Rancho Cordova Pkwy/ White Roc | F | xxxxx | 1.014 | F | xxxxx | 1.014 | + 0.000 V/C |
| # 72 International Drive/White Rock | A | xxxxx | 0.450 | A | xxxxx | 0.450 | + 0.000 V/C |
| # 73 Rio Del Oro Prky/ White Rock R | A | xxxxx | 0.517 | A | xxxxx | 0.517 | + 0.000 V/C |
| # 74 Villagio Prky/ White Rock Rd | A | xxxxx | 0.347 | A | xxxxx | 0.347 | + 0.000 V/C |

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Folsom South of US-50 Annexation
Cumulative No Project AM

| Intersection | Base LOS | Base Del/ Veh | Base V/ C | Future LOS | Future Del/ Veh | Future V/ C | Change in |
|---|---|---|---|---|---|---|---|
| # 75 Sunrise Rd/ International Dr | C | xxxxx | 0.741 | C | xxxxx | 0.741 | + 0.000 V/C |
| # 76 Villagio Prky/Americanos Blvd | A | xxxxx | 0.577 | A | xxxxx | 0.577 | + 0.000 V/C |
| # 77 Grant Line Rd/Centenial | D | xxxxx | 0.844 | D | xxxxx | 0.844 | + 0.000 V/C |
| # 78 Villagio Prky/ Rancho Cordova | C | 26.9 | 0.652 | C | 26.9 | 0.652 | + 0.000 D/V |
| # 79 Rancho Cordova Pkwy/ Douglas R | A | xxxxx | 0.494 | A | xxxxx | 0.494 | + 0.000 V/C |
| # 80 Americanos Blvd/ Douglas Rd | A | xxxxx | 0.591 | A | xxxxx | 0.591 | + 0.000 V/C |
| # 81 Grant Line Rd/ Chrysanthy Blvd | D | xxxxx | 0.872 | D | xxxxx | 0.872 | + 0.000 V/C |
| # 82 Grant Line Rd/ Rancho Cordova | A | xxxxx | 0.533 | A | xxxxx | 0.533 | + 0.000 V/C |
| # 83 White Rock Rd/ Carson Crossing | C | 27.7 | 0.877 | C | 27.7 | 0.877 | + 0.000 D/V |
| # 84 White Rock Rd/ Stonebriar Rd | B | 15.4 | 0.420 | B | 15.4 | 0.420 | + 0.000 D/V |
| # 85 White Rock Rd/ Windfield Way | C | 23.9 | 0.705 | C | 23.9 | 0.705 | + 0.000 D/V |
| # 86 White Rock Rd/ Latrobe Rd | D | 40.1 | 0.885 | D | 40.1 | 0.885 | + 0.000 D/V |
| # 87 White Rock Rd/ Valley View Pkw | D | 35.3 | 0.966 | D | 35.3 | 0.966 | + 0.000 D/V |
| # 88 El Dorado Hills Blvd/Serrano P | D | 48.2 | 1.014 | D | 48.2 | 1.014 | + 0.000 D/V |
| # 89 El Dorado Hills Blvd/Saratoga | D | 42.5 | 0.964 | D | 42.5 | 0.964 | + 0.000 D/V |
| # 90 El Dorado Hills Blvd/Park Driv | C | 30.7 | 0.871 | C | 30.7 | 0.871 | + 0.000 D/V |
| # 91 Latrobe Rd/ Town Center Blvd | D | 35.0 | 1.010 | D | 35.0 | 1.010 | + 0.000 D/V |
| # 92 Hazel Blvd/ Tributary- WB US 5 | C | 28.7 | 0.955 | C | 28.7 | 0.955 | + 0.000 D/V |
| # 93 Hazel Ave/ EB US-50 Ramps | D | 43.8 | 1.009 | D | 43.8 | 1.009 | + 0.000 D/V |
| # 94 Folsom Blvd/ WB US 50 Ramps | A | 8.4 | 0.578 | A | 8.4 | 0.578 | + 0.000 D/V |
| # 95 Folsom Blvd/ EB US 50 Ramps | C | 30.5 | 0.850 | C | 30.5 | 0.850 | + 0.000 D/V |
| # 96 Prairie City/ WB US 50 Ramps | C | 30.0 | 0.946 | C | 30.0 | 0.946 | + 0.000 D/V |
| # 97 Prairie City/ EB US 50 Ramps | C | 22.2 | 0.800 | C | 22.2 | 0.800 | + 0.000 D/V |
| # 98 East Bidwell St/ WB US 50 Ramp | B | 19.9 | 0.688 | B | 19.9 | 0.688 | + 0.000 D/V |
| # 99 East Bidwell St/ EB US 50 Ramp | C | 20.3 | 0.713 | C | 20.3 | 0.713 | + 0.000 D/V |





Folsom South of US-50 Annexation
Cumulative No Project AM

| Intersection | Base LOS | Base Del/ Veh | Base V/ C | Future LOS | Future Del/ Veh | Future V/ C | Change in |
|---|---|---|---|---|---|---|---|
| #100 El Dorado Hills Blvd/ WB US 50 | A | 0.1 | 0.527 | A | 0.1 | 0.527 | + 0.000 D/V |
| #101 El Dorado Hills Blvd/ EB US 50 | A | 4.4 | 0.487 | A | 4.4 | 0.487 | + 0.000 D/V |
| #102 Sunrise Rd/ Jackson Hwy-SR16 | C | 29.4 | 0.808 | C | 29.4 | 0.808 | + 0.000 D/V |
| #103 Grant Line Rd/ Jackson Rd- SR1 | C | 25.7 | 0.541 | C | 25.7 | 0.541 | + 0.000 D/V |
| #104 Oak Ave Pkwy/ WB US 50 Ramps | A | 7.6 | 0.475 | A | 7.6 | 0.475 | + 0.000 D/V |
| #105 Oak Ave Pkwy/ EB US 50 Ramps | A | 0.4 | 0.582 | A | 0.4 | 0.582 | + 0.000 D/V |
| #106 Empire Ranch Rd/ WB US 50 Ramp | B | 16.4 | 0.634 | B | 16.4 | 0.634 | + 0.000 D/V |
| #107 Empire Ranch Rd/ EB US 50 Ramp | A | 0.2 | 0.101 | A | 0.2 | 0.101 | + 0.000 D/V |
| #108 Silva Way/ WB US 50 Ramps | D | 39.4 | 0.965 | D | 39.4 | 0.965 | + 0.000 D/V |
| #109 Silva Way/ EB US 50 Ramps | A | 4.9 | 0.717 | A | 4.9 | 0.717 | + 0.000 D/V |

AM Cumulative No Project Thu May 7, 2009 18:01:10 Page 3-1

Folsom South of US-50 Annexation
Cumulative No Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #1 Folsom Blvd/ Blue Ravine Rd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.999
Loss Time (sec): 15 Average Delay (sec/veh): 49.4
Optimal Cycle: 180 Level Of Service: D

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Ovl | | | Ovl | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 0 | 2 0 | 1 | 1 0 | 2 0 | 1 | 1 0 | 1 0 | 1 | 2 0 | 1 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 298 | 1213 | 67 | 241 | 1671 | 53 | 34 | 42 | 57 | 330 | 249 | 281 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 298 | 1213 | 67 | 241 | 1671 | 53 | 34 | 42 | 57 | 330 | 249 | 281 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 335 | 1363 | 75 | 271 | 1878 | 60 | 38 | 47 | 64 | 371 | 280 | 316 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 335 | 1363 | 75 | 271 | 1878 | 60 | 38 | 47 | 64 | 371 | 280 | 316 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 335 | 1363 | 75 | 271 | 1878 | 60 | 38 | 47 | 64 | 371 | 280 | 316 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.95 | 0.85 | 0.95 | 0.95 | 0.85 | 0.95 | 1.00 | 0.85 | 0.92 | 1.00 | 0.85 |
| Lanes: | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 |
| Final Sat.: | 1805 | 3610 | 1615 | 1805 | 3610 | 1615 | 1805 | 1900 | 1615 | 3502 | 1900 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.19 | 0.38 | 0.05 | 0.15 | 0.52 | 0.04 | 0.02 | 0.02 | 0.04 | 0.11 | 0.15 | 0.20 |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | |
| Green/Cycle: | 0.19 | 0.51 | 0.64 | 0.20 | 0.52 | 0.54 | 0.02 | 0.03 | 0.22 | 0.14 | 0.15 | 0.35 |
| Volume/Cap: | 1.00 | 0.75 | 0.07 | 0.75 | 1.00 | 0.07 | 1.00 | 0.78 | 0.18 | 0.78 | 1.00 | 0.56 |
| Delay/Veh: | 97.7 | 25.3 | 8.1 | 53.3 | 49.2 | 13.1 | 203.8 | 103 | 38.5 | 57.8 | 105 | 33.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 97.7 | 25.3 | 8.1 | 53.3 | 49.2 | 13.1 | 203.8 | 103 | 38.5 | 57.8 | 105 | 33.0 |
| LOS by Move: | F | C | A | D | D | B | F | F | D | E | F | C |
| HCM2kAvgQ: | 14 | 20 | 1 | 11 | 44 | 1 | 3 | 3 | 2 | 7 | 12 | 9 |

Note: Queue reported is the number of cars per lane.





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Folsom South of US-50 Annexation
Cumulative No Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #2 Sibly Street/ Blue Ravine Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.987
Loss Time (sec): 12 Average Delay (sec/veh): 48.0
Optimal Cycle: 173 Level Of Service: D

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Ovl | | | Ovl | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 0 | 2 0 | 1 | 1 0 | 2 0 | 1 | 2 0 | 2 0 | 1 | 2 0 | 1 1 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 494 | 583 | 288 | 36 | 852 | 275 | 220 | 271 | 310 | 659 | 441 | 39 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 494 | 583 | 288 | 36 | 852 | 275 | 220 | 271 | 310 | 659 | 441 | 39 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 555 | 655 | 324 | 40 | 957 | 309 | 247 | 304 | 348 | 740 | 496 | 44 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 555 | 655 | 324 | 40 | 957 | 309 | 247 | 304 | 348 | 740 | 496 | 44 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 555 | 655 | 324 | 40 | 957 | 309 | 247 | 304 | 348 | 740 | 496 | 44 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.95 | 0.85 | 0.95 | 0.95 | 0.85 | 0.92 | 0.95 | 0.85 | 0.92 | 0.94 | 0.94 |
| Lanes: | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 | 2.00 | 1.84 | 0.16 |
| Final Sat.: | 1805 | 3610 | 1615 | 1805 | 3610 | 1615 | 3502 | 3610 | 1615 | 3502 | 3277 | 290 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.31 | 0.18 | 0.20 | 0.02 | 0.27 | 0.19 | 0.07 | 0.08 | 0.22 | 0.21 | 0.15 | 0.15 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green/Cycle: | 0.31 | 0.52 | 0.73 | 0.06 | 0.27 | 0.36 | 0.10 | 0.09 | 0.40 | 0.21 | 0.20 | 0.27 |
| Volume/Cap: | 0.99 | 0.35 | 0.27 | 0.35 | 0.99 | 0.53 | 0.74 | 0.99 | 0.54 | 0.99 | 0.74 | 0.56 |
| Delay/Veh: | 68.7 | 14.4 | 4.7 | 46.7 | 62.0 | 25.9 | 52.5 | 93.2 | 24.1 | 68.6 | 41.3 | 32.3 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 68.7 | 14.4 | 4.7 | 46.7 | 62.0 | 25.9 | 52.5 | 93.2 | 24.1 | 68.6 | 41.3 | 32.3 |
| LOS by Move: | E | B | A | D | E | C | D | F | C | E | D | C |
| HCM2kAvgQ: | 21 | 6 | 3 | 2 | 21 | 8 | 4 | 6 | 8 | 13 | 8 | 7 |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Cumulative No Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #3 Oak Avenue Parkway/ Blue Ravine Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.803
Loss Time (sec): 12 Average Delay (sec/veh): 35.1
Optimal Cycle: 78 Level Of Service: D

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ignore | | | | Include | | | | Ignore | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 3 | 0 1 | 1 | 0 | 2 | 1 0 | 2 | 0 | 2 | 0 1 | 2 | 0 | 1 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 207 | 575 | 281 | | 40 | 1070 | 60 | | 21 | 288 | 143 | | 755 | 972 | 60 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 207 | 575 | 281 | | 40 | 1070 | 60 | | 21 | 288 | 143 | | 755 | 972 | 60 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 233 | 646 | 0 | | 45 | 1202 | 67 | | 24 | 324 | 0 | | 848 | 1092 | 67 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 233 | 646 | 0 | | 45 | 1202 | 67 | | 24 | 324 | 0 | | 848 | 1092 | 67 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 233 | 646 | 0 | | 45 | 1202 | 67 | | 24 | 324 | 0 | | 848 | 1092 | 67 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.91 | 1.00 | | 0.95 | 0.90 | 0.90 | | 0.92 | 0.95 | 1.00 | | 0.92 | 0.94 | 0.94 | |
| Lanes: | 1.00 | 3.00 | 1.00 | | 1.00 | 2.84 | 0.16 | | 2.00 | 2.00 | 1.00 | | 2.00 | 1.88 | 0.12 | |
| Final Sat.: | 1805 | 5187 | 1900 | | 1805 | 4872 | 273 | | 3502 | 3610 | 1900 | | 3502 | 3370 | 208 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.13 | 0.12 | 0.00 | | 0.02 | 0.25 | 0.25 | | 0.01 | 0.09 | 0.00 | | 0.24 | 0.32 | 0.32 | |
| Crit Moves: | **** | | | | | **** | | | **** | | | | | **** | | |
| Green/Cycle: | 0.16 | 0.39 | 0.00 | | 0.08 | 0.31 | 0.31 | | 0.01 | 0.11 | 0.00 | | 0.30 | 0.40 | 0.40 | |
| Volume/Cap: | 0.80 | 0.32 | 0.00 | | 0.32 | 0.80 | 0.80 | | 0.80 | 0.81 | 0.00 | | 0.81 | 0.80 | 0.80 | |
| Delay/Veh: | 55.3 | 21.3 | 0.0 | | 44.9 | 34.9 | 34.9 | | 135.9 | 54.7 | 0.0 | | 36.9 | 29.6 | 29.6 | |
| 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: | 55.3 | 21.3 | 0.0 | | 44.9 | 34.9 | 34.9 | | 135.9 | 54.7 | 0.0 | | 36.9 | 29.6 | 29.6 | |
| LOS by Move: | E | C | A | | D | C | C | | F | D | A | | D | C | C | |
| HCM2kAvgQ: | 7 | 5 | 0 | | 2 | 15 | 15 | | 0 | 5 | 0 | | 15 | 18 | 18 | |

Note: Queue reported is the number of cars per lane.





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Folsom South of US-50 Annexation
Cumulative No Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #4 Empire Ranch Road/ Natoma Street

Cycle (sec): 100 Critical Vol./Cap. (X): 0.492
Loss Time (sec): 9 Average Delay (sec/veh): 10.2
Optimal Cycle: 34 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Ovl | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 2 | 0 0 | 0 | 0 | 2 | 0 1 | 1 | 0 | 1! | 0 1 | 0 | 0 | 0 | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 568 | 111 | 0 | | 0 | 237 | 20 | | 29 | 0 | 957 | | 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: | 568 | 111 | 0 | | 0 | 237 | 20 | | 29 | 0 | 957 | | 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: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 638 | 125 | 0 | | 0 | 266 | 22 | | 33 | 0 | 1075 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 638 | 125 | 0 | | 0 | 266 | 22 | | 33 | 0 | 1075 | | 0 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 638 | 125 | 0 | | 0 | 266 | 22 | | 33 | 0 | 1075 | | 0 | 0 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.95 | 1.00 | | 1.00 | 0.95 | 0.85 | | 0.81 | 1.00 | 0.81 | | 1.00 | 1.00 | 1.00 | |
| Lanes: | 1.00 | 2.00 | 0.00 | | 0.00 | 2.00 | 1.00 | | 1.03 | 0.00 | 1.97 | | 0.00 | 0.00 | 0.00 | |
| Final Sat.: | 1805 | 3610 | 0 | | 0 | 3610 | 1615 | | 1578 | 0 | 3022 | | 0 | 0 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.35 | 0.03 | 0.00 | | 0.00 | 0.07 | 0.01 | | 0.02 | 0.00 | 0.36 | | 0.00 | 0.00 | 0.00 | |
| Crit Moves: | **** | | | | | **** | | | **** | | | | | | | |
| Green/Cycle: | 0.72 | 0.87 | 0.00 | | 0.00 | 0.15 | 0.15 | | 0.04 | 0.00 | 0.76 | | 0.00 | 0.00 | 0.00 | |
| Volume/Cap: | 0.49 | 0.04 | 0.00 | | 0.00 | 0.49 | 0.09 | | 0.45 | 0.00 | 0.47 | | 0.00 | 0.00 | 0.00 | |
| Delay/Veh: | 6.4 | 0.9 | 0.0 | | 0.0 | 39.7 | 36.8 | | 46.9 | 0.0 | 4.6 | | 0.0 | 0.0 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 6.4 | 0.9 | 0.0 | | 0.0 | 39.7 | 36.8 | | 46.9 | 0.0 | 4.6 | | 0.0 | 0.0 | 0.0 | |
| LOS by Move: | A | A | A | | A | D | D | | D | A | A | | A | A | A | |
| HCM2kAvgQ: | 9 | 0 | 0 | | 0 | 4 | 1 | | 2 | 0 | 7 | | 0 | 0 | 0 | |

Note: Queue reported is the number of cars per lane.

AM Cumulative No Project Thu May 7, 2009 18:01:10 Page 7-1

Folsom South of US-50 Annexation
Cumulative No Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #5 Oak Avenue Parkway/ Riley Street

Cycle (sec): 100 Critical Vol./Cap. (X): 0.649
Loss Time (sec): 12 Average Delay (sec/veh): 19.7
Optimal Cycle: 53 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 0 | 2 | 1 0 | 1 0 | 1 | 1 0 | 1 0 | 1 | 0 1 | 1 0 | 0 | 1 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 98 | 698 | 31 | 9 | 970 | 199 | 202 | 7 | 148 | 41 | 15 | 3 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 98 | 698 | 31 | 9 | 970 | 199 | 202 | 7 | 148 | 41 | 15 | 3 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 110 | 784 | 35 | 10 | 1090 | 224 | 227 | 8 | 166 | 46 | 17 | 3 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 110 | 784 | 35 | 10 | 1090 | 224 | 227 | 8 | 166 | 46 | 17 | 3 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 110 | 784 | 35 | 10 | 1090 | 224 | 227 | 8 | 166 | 46 | 17 | 3 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.90 | 0.90 | 0.95 | 0.93 | 0.93 | 0.95 | 1.00 | 0.85 | 0.95 | 0.98 | 0.98 |
| Lanes: | 1.00 | 2.87 | 0.13 | 1.00 | 1.66 | 0.34 | 1.00 | 1.00 | 1.00 | 1.00 | 0.83 | 0.17 |
| Final Sat.: | 1805 | 4937 | 219 | 1805 | 2921 | 599 | 1805 | 1900 | 1615 | 1805 | 1544 | 309 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.06 | 0.16 | 0.16 | 0.01 | 0.37 | 0.37 | 0.13 | 0.00 | 0.10 | 0.03 | 0.01 | 0.01 |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | |
| Green/Cycle: | 0.09 | 0.65 | 0.65 | 0.02 | 0.58 | 0.58 | 0.19 | 0.17 | 0.17 | 0.04 | 0.02 | 0.02 |
| Volume/Cap: | 0.65 | 0.25 | 0.25 | 0.25 | 0.65 | 0.65 | 0.65 | 0.02 | 0.61 | 0.61 | 0.65 | 0.65 |
| Delay/Veh: | 52.2 | 7.5 | 7.5 | 51.1 | 15.1 | 15.1 | 41.4 | 34.7 | 42.5 | 60.8 | 88.0 | 88.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 52.2 | 7.5 | 7.5 | 51.1 | 15.1 | 15.1 | 41.4 | 34.7 | 42.5 | 60.8 | 88.0 | 88.0 |
| LOS by Move: | D | A | A | D | B | B | D | C | D | E | F | F |
| HCM2kAvgQ: | 3 | 4 | 4 | 0 | 14 | 14 | 7 | 0 | 6 | 2 | 2 | 2 |

Note: Queue reported is the number of cars per lane.





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Folsom South of US-50 Annexation
Cumulative No Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #6 Oak Avenue Parkway/ East Bidwell Street

Cycle (sec): 100 Critical Vol./Cap. (X): 0.676
Loss Time (sec): 12 Average Delay (sec/veh): 30.4
Optimal Cycle: 56 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Ignore | | | Ignore | | | Ignore | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 2 0 | 3 | 0 1 | 2 0 | 3 | 0 1 | 2 0 | 3 | 0 1 | 2 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 129 | 331 | 495 | 757 | 700 | 63 | 53 | 1005 | 125 | 194 | 957 | 487 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 129 | 331 | 495 | 757 | 700 | 63 | 53 | 1005 | 125 | 194 | 957 | 487 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 0.89 | 0.89 | 0.00 | 0.89 | 0.89 | 0.00 | 0.89 | 0.89 | 0.00 | 0.89 | 0.89 | 0.00 |
| PHF Volume: | 145 | 372 | 0 | 851 | 787 | 0 | 60 | 1129 | 0 | 218 | 1075 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 145 | 372 | 0 | 851 | 787 | 0 | 60 | 1129 | 0 | 218 | 1075 | 0 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| FinalVolume: | 145 | 372 | 0 | 851 | 787 | 0 | 60 | 1129 | 0 | 218 | 1075 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.91 | 1.00 | 0.92 | 0.91 | 1.00 | 0.92 | 0.91 | 1.00 | 0.92 | 0.91 | 1.00 |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3502 | 5187 | 1900 | 3502 | 5187 | 1900 | 3502 | 5187 | 1900 | 3502 | 5187 | 1900 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.07 | 0.00 | 0.24 | 0.15 | 0.00 | 0.02 | 0.22 | 0.00 | 0.06 | 0.21 | 0.00 |
| Crit Moves: | | **** | | **** | | | | **** | | **** | | |
| Green/Cycle: | 0.10 | 0.11 | 0.00 | 0.36 | 0.37 | 0.00 | 0.03 | 0.32 | 0.00 | 0.09 | 0.38 | 0.00 |
| Volume/Cap: | 0.41 | 0.68 | 0.00 | 0.68 | 0.41 | 0.00 | 0.54 | 0.68 | 0.00 | 0.68 | 0.54 | 0.00 |
| Delay/Veh: | 43.1 | 46.4 | 0.0 | 28.6 | 23.9 | 0.0 | 53.1 | 30.5 | 0.0 | 49.6 | 24.3 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 43.1 | 46.4 | 0.0 | 28.6 | 23.9 | 0.0 | 53.1 | 30.5 | 0.0 | 49.6 | 24.3 | 0.0 |
| LOS by Move: | D | D | A | C | C | A | D | C | A | D | C | A |
| HCM2kAvgQ: | 2 | 4 | 0 | 11 | 6 | 0 | 2 | 12 | 0 | 3 | 9 | 0 |

Note: Queue reported is the number of cars per lane.

AM Cumulative No Project Thu May 7, 2009 18:01:10 Page 9-1

Folsom South of US-50 Annexation
Cumulative No Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #7 East Bidwell St/Nesmith Ct

Cycle (sec): 100 Critical Vol./Cap. (X): 0.839
Loss Time (sec): 12 Average Delay (sec/veh): 23.5
Optimal Cycle: 87 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Split Phase | | | | Split Phase | | | |
| Rights: | Ovl | | | | Include | | | | Include | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 3 | 0 1 | 2 | 0 | 2 | 1 0 | 0 | 0 | 1! | 0 0 | 1 | 1 | 0 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 43 | 1304 | 622 | | 883 | 1468 | 42 | | 20 | 1 | 13 | | 220 | 1 | 311 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 43 | 1304 | 622 | | 883 | 1468 | 42 | | 20 | 1 | 13 | | 220 | 1 | 311 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 48 | 1465 | 699 | | 992 | 1649 | 47 | | 22 | 1 | 15 | | 247 | 1 | 349 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 48 | 1465 | 699 | | 992 | 1649 | 47 | | 22 | 1 | 15 | | 247 | 1 | 349 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 48 | 1465 | 699 | | 992 | 1649 | 47 | | 22 | 1 | 15 | | 247 | 1 | 349 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.91 | 0.85 | | 0.92 | 0.91 | 0.91 | | 0.92 | 0.92 | 0.92 | | 0.95 | 0.95 | 0.85 | |
| Lanes: | 1.00 | 3.00 | 1.00 | | 2.00 | 2.92 | 0.08 | | 0.59 | 0.03 | 0.38 | | 1.99 | 0.01 | 1.00 | |
| Final Sat.: | 1805 | 5187 | 1615 | | 3502 | 5023 | 144 | | 1029 | 51 | 669 | | 3605 | 16 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.28 | 0.43 | | 0.28 | 0.33 | 0.33 | | 0.02 | 0.02 | 0.02 | | 0.07 | 0.07 | 0.22 | |
| Crit Moves: | | | **** | | **** | | | | | **** | | | | **** | | |
| Green/Cycle: | 0.06 | 0.43 | 0.52 | | 0.34 | 0.71 | 0.71 | | 0.03 | 0.03 | 0.03 | | 0.08 | 0.08 | 0.42 | |
| Volume/Cap: | 0.46 | 0.65 | 0.84 | | 0.84 | 0.46 | 0.46 | | 0.84 | 0.84 | 0.84 | | 0.84 | 0.84 | 0.52 | |
| Delay/Veh: | 48.7 | 23.0 | 28.2 | | 36.0 | 6.2 | 6.2 | | 123.4 | 123 | 123.4 | | 63.9 | 63.9 | 22.2 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 48.7 | 23.0 | 28.2 | | 36.0 | 6.2 | 6.2 | | 123.4 | 123 | 123.4 | | 63.9 | 63.9 | 22.2 | |
| LOS by Move: | D | C | C | | D | A | A | | F | F | F | | E | E | C | |
| HCM2kAvgQ: | 2 | 14 | 21 | | 17 | 8 | 8 | | 1 | 1 | 1 | | 6 | 6 | 8 | |

Note: Queue reported is the number of cars per lane.





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Folsom South of US-50 Annexation
Cumulative No Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #8 East Bidwell St/Scholar Way

Cycle (sec): 100 Critical Vol./Cap. (X): 0.550
Loss Time (sec): 12 Average Delay (sec/veh): 12.6
Optimal Cycle: 44 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ignore | | | | Ignore | | | | Ignore | | | | Ignore | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 1 | 0 | 2 | 0 1 | 1 | 0 | 2 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 36 | 1669 | 267 | | 92 | 1510 | 103 | | 135 | 19 | 1 | | 95 | 28 | 159 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 36 | 1669 | 267 | | 92 | 1510 | 103 | | 135 | 19 | 1 | | 95 | 28 | 159 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.00 | |
| PHF Volume: | 40 | 1875 | 0 | | 103 | 1697 | 0 | | 152 | 21 | 0 | | 107 | 31 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 40 | 1875 | 0 | | 103 | 1697 | 0 | | 152 | 21 | 0 | | 107 | 31 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| FinalVolume: | 40 | 1875 | 0 | | 103 | 1697 | 0 | | 152 | 21 | 0 | | 107 | 31 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.91 | 1.00 | | 0.92 | 0.91 | 1.00 | | 0.95 | 0.95 | 1.00 | | 0.95 | 0.95 | 1.00 | |
| Lanes: | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 1.00 | 2.00 | 1.00 | | 1.00 | 2.00 | 1.00 | |
| Final Sat.: | 3502 | 5187 | 1900 | | 3502 | 5187 | 1900 | | 1805 | 3610 | 1900 | | 1805 | 3610 | 1900 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.36 | 0.00 | | 0.03 | 0.33 | 0.00 | | 0.08 | 0.01 | 0.00 | | 0.06 | 0.01 | 0.00 | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.02 | 0.66 | 0.00 | | 0.05 | 0.69 | 0.00 | | 0.15 | 0.02 | 0.00 | | 0.15 | 0.02 | 0.00 | |
| Volume/Cap: | 0.48 | 0.55 | 0.00 | | 0.55 | 0.48 | 0.00 | | 0.55 | 0.39 | 0.00 | | 0.39 | 0.55 | 0.00 | |
| Delay/Veh: | 52.3 | 9.4 | 0.0 | | 49.6 | 7.4 | 0.0 | | 41.5 | 53.2 | 0.0 | | 39.0 | 59.8 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 52.3 | 9.4 | 0.0 | | 49.6 | 7.4 | 0.0 | | 41.5 | 53.2 | 0.0 | | 39.0 | 59.8 | 0.0 | |
| LOS by Move: | D | A | A | | D | A | A | | D | D | A | | D | E | A | |
| HCM2kAvgQ: | 1 | 11 | 0 | | 2 | 9 | 0 | | 4 | 0 | 0 | | 3 | 1 | 0 | |

Note: Queue reported is the number of cars per lane.

AM Cumulative No Project Thu May 7, 2009 18:01:10 Page 11-1

Folsom South of US-50 Annexation
Cumulative No Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #9 East Bidwell St/Power Center Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.537
Loss Time (sec): 12 Average Delay (sec/veh): 8.1
Optimal Cycle: 43 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Split Phase | | | Split Phase | | |
| Rights: | Include | | | Include | | | Include | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 | 0 | 3 | 0 | 1 | 1 | 0 | 3 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 38 | 1891 | 65 | 5 | 1568 | 43 | 57 | 8 | 43 | 29 | 3 | 47 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 38 | 1891 | 65 | 5 | 1568 | 43 | 57 | 8 | 43 | 29 | 3 | 47 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 43 | 2125 | 73 | 6 | 1762 | 48 | 64 | 9 | 48 | 33 | 3 | 53 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 43 | 2125 | 73 | 6 | 1762 | 48 | 64 | 9 | 48 | 33 | 3 | 53 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 43 | 2125 | 73 | 6 | 1762 | 48 | 64 | 9 | 48 | 33 | 3 | 53 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.91 | 0.85 | 0.95 | 0.91 | 0.85 | 0.96 | 0.96 | 0.85 | 0.96 | 0.96 | 0.85 |
| Lanes: | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 | 1.75 | 0.25 | 1.00 | 0.91 | 0.09 | 1.00 |
| Final Sat.: | 1805 | 5187 | 1615 | 1805 | 5187 | 1615 | 3192 | 448 | 1615 | 1648 | 170 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.41 | 0.05 | 0.00 | 0.34 | 0.03 | 0.02 | 0.02 | 0.03 | 0.02 | 0.02 | 0.03 |
| Crit Moves: | | **** | | **** | | | | | **** | | | **** |
| Green/Cycle: | 0.05 | 0.76 | 0.76 | 0.01 | 0.72 | 0.72 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 |
| Volume/Cap: | 0.47 | 0.54 | 0.06 | 0.54 | 0.47 | 0.04 | 0.36 | 0.36 | 0.54 | 0.36 | 0.36 | 0.54 |
| Delay/Veh: | 50.1 | 4.9 | 3.0 | 95.1 | 6.1 | 4.1 | 46.6 | 46.6 | 52.2 | 47.7 | 47.7 | 51.3 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 50.1 | 4.9 | 3.0 | 95.1 | 6.1 | 4.1 | 46.6 | 46.6 | 52.2 | 47.7 | 47.7 | 51.3 |
| LOS by Move: | D | A | A | F | A | A | D | D | D | D | D | D |
| HCM2kAvgQ: | 2 | 10 | 1 | 1 | 9 | 0 | 1 | 1 | 1 | 1 | 1 | 2 |

Note: Queue reported is the number of cars per lane.





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Folsom South of US-50 Annexation
Cumulative No Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #10 Broadstone Pkwy/ East Bidwell St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.621
Loss Time (sec): 12 Average Delay (sec/veh): 27.1
Optimal Cycle: 50 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Ignore | | | Ignore | | | Ignore | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 2 | 0 | 3 | 0 | 1 | 2 | 0 | 3 | 0 | 1 | 2 | 0 | 3 | 0 | 1 | 2 | 0 | 3 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 16 | 815 | 30 | 247 | 1018 | 117 | 120 | 894 | 34 | 64 | 1164 | 151 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 16 | 815 | 30 | 247 | 1018 | 117 | 120 | 894 | 34 | 64 | 1164 | 151 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 0.89 | 0.89 | 0.00 | 0.89 | 0.89 | 0.00 | 0.89 | 0.89 | 0.00 | 0.89 | 0.89 | 0.00 |
| PHF Volume: | 18 | 916 | 0 | 278 | 1144 | 0 | 135 | 1004 | 0 | 72 | 1308 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 18 | 916 | 0 | 278 | 1144 | 0 | 135 | 1004 | 0 | 72 | 1308 | 0 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| FinalVolume: | 18 | 916 | 0 | 278 | 1144 | 0 | 135 | 1004 | 0 | 72 | 1308 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.91 | 1.00 | 0.92 | 0.91 | 1.00 | 0.92 | 0.91 | 1.00 | 0.92 | 0.91 | 1.00 |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3502 | 5187 | 1900 | 3502 | 5187 | 1900 | 3502 | 5187 | 1900 | 3502 | 5187 | 1900 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.18 | 0.00 | 0.08 | 0.22 | 0.00 | 0.04 | 0.19 | 0.00 | 0.02 | 0.25 | 0.00 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green/Cycle: | 0.01 | 0.28 | 0.00 | 0.13 | 0.40 | 0.00 | 0.06 | 0.42 | 0.00 | 0.04 | 0.41 | 0.00 |
| Volume/Cap: | 0.55 | 0.62 | 0.00 | 0.62 | 0.55 | 0.00 | 0.62 | 0.46 | 0.00 | 0.46 | 0.62 | 0.00 |
| Delay/Veh: | 67.4 | 31.9 | 0.0 | 44.0 | 23.2 | 0.0 | 51.2 | 20.8 | 0.0 | 48.7 | 24.2 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 67.4 | 31.9 | 0.0 | 44.0 | 23.2 | 0.0 | 51.2 | 20.8 | 0.0 | 48.7 | 24.2 | 0.0 |
| LOS by Move: | E | C | A | D | C | A | D | C | A | D | C | A |
| HCM2kAvgQ: | 0 | 9 | 0 | 5 | 10 | 0 | 2 | 8 | 0 | 2 | 12 | 0 |

Note: Queue reported is the number of cars per lane.

AM Cumulative No Project Thu May 7, 2009 18:01:10 Page 13-1

Folsom South of US-50 Annexation
Cumulative No Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #11 Empire Ranch Road/ Broadstone Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.592
Loss Time (sec): 12 Average Delay (sec/veh): 20.1
Optimal Cycle: 48 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Split Phase | | | | Split Phase | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 2 | 1 0 | 1 | 0 | 2 | 1 0 | 2 | 0 | 1 | 0 1 | 0 | 0 | 1! | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 122 | 678 | 3 | | 7 | 1217 | 102 | | 32 | 11 | 175 | | 15 | 22 | 18 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 122 | 678 | 3 | | 7 | 1217 | 102 | | 32 | 11 | 175 | | 15 | 22 | 18 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 137 | 762 | 3 | | 8 | 1367 | 115 | | 36 | 12 | 197 | | 17 | 25 | 20 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 137 | 762 | 3 | | 8 | 1367 | 115 | | 36 | 12 | 197 | | 17 | 25 | 20 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 137 | 762 | 3 | | 8 | 1367 | 115 | | 36 | 12 | 197 | | 17 | 25 | 20 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.91 | 0.91 | | 0.95 | 0.90 | 0.90 | | 0.92 | 1.00 | 0.85 | | 0.94 | 0.94 | 0.94 | |
| Lanes: | 1.00 | 2.99 | 0.01 | | 1.00 | 2.77 | 0.23 | | 2.00 | 1.00 | 1.00 | | 0.27 | 0.40 | 0.33 | |
| Final Sat.: | 1805 | 5159 | 23 | | 1805 | 4728 | 396 | | 3502 | 1900 | 1615 | | 489 | 717 | 587 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.08 | 0.15 | 0.15 | | 0.00 | 0.29 | 0.29 | | 0.01 | 0.01 | 0.12 | | 0.03 | 0.03 | 0.03 | |
| Crit Moves: | **** | | | | | **** | | | | | **** | **** | | | | |
| Green/Cycle: | 0.13 | 0.60 | 0.60 | | 0.02 | 0.49 | 0.49 | | 0.21 | 0.21 | 0.21 | | 0.06 | 0.06 | 0.06 | |
| Volume/Cap: | 0.59 | 0.25 | 0.25 | | 0.25 | 0.59 | 0.59 | | 0.05 | 0.03 | 0.59 | | 0.59 | 0.59 | 0.59 | |
| Delay/Veh: | 45.2 | 9.5 | 9.5 | | 52.5 | 18.8 | 18.8 | | 31.9 | 31.8 | 38.8 | | 54.7 | 54.7 | 54.7 | |
| 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: | 45.2 | 9.5 | 9.5 | | 52.5 | 18.8 | 18.8 | | 31.9 | 31.8 | 38.8 | | 54.7 | 54.7 | 54.7 | |
| LOS by Move: | D | A | A | | D | B | B | | C | C | D | | D | D | D | |
| HCM2kAvgQ: | 4 | 4 | 4 | | 0 | 12 | 12 | | 0 | 0 | 6 | | 3 | 3 | 3 | |

Note: Queue reported is the number of cars per lane.





AM Cumulative No Project Thu May 7, 2009 18:01:10 Page 14-1

Folsom South of US-50 Annexation
Cumulative No Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #12 Oak Avenue Prky / Haverhill Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.521
Loss Time (sec): 9 Average Delay (sec/veh): 16.7
Optimal Cycle: 35 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 1 | 1 0 | 1 | 0 | 1 | 1 0 | 0 | 0 | 1! | 0 0 | 0 | 0 | 1! | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 1 | 670 | 16 | | 89 | 1024 | 0 | | 2 | 20 | 4 | | 75 | 14 | 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: | 1 | 670 | 16 | | 89 | 1024 | 0 | | 2 | 20 | 4 | | 75 | 14 | 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: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 1 | 753 | 18 | | 100 | 1151 | 0 | | 2 | 22 | 4 | | 84 | 16 | 138 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 1 | 753 | 18 | | 100 | 1151 | 0 | | 2 | 22 | 4 | | 84 | 16 | 138 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 1 | 753 | 18 | | 100 | 1151 | 0 | | 2 | 22 | 4 | | 84 | 16 | 138 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.95 | 0.95 | | 0.95 | 0.95 | 0.95 | | 0.96 | 0.96 | 0.96 | | 0.81 | 0.81 | 0.81 | |
| Lanes: | 1.00 | 1.95 | 0.05 | | 1.00 | 2.00 | 0.00 | | 0.08 | 0.77 | 0.15 | | 0.35 | 0.07 | 0.58 | |
| Final Sat.: | 1805 | 3515 | 84 | | 1805 | 3610 | 0 | | 141 | 1409 | 282 | | 546 | 102 | 895 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.21 | 0.21 | | 0.06 | 0.32 | 0.00 | | 0.02 | 0.02 | 0.02 | | 0.15 | 0.15 | 0.15 | |
| Crit Moves: | **** | | | | | **** | | | | | | | | **** | | |
| Green/Cycle: | 0.00 | 0.49 | 0.49 | | 0.13 | 0.61 | 0.00 | | 0.30 | 0.30 | 0.30 | | 0.30 | 0.30 | 0.30 | |
| Volume/Cap: | 0.52 | 0.44 | 0.44 | | 0.44 | 0.52 | 0.00 | | 0.05 | 0.05 | 0.05 | | 0.52 | 0.52 | 0.52 | |
| Delay/Veh: | 189.1 | 16.9 | 16.9 | | 41.8 | 11.3 | 0.0 | | 25.2 | 25.2 | 25.2 | | 30.3 | 30.3 | 30.3 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 189.1 | 16.9 | 16.9 | | 41.8 | 11.3 | 0.0 | | 25.2 | 25.2 | 25.2 | | 30.3 | 30.3 | 30.3 | |
| LOS by Move: | F | B | B | | D | B | A | | C | C | C | | C | C | C | |
| HCM2kAvgQ: | 0 | 8 | 8 | | 3 | 10 | 0 | | 1 | 1 | 1 | | 7 | 7 | 7 | |

Note: Queue reported is the number of cars per lane.

AM Cumulative No Project Thu May 7, 2009 18:01:10 Page 15-1

Folsom South of US-50 Annexation
Cumulative No Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #13 Oak Avenue Prky / Haldion Wy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.507
Loss Time (sec): 9 Average Delay (sec/veh): 13.9
Optimal Cycle: 35 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 1 | 1 0 | 1 | 0 | 1 | 1 0 | 0 | 0 | 1! | 0 0 | 0 | 0 | 1! | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 37 | 649 | 72 | | 38 | 1024 | 10 | | 16 | 23 | 51 | | 97 | 5 | 32 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 37 | 649 | 72 | | 38 | 1024 | 10 | | 16 | 23 | 51 | | 97 | 5 | 32 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 42 | 729 | 81 | | 43 | 1151 | 11 | | 18 | 26 | 57 | | 109 | 6 | 36 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 42 | 729 | 81 | | 43 | 1151 | 11 | | 18 | 26 | 57 | | 109 | 6 | 36 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 42 | 729 | 81 | | 43 | 1151 | 11 | | 18 | 26 | 57 | | 109 | 6 | 36 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.94 | 0.94 | | 0.95 | 0.95 | 0.95 | | 0.87 | 0.87 | 0.87 | | 0.68 | 0.68 | 0.68 | |
| Lanes: | 1.00 | 1.80 | 0.20 | | 1.00 | 1.98 | 0.02 | | 0.18 | 0.25 | 0.57 | | 0.72 | 0.04 | 0.24 | |
| Final Sat.: | 1805 | 3201 | 355 | | 1805 | 3572 | 35 | | 294 | 422 | 936 | | 936 | 48 | 309 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.23 | 0.23 | | 0.02 | 0.32 | 0.32 | | 0.06 | 0.06 | 0.06 | | 0.12 | 0.12 | 0.12 | |
| Crit Moves: | **** | | | | | **** | | | | | | | | **** | | |
| Green/Cycle: | 0.05 | 0.62 | 0.62 | | 0.06 | 0.64 | 0.64 | | 0.23 | 0.23 | 0.23 | | 0.23 | 0.23 | 0.23 | |
| Volume/Cap: | 0.51 | 0.37 | 0.37 | | 0.37 | 0.51 | 0.51 | | 0.27 | 0.27 | 0.27 | | 0.51 | 0.51 | 0.51 | |
| Delay/Veh: | 51.8 | 9.6 | 9.6 | | 46.9 | 10.0 | 10.0 | | 32.0 | 32.0 | 32.0 | | 35.0 | 35.0 | 35.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 51.8 | 9.6 | 9.6 | | 46.9 | 10.0 | 10.0 | | 32.0 | 32.0 | 32.0 | | 35.0 | 35.0 | 35.0 | |
| LOS by Move: | D | A | A | | D | B | B | | C | C | C | | D | D | D | |
| HCM2kAvgQ: | 1 | 6 | 6 | | 1 | 10 | 10 | | 3 | 3 | 3 | | 5 | 5 | 5 | |

Note: Queue reported is the number of cars per lane.





AM Cumulative No Project Thu May 7, 2009 18:01:10 Page 16-1

Folsom South of US-50 Annexation
Cumulative No Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #14 Folsom Blvd/ Iron Point Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.865
Loss Time (sec): 9 Average Delay (sec/veh): 21.1
Optimal Cycle: 87 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 2 | 0 1 | 1 | 0 | 2 | 0 0 | 0 | 0 | 0 | 0 0 | 2 | 0 | 0 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1547 | 406 | | 179 | 1993 | 0 | | 0 | 0 | 0 | | 520 | 0 | 88 | |
| Growth Adj: | 1.00 | 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 | 1547 | 406 | | 179 | 1993 | 0 | | 0 | 0 | 0 | | 520 | 0 | 88 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 0 | 1738 | 456 | | 201 | 2239 | 0 | | 0 | 0 | 0 | | 584 | 0 | 99 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 1738 | 456 | | 201 | 2239 | 0 | | 0 | 0 | 0 | | 584 | 0 | 99 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 0 | 1738 | 456 | | 201 | 2239 | 0 | | 0 | 0 | 0 | | 584 | 0 | 99 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.95 | 0.85 | | 0.95 | 0.95 | 1.00 | | 1.00 | 1.00 | 1.00 | | 0.92 | 1.00 | 0.85 | |
| Lanes: | 0.00 | 2.00 | 1.00 | | 1.00 | 2.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 2.00 | 0.00 | 1.00 | |
| Final Sat.: | 0 | 3610 | 1615 | | 1805 | 3610 | 0 | | 0 | 0 | 0 | | 3502 | 0 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.48 | 0.28 | | 0.11 | 0.62 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.17 | 0.00 | 0.06 | |
| Crit Moves: | **** | | | | | **** | | | | | | | | **** | | |
| Green/Cycle: | 0.00 | 0.58 | 0.78 | | 0.13 | 0.72 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.19 | 0.00 | 0.19 | |
| Volume/Cap: | 0.00 | 0.83 | 0.36 | | 0.83 | 0.87 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.87 | 0.00 | 0.32 | |
| Delay/Veh: | 0.0 | 19.7 | 3.7 | | 62.4 | 13.9 | 0.0 | | 0.0 | 0.0 | 0.0 | | 50.4 | 0.0 | 35.3 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 19.7 | 3.7 | | 62.4 | 13.9 | 0.0 | | 0.0 | 0.0 | 0.0 | | 50.4 | 0.0 | 35.3 | |
| LOS by Move: | A | B | A | | E | B | A | | A | A | A | | D | A | D | |
| HCM2kAvgQ: | 0 | 23 | 4 | | 6 | 25 | 0 | | 0 | 0 | 0 | | 9 | 0 | 2 | |

Note: Queue reported is the number of cars per lane.

AM Cumulative No Project Thu May 7, 2009 18:01:10 Page 17-1

Folsom South of US-50 Annexation
Cumulative No Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #15 Prairie City Rd/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.665
Loss Time (sec): 12 Average Delay (sec/veh): 24.8
Optimal Cycle: 55 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ignore | | | | Ignore | | | | Ignore | | | | Ignore | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 270 | 912 | 289 | | 162 | 1711 | 9 | | 1 | 44 | 124 | | 368 | 623 | 535 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 270 | 912 | 289 | | 162 | 1711 | 9 | | 1 | 44 | 124 | | 368 | 623 | 535 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.00 | |
| PHF Volume: | 303 | 1025 | 0 | | 182 | 1922 | 0 | | 1 | 49 | 0 | | 413 | 700 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 303 | 1025 | 0 | | 182 | 1922 | 0 | | 1 | 49 | 0 | | 413 | 700 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| FinalVolume: | 303 | 1025 | 0 | | 182 | 1922 | 0 | | 1 | 49 | 0 | | 413 | 700 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.91 | 1.00 | | 0.92 | 0.91 | 1.00 | | 0.92 | 0.91 | 1.00 | | 0.92 | 0.91 | 1.00 | |
| Lanes: | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | |
| Final Sat.: | 3502 | 5187 | 1900 | | 3502 | 5187 | 1900 | | 3502 | 5187 | 1900 | | 3502 | 5187 | 1900 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.09 | 0.20 | 0.00 | | 0.05 | 0.37 | 0.00 | | 0.00 | 0.01 | 0.00 | | 0.12 | 0.13 | 0.00 | |
| Crit Moves: | **** | | | | | **** | | | | **** | | | **** | | | |
| Green/Cycle: | 0.13 | 0.54 | 0.00 | | 0.14 | 0.56 | 0.00 | | 0.00 | 0.01 | 0.00 | | 0.18 | 0.19 | 0.00 | |
| Volume/Cap: | 0.66 | 0.36 | 0.00 | | 0.36 | 0.66 | 0.00 | | 0.70 | 0.66 | 0.00 | | 0.66 | 0.70 | 0.00 | |
| Delay/Veh: | 45.1 | 13.0 | 0.0 | | 39.2 | 16.1 | 0.0 | | 430.6 | 69.5 | 0.0 | | 41.1 | 40.1 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 45.1 | 13.0 | 0.0 | | 39.2 | 16.1 | 0.0 | | 430.6 | 69.5 | 0.0 | | 41.1 | 40.1 | 0.0 | |
| LOS by Move: | D | B | A | | D | B | A | | F | E | A | | D | D | A | |
| HCM2kAvgQ: | 5 | 6 | 0 | | 2 | 14 | 0 | | 0 | 1 | 0 | | 6 | 7 | 0 | |

Note: Queue reported is the number of cars per lane.





AM Cumulative No Project Thu May 7, 2009 18:01:10 Page 18-1

Folsom South of US-50 Annexation
Cumulative No Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #16 Grover Rd/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.531
Loss Time (sec): 12 Average Delay (sec/veh): 19.6
Optimal Cycle: 43 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Split Phase | | | | Split Phase | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 1! | 0 0 | 1 | 0 | 0 | 1 0 | 1 | 0 | 3 | 0 1 | 1 | 0 | 2 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 93 | 19 | 17 | | 77 | 53 | 97 | | 21 | 553 | 122 | | 81 | 1344 | 51 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 93 | 19 | 17 | | 77 | 53 | 97 | | 21 | 553 | 122 | | 81 | 1344 | 51 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 104 | 21 | 19 | | 87 | 60 | 109 | | 24 | 621 | 137 | | 91 | 1510 | 57 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 104 | 21 | 19 | | 87 | 60 | 109 | | 24 | 621 | 137 | | 91 | 1510 | 57 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 104 | 21 | 19 | | 87 | 60 | 109 | | 24 | 621 | 137 | | 91 | 1510 | 57 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.95 | 0.95 | | 0.95 | 0.90 | 0.90 | | 0.95 | 0.91 | 0.85 | | 0.95 | 0.90 | 0.90 | |
| Lanes: | 1.56 | 0.23 | 0.21 | | 1.00 | 0.35 | 0.65 | | 1.00 | 3.00 | 1.00 | | 1.00 | 2.89 | 0.11 | |
| Final Sat.: | 2810 | 414 | 370 | | 1805 | 606 | 1109 | | 1805 | 5187 | 1615 | | 1805 | 4967 | 188 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.05 | 0.05 | | 0.05 | 0.10 | 0.10 | | 0.01 | 0.12 | 0.08 | | 0.05 | 0.30 | 0.30 | |
| Crit Moves: | | **** | | | | **** | | | **** | | | | | **** | | |
| Green/Cycle: | 0.10 | 0.10 | 0.10 | | 0.19 | 0.19 | 0.19 | | 0.02 | 0.42 | 0.42 | | 0.18 | 0.57 | 0.57 | |
| Volume/Cap: | 0.38 | 0.53 | 0.53 | | 0.26 | 0.53 | 0.53 | | 0.53 | 0.28 | 0.20 | | 0.28 | 0.53 | 0.53 | |
| Delay/Veh: | 43.0 | 44.9 | 44.9 | | 35.3 | 38.5 | 38.5 | | 59.9 | 19.1 | 18.5 | | 36.2 | 13.3 | 13.3 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 43.0 | 44.9 | 44.9 | | 35.3 | 38.5 | 38.5 | | 59.9 | 19.1 | 18.5 | | 36.2 | 13.3 | 13.3 | |
| LOS by Move: | D | D | D | | D | D | D | | E | B | B | | D | B | B | |
| HCM2kAvgQ: | 2 | 3 | 3 | | 2 | 5 | 5 | | 1 | 4 | 3 | | 2 | 10 | 10 | |

Note: Queue reported is the number of cars per lane.

AM Cumulative No Project Thu May 7, 2009 18:01:10 Page 19-1

Folsom South of US-50 Annexation
Cumulative No Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #17 McAdoo Dr/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.583
Loss Time (sec): 12 Average Delay (sec/veh): 22.3
Optimal Cycle: 47 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 0 | 0 0 | 1 | 0 | 0 | 0 1 | 1 | 0 | 3 | 0 0 | 0 | 0 | 2 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | | 102 | 0 | 318 | | 77 | 441 | 0 | | 0 | 1058 | 57 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 0 | 0 | 0 | | 102 | 0 | 318 | | 77 | 441 | 0 | | 0 | 1058 | 57 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 0 | 0 | 0 | | 115 | 0 | 357 | | 87 | 496 | 0 | | 0 | 1189 | 64 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 0 | 0 | | 115 | 0 | 357 | | 87 | 496 | 0 | | 0 | 1189 | 64 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 0 | 0 | | 115 | 0 | 357 | | 87 | 496 | 0 | | 0 | 1189 | 64 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 1.00 | 1.00 | | 0.78 | 1.00 | 0.85 | | 0.95 | 0.91 | 1.00 | | 1.00 | 0.90 | 0.90 | |
| Lanes: | 0.00 | 0.00 | 0.00 | | 1.00 | 0.00 | 1.00 | | 1.00 | 3.00 | 0.00 | | 0.00 | 2.85 | 0.15 | |
| Final Sat.: | 0 | 0 | 0 | | 1473 | 0 | 1615 | | 1805 | 5187 | 0 | | 0 | 4882 | 263 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | | 0.08 | 0.00 | 0.22 | | 0.05 | 0.10 | 0.00 | | 0.00 | 0.24 | 0.24 | |
| Crit Moves: | | | | | | | **** | | **** | | | | | **** | | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | | 0.38 | 0.00 | 0.38 | | 0.08 | 0.50 | 0.00 | | 0.00 | 0.42 | 0.42 | |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | | 0.20 | 0.00 | 0.58 | | 0.58 | 0.19 | 0.00 | | 0.00 | 0.58 | 0.58 | |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | | 21.0 | 0.0 | 26.1 | | 50.0 | 13.8 | 0.0 | | 0.0 | 22.8 | 22.8 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | | 21.0 | 0.0 | 26.1 | | 50.0 | 13.8 | 0.0 | | 0.0 | 22.8 | 22.8 | |
| LOS by Move: | A | A | A | | C | A | C | | D | B | A | | A | C | C | |
| HCM2kAvgQ: | 0 | 0 | 0 | | 2 | 0 | 9 | | 3 | 3 | 0 | | 0 | 11 | 11 | |

Note: Queue reported is the number of cars per lane.





AM Cumulative No Project Thu May 7, 2009 18:01:11 Page 20-1

Folsom South of US-50 Annexation
Cumulative No Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #18 Oak Ave Pkwy/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.653
Loss Time (sec): 12 Average Delay (sec/veh): 31.4
Optimal Cycle: 54 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ignore | | | | Include | | | | Ignore | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 2 | 0 1 | 2 | 0 | 2 | 0 1 | 2 | 0 | 2 | 1 0 | 2 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 386 | 537 | 450 | | 162 | 673 | 504 | | 148 | 367 | 127 | | 406 | 658 | 63 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 386 | 537 | 450 | | 162 | 673 | 504 | | 148 | 367 | 127 | | 406 | 658 | 63 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.00 | |
| PHF Volume: | 434 | 603 | 506 | | 182 | 756 | 0 | | 166 | 412 | 143 | | 456 | 739 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 434 | 603 | 506 | | 182 | 756 | 0 | | 166 | 412 | 143 | | 456 | 739 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| FinalVolume: | 434 | 603 | 506 | | 182 | 756 | 0 | | 166 | 412 | 143 | | 456 | 739 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.95 | 0.85 | | 0.92 | 0.95 | 1.00 | | 0.92 | 0.87 | 0.87 | | 0.92 | 0.91 | 1.00 | |
| Lanes: | 2.00 | 2.00 | 1.00 | | 2.00 | 2.00 | 1.00 | | 2.00 | 2.23 | 0.77 | | 2.00 | 3.00 | 1.00 | |
| Final Sat.: | 3502 | 3610 | 1615 | | 3502 | 3610 | 1900 | | 3502 | 3703 | 1281 | | 3502 | 5187 | 1900 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.12 | 0.17 | 0.31 | | 0.05 | 0.21 | 0.00 | | 0.05 | 0.11 | 0.11 | | 0.13 | 0.14 | 0.00 | |
| Crit Moves: | **** | | | | | **** | | | | **** | | | **** | | | |
| Green/Cycle: | 0.19 | 0.40 | 0.60 | | 0.11 | 0.32 | 0.00 | | 0.09 | 0.17 | 0.17 | | 0.20 | 0.28 | 0.00 | |
| Volume/Cap: | 0.65 | 0.42 | 0.52 | | 0.46 | 0.65 | 0.00 | | 0.51 | 0.65 | 0.65 | | 0.65 | 0.51 | 0.00 | |
| Delay/Veh: | 39.8 | 22.0 | 12.4 | | 42.4 | 30.5 | 0.0 | | 44.7 | 40.6 | 40.6 | | 39.1 | 30.8 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 39.8 | 22.0 | 12.4 | | 42.4 | 30.5 | 0.0 | | 44.7 | 40.6 | 40.6 | | 39.1 | 30.8 | 0.0 | |
| LOS by Move: | D | C | B | | D | C | A | | D | D | D | | D | C | A | |
| HCM2kAvgQ: | 6 | 7 | 9 | | 3 | 10 | 0 | | 3 | 6 | 6 | | 7 | 7 | 0 | |

Note: Queue reported is the number of cars per lane.

AM Cumulative No Project Thu May 7, 2009 18:01:11 Page 21-1

Folsom South of US-50 Annexation
Cumulative No Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #19 Rowberry Dr/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.321
Loss Time (sec): 12 Average Delay (sec/veh): 10.0
Optimal Cycle: 32 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Split Phase | | | | Split Phase | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 1 | 0 | 0 1 | 1 | 0 | 0 | 1 0 | 1 | 0 | 3 | 0 1 | 2 | 0 | 2 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 40 | 1 | 21 | | 30 | 1 | 31 | | 20 | 848 | 72 | | 102 | 1060 | 24 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 40 | 1 | 21 | | 30 | 1 | 31 | | 20 | 848 | 72 | | 102 | 1060 | 24 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 45 | 1 | 24 | | 34 | 1 | 35 | | 22 | 953 | 81 | | 115 | 1191 | 27 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 45 | 1 | 24 | | 34 | 1 | 35 | | 22 | 953 | 81 | | 115 | 1191 | 27 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 45 | 1 | 24 | | 34 | 1 | 35 | | 22 | 953 | 81 | | 115 | 1191 | 27 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.95 | 0.85 | | 0.95 | 0.86 | 0.86 | | 0.95 | 0.91 | 0.85 | | 0.92 | 0.91 | 0.91 | |
| Lanes: | 1.95 | 0.05 | 1.00 | | 1.00 | 0.03 | 0.97 | | 1.00 | 3.00 | 1.00 | | 2.00 | 2.93 | 0.07 | |
| Final Sat.: | 3533 | 88 | 1615 | | 1805 | 51 | 1574 | | 1805 | 5187 | 1615 | | 3502 | 5057 | 114 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.01 | 0.01 | | 0.02 | 0.02 | 0.02 | | 0.01 | 0.18 | 0.05 | | 0.03 | 0.24 | 0.24 | |
| Crit Moves: | | **** | | | | **** | | | **** | | | | | **** | | |
| Green/Cycle: | 0.04 | 0.04 | 0.16 | | 0.07 | 0.07 | 0.07 | | 0.04 | 0.65 | 0.65 | | 0.12 | 0.73 | 0.73 | |
| Volume/Cap: | 0.32 | 0.32 | 0.09 | | 0.27 | 0.32 | 0.32 | | 0.32 | 0.28 | 0.08 | | 0.28 | 0.32 | 0.32 | |
| Delay/Veh: | 48.0 | 48.0 | 36.3 | | 45.4 | 46.0 | 46.0 | | 49.4 | 7.3 | 6.3 | | 40.7 | 4.7 | 4.7 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 48.0 | 48.0 | 36.3 | | 45.4 | 46.0 | 46.0 | | 49.4 | 7.3 | 6.3 | | 40.7 | 4.7 | 4.7 | |
| LOS by Move: | D | D | D | | D | D | D | | D | A | A | | D | A | A | |
| HCM2kAvgQ: | 1 | 1 | 1 | | 1 | 1 | 1 | | 1 | 4 | 1 | | 2 | 5 | 5 | |

Note: Queue reported is the number of cars per lane.





AM Cumulative No Project Thu May 7, 2009 18:01:11 Page 22-1

Folsom South of US-50 Annexation
Cumulative No Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #20 Broadstone Pkwy/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.287
Loss Time (sec): 12 Average Delay (sec/veh): 18.1
Optimal Cycle: 31 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Split Phase | | | | Split Phase | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Ignore | | | | Include | | | | Ignore | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 1 | 0 | 0 1 | 2 | 0 | 1 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 7 | 3 | 15 | | 49 | 40 | 491 | | 224 | 615 | 55 | | 132 | 677 | 9 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 7 | 3 | 15 | | 49 | 40 | 491 | | 224 | 615 | 55 | | 132 | 677 | 9 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.00 | |
| PHF Volume: | 8 | 3 | 17 | | 55 | 45 | 0 | | 252 | 691 | 62 | | 148 | 761 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 8 | 3 | 17 | | 55 | 45 | 0 | | 252 | 691 | 62 | | 148 | 761 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| FinalVolume: | 8 | 3 | 17 | | 55 | 45 | 0 | | 252 | 691 | 62 | | 148 | 761 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.97 | 0.97 | 0.85 | | 0.92 | 1.00 | 1.00 | | 0.92 | 0.91 | 0.85 | | 0.92 | 0.91 | 1.00 | |
| Lanes: | 1.40 | 0.60 | 1.00 | | 2.00 | 1.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | |
| Final Sat.: | 2570 | 1101 | 1615 | | 3502 | 1900 | 1900 | | 3502 | 5187 | 1615 | | 3502 | 5187 | 1900 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.01 | | 0.02 | 0.02 | 0.00 | | 0.07 | 0.13 | 0.04 | | 0.04 | 0.15 | 0.00 | |
| Crit Moves: | | | **** | | | **** | | | **** | | | | | **** | | |
| Green/Cycle: | 0.04 | 0.04 | 0.04 | | 0.08 | 0.08 | 0.00 | | 0.25 | 0.58 | 0.58 | | 0.18 | 0.51 | 0.00 | |
| Volume/Cap: | 0.08 | 0.08 | 0.29 | | 0.19 | 0.29 | 0.00 | | 0.29 | 0.23 | 0.07 | | 0.23 | 0.29 | 0.00 | |
| Delay/Veh: | 46.8 | 46.8 | 49.6 | | 43.1 | 44.1 | 0.0 | | 30.5 | 10.3 | 9.3 | | 35.0 | 14.1 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 46.8 | 46.8 | 49.6 | | 43.1 | 44.1 | 0.0 | | 30.5 | 10.3 | 9.3 | | 35.0 | 14.1 | 0.0 | |
| LOS by Move: | D | D | D | | D | D | A | | C | B | A | | C | B | A | |
| HCM2kAvgQ: | 0 | 0 | 1 | | 1 | 2 | 0 | | 3 | 4 | 1 | | 2 | 5 | 0 | |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Cumulative No Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #21 East Bidwell St/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.684
Loss Time (sec): 12 Average Delay (sec/veh): 26.6
Optimal Cycle: 57 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ignore | | | | Ignore | | | | Ovl | | | | Ignore | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 326 | 1660 | 262 | | 406 | 1210 | 88 | | 98 | 212 | 174 | | 137 | 371 | 512 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 326 | 1660 | 262 | | 406 | 1210 | 88 | | 98 | 212 | 174 | | 137 | 371 | 512 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.00 | |
| PHF Volume: | 366 | 1865 | 0 | | 456 | 1360 | 0 | | 110 | 238 | 196 | | 154 | 417 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 366 | 1865 | 0 | | 456 | 1360 | 0 | | 110 | 238 | 196 | | 154 | 417 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| FinalVolume: | 366 | 1865 | 0 | | 456 | 1360 | 0 | | 110 | 238 | 196 | | 154 | 417 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.91 | 1.00 | | 0.92 | 0.91 | 1.00 | | 0.92 | 0.91 | 0.85 | | 0.92 | 0.91 | 1.00 | |
| Lanes: | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | |
| Final Sat.: | 3502 | 5187 | 1900 | | 3502 | 5187 | 1900 | | 3502 | 5187 | 1615 | | 3502 | 5187 | 1900 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.10 | 0.36 | 0.00 | | 0.13 | 0.26 | 0.00 | | 0.03 | 0.05 | 0.12 | | 0.04 | 0.08 | 0.00 | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.20 | 0.53 | 0.00 | | 0.19 | 0.51 | 0.00 | | 0.05 | 0.08 | 0.29 | | 0.08 | 0.12 | 0.00 | |
| Volume/Cap: | 0.51 | 0.68 | 0.00 | | 0.68 | 0.51 | 0.00 | | 0.68 | 0.55 | 0.42 | | 0.55 | 0.68 | 0.00 | |
| Delay/Veh: | 36.0 | 18.3 | 0.0 | | 40.6 | 16.3 | 0.0 | | 58.5 | 45.5 | 29.5 | | 46.6 | 45.5 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 36.0 | 18.3 | 0.0 | | 40.6 | 16.3 | 0.0 | | 58.5 | 45.5 | 29.5 | | 46.6 | 45.5 | 0.0 | |
| LOS by Move: | D | B | A | | D | B | A | | E | D | C | | D | D | A | |
| HCM2kAvgQ: | 5 | 15 | 0 | | 7 | 10 | 0 | | 2 | 3 | 5 | | 2 | 5 | 0 | |

Note: Queue reported is the number of cars per lane.





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Folsom South of US-50 Annexation
Cumulative No Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #22 Cavitt Dr/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.349
Loss Time (sec): 12 Average Delay (sec/veh): 14.8
Optimal Cycle: 33 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 1 | 0 | 0 1 | 1 | 1 | 0 | 0 1 | 1 | 0 | 3 | 0 1 | 1 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 91 | 10 | 35 | | 132 | 22 | 81 | | 16 | 764 | 117 | | 54 | 1002 | 132 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 91 | 10 | 35 | | 132 | 22 | 81 | | 16 | 764 | 117 | | 54 | 1002 | 132 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 102 | 11 | 39 | | 148 | 25 | 91 | | 18 | 858 | 131 | | 61 | 1126 | 148 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 102 | 11 | 39 | | 148 | 25 | 91 | | 18 | 858 | 131 | | 61 | 1126 | 148 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 102 | 11 | 39 | | 148 | 25 | 91 | | 18 | 858 | 131 | | 61 | 1126 | 148 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.54 | 0.54 | 0.85 | | 0.57 | 0.57 | 0.85 | | 0.95 | 0.91 | 0.85 | | 0.95 | 0.91 | 0.85 | |
| Lanes: | 1.80 | 0.20 | 1.00 | | 1.71 | 0.29 | 1.00 | | 1.00 | 3.00 | 1.00 | | 1.00 | 3.00 | 1.00 | |
| Final Sat.: | 1859 | 204 | 1615 | | 1853 | 309 | 1615 | | 1805 | 5187 | 1615 | | 1805 | 5187 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.05 | 0.05 | 0.02 | | 0.08 | 0.08 | 0.06 | | 0.01 | 0.17 | 0.08 | | 0.03 | 0.22 | 0.09 | |
| Crit Moves: | | | | | | **** | | | **** | | | | | **** | | |
| Green/Cycle: | 0.23 | 0.23 | 0.23 | | 0.23 | 0.23 | 0.23 | | 0.03 | 0.54 | 0.54 | | 0.11 | 0.62 | 0.62 | |
| Volume/Cap: | 0.24 | 0.24 | 0.11 | | 0.35 | 0.35 | 0.25 | | 0.35 | 0.31 | 0.15 | | 0.31 | 0.35 | 0.15 | |
| Delay/Veh: | 31.7 | 31.7 | 30.6 | | 32.7 | 32.7 | 31.8 | | 51.7 | 12.7 | 11.6 | | 41.9 | 9.2 | 7.9 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 31.7 | 31.7 | 30.6 | | 32.7 | 32.7 | 31.8 | | 51.7 | 12.7 | 11.6 | | 41.9 | 9.2 | 7.9 | |
| LOS by Move: | C | C | C | | C | C | C | | D | B | B | | D | A | A | |
| HCM2kAvgQ: | 2 | 2 | 1 | | 3 | 3 | 2 | | 1 | 5 | 2 | | 2 | 6 | 2 | |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Cumulative No Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #23 Serpa Way / Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.524
Loss Time (sec): 12 Average Delay (sec/veh): 24.2
Optimal Cycle: 42 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Include | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 1 | 0 | 1 | 2 | 0 | 0 | 1 | 0 | 1 | 0 | 3 | 0 | 1 | |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 296 | 8 | 100 | | 125 | 19 | 39 | | 27 | 501 | 390 | | 209 | 862 | 173 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 296 | 8 | 100 | | 125 | 19 | 39 | | 27 | 501 | 390 | | 209 | 862 | 173 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 333 | 9 | 112 | | 140 | 21 | 44 | | 30 | 563 | 438 | | 235 | 969 | 194 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 333 | 9 | 112 | | 140 | 21 | 44 | | 30 | 563 | 438 | | 235 | 969 | 194 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 333 | 9 | 112 | | 140 | 21 | 44 | | 30 | 563 | 438 | | 235 | 969 | 194 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 1.00 | 0.85 | | 0.92 | 0.90 | 0.90 | | 0.95 | 0.91 | 0.85 | | 0.95 | 0.91 | 0.85 | |
| Lanes: | 1.00 | 1.00 | 1.00 | | 2.00 | 0.33 | 0.67 | | 1.00 | 3.00 | 1.00 | | 1.00 | 3.00 | 1.00 | |
| Final Sat.: | 1805 | 1900 | 1615 | | 3502 | 560 | 1149 | | 1805 | 5187 | 1615 | | 1805 | 5187 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.18 | 0.00 | 0.07 | | 0.04 | 0.04 | 0.04 | | 0.02 | 0.11 | 0.27 | | 0.13 | 0.19 | 0.12 | |
| Crit Moves: | **** | | | | | **** | | | | **** | | | **** | | | |
| Green/Cycle: | 0.35 | 0.04 | 0.29 | | 0.38 | 0.07 | 0.07 | | 0.04 | 0.21 | 0.56 | | 0.25 | 0.42 | 0.80 | |
| Volume/Cap: | 0.52 | 0.11 | 0.24 | | 0.11 | 0.52 | 0.52 | | 0.45 | 0.52 | 0.49 | | 0.52 | 0.45 | 0.15 | |
| Delay/Veh: | 26.6 | 46.4 | 27.1 | | 20.1 | 48.7 | 48.7 | | 51.7 | 35.7 | 13.8 | | 33.6 | 21.0 | 2.4 | |
| 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: | 26.6 | 46.4 | 27.1 | | 20.1 | 48.7 | 48.7 | | 51.7 | 35.7 | 13.8 | | 33.6 | 21.0 | 2.4 | |
| LOS by Move: | C | D | C | | C | D | D | | D | D | B | | C | C | A | |
| HCM2kAvgQ: | 8 | 0 | 3 | | 1 | 3 | 3 | | 1 | 6 | 8 | | 6 | 7 | 1 | |

Note: Queue reported is the number of cars per lane.





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Folsom South of US-50 Annexation
Cumulative No Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #24 Empire Ranch Road/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 1.138
Loss Time (sec): 12 Average Delay (sec/veh): 80.5
Optimal Cycle: 180 Level Of Service: F

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 3 | 0 | 1 | 1 | 0 | 3 | 0 | 1 | 1 | 1 | 0 | 1 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 196 | 480 | 54 | | 653 | 843 | 52 | | 133 | 550 | 110 | | 199 | 915 | 342 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 196 | 480 | 54 | | 653 | 843 | 52 | | 133 | 550 | 110 | | 199 | 915 | 342 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 220 | 539 | 61 | | 734 | 947 | 58 | | 149 | 618 | 124 | | 224 | 1028 | 384 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 220 | 539 | 61 | | 734 | 947 | 58 | | 149 | 618 | 124 | | 224 | 1028 | 384 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 220 | 539 | 61 | | 734 | 947 | 58 | | 149 | 618 | 124 | | 224 | 1028 | 384 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.91 | 0.85 | | 0.95 | 0.91 | 0.85 | | 0.95 | 0.93 | 0.93 | | 0.95 | 0.91 | 0.91 | |
| Lanes: | 1.00 | 3.00 | 1.00 | | 1.00 | 3.00 | 1.00 | | 1.00 | 1.67 | 0.33 | | 1.00 | 1.46 | 0.54 | |
| Final Sat.: | 1805 | 5187 | 1615 | | 1805 | 5187 | 1615 | | 1805 | 2933 | 587 | | 1805 | 2520 | 942 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.12 | 0.10 | 0.04 | | 0.41 | 0.18 | 0.04 | | 0.08 | 0.21 | 0.21 | | 0.12 | 0.41 | 0.41 | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.18 | 0.09 | 0.25 | | 0.36 | 0.27 | 0.34 | | 0.07 | 0.27 | 0.27 | | 0.16 | 0.36 | 0.36 | |
| Volume/Cap: | 0.68 | 1.14 | 0.15 | | 1.14 | 0.68 | 0.11 | | 1.14 | 0.78 | 0.78 | | 0.78 | 1.14 | 1.14 | |
| Delay/Veh: | 44.0 | 130 | 29.3 | | 112.0 | 34.1 | 22.6 | | 166.7 | 37.6 | 37.6 | | 52.7 | 104 | 104.3 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 44.0 | 130 | 29.3 | | 112.0 | 34.1 | 22.6 | | 166.7 | 37.6 | 37.6 | | 52.7 | 104 | 104.3 | |
| LOS by Move: | D | F | C | | F | C | C | | F | D | D | | D | F | F | |
| HCM2kAvgQ: | 6 | 10 | 1 | | 34 | 9 | 1 | | 7 | 11 | 11 | | 6 | 33 | 33 | |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Cumulative No Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #25 Prairie City Rd/ High School

Cycle (sec): 100 Critical Vol./Cap. (X): 0.907
Loss Time (sec): 12 Average Delay (sec/veh): 34.8
Optimal Cycle: 113 Level of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 2 | 1 0 | 2 | 0 | 2 | 1 0 | 2 | 0 | 0 | 1 1 | 1 | 0 | 0 | 1 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 860 | 1142 | 76 | 414 | 1153 | 593 | 181 | 4 | 174 | 88 | 2 | 107 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 860 | 1142 | 76 | 414 | 1153 | 593 | 181 | 4 | 174 | 88 | 2 | 107 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | | | | |
| PHF Volume: | 966 | 1283 | 85 | 465 | 1296 | 666 | 203 | 4 | 196 | 99 | 2 | 120 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 966 | 1283 | 85 | 465 | 1296 | 666 | 203 | 4 | 196 | 99 | 2 | 120 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| 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: | 966 | 1283 | 85 | 465 | 1296 | 666 | 203 | 4 | 196 | 99 | 2 | 120 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 0.92 | 0.90 | 0.90 | 0.92 | 0.86 | 0.86 | 0.92 | 0.85 | 0.85 | 0.95 | 0.85 | 0.85 | | | | |
| Lanes: | 2.00 | 2.81 | 0.19 | 2.00 | 2.00 | 1.00 | 2.00 | 0.04 | 1.96 | 1.00 | 0.04 | 1.96 | | | | |
| Final Sat.: | 3502 | 4820 | 321 | 3502 | 3282 | 1641 | 3502 | 73 | 3169 | 1805 | 59 | 3182 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.28 | 0.27 | 0.27 | 0.13 | 0.39 | 0.41 | 0.06 | 0.06 | 0.06 | 0.05 | 0.04 | 0.04 | | | | |
| Crit Moves: | **** | | | | | **** | | **** | | **** | | | | | | |
| Green/Cycle: | 0.30 | 0.50 | 0.50 | 0.25 | 0.45 | 0.45 | 0.08 | 0.07 | 0.07 | 0.06 | 0.05 | 0.05 | | | | |
| Volume/Cap: | 0.91 | 0.53 | 0.53 | 0.53 | 0.88 | 0.91 | 0.75 | 0.91 | 0.91 | 0.91 | 0.75 | 0.75 | | | | |
| Delay/Veh: | 44.6 | 17.2 | 17.2 | 33.0 | 29.7 | 31.8 | 55.9 | 82.7 | 82.7 | 104.5 | 63.9 | 63.9 | | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| AdjDel/Veh: | 44.6 | 17.2 | 17.2 | 33.0 | 29.7 | 31.8 | 55.9 | 82.7 | 82.7 | 104.5 | 63.9 | 63.9 | | | | |
| LOS by Move: | D | B | B | C | C | C | E | F | F | F | E | E | | | | |
| HCM2kAvgQ: | 14 | 10 | 10 | 6 | 21 | 22 | 5 | 6 | 6 | 6 | 3 | 3 | | | | |

Note: Queue reported is the number of cars per lane.





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Folsom South of US-50 Annexation
Cumulative No Project AM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #26 East Bidwell Street / Placerville Road

Average Delay (sec/veh): 66.2 Worst Case Level Of Service: F[446.2]

| 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 | 2 | 1 0 | 0 | 0 | 3 | 0 0 | 0 | 0 | 0 | 0 0 | 0 | 0 | 0 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1921 | 66 | 0 | 1483 | 0 | 0 | 0 | 0 | 0 | 0 | 604 | | | | |
| Growth Adj: | 1.00 | 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 | 1921 | 66 | 0 | 1483 | 0 | 0 | 0 | 0 | 0 | 0 | 604 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | | | | |
| PHF Volume: | 0 | 2158 | 74 | 0 | 1666 | 0 | 0 | 0 | 0 | 0 | 0 | 679 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| FinalVolume: | 0 | 2158 | 74 | 0 | 1666 | 0 | 0 | 0 | 0 | 0 | 0 | 679 | | | | |
| Critical Gap Module: | | | | | | | | | | | | | | | | |
| Critical Gp: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | 6.9 | | | | |
| FollowUpTim: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | 3.3 | | | | |
| Capacity Module: | | | | | | | | | | | | | | | | |
| Cnflict Vol: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | 757 | | | | |
| Potent Cap.: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | 355 | | | | |
| Move Cap.: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | 355 | | | | |
| Volume/Cap: | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | 1.91 | | | | |
| Level Of Service Module: | | | | | | | | | | | | | | | | |
| 2Way95thQ: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | 46.0 | | | | |
| Control Del: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | 446.2 | | | | |
| LOS by Move: | * | * | * | * | * | * | * | * | * | * | * | F | | | | |
| Movement: | LT - | LTR - | RT | LT - | LTR - | RT | LT - | LTR - | RT | LT - | LTR - | RT | | | | |
| Shared Cap.: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | | |
| SharedQueue: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | | |
| Shrd ConDel: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | | |
| Shared LOS: | * | * | * | * | * | * | * | * | * | * | * | * | | | | |
| ApproachDel: | xxxxxx | | | xxxxxx | | | xxxxxx | | | 446.2 | | | | | | |
| ApproachLOS: | * | | | * | | | * | | | F | | | | | | |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Cumulative No Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #27 Prairie City Rd/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 1.109
Loss Time (sec): 12 Average Delay (sec/veh): 61.8
Optimal Cycle: 180 Level Of Service: E

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Split Phase | | | | Split Phase | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Ovl | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 2 | 0 | 1 | 1 | 0 | 2 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1 | 0 | | 304 | 2 | 578 | | 644 | 2338 | 1 | | 1 | 1859 | 394 | |
| Growth Adj: | 1.00 | 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 | 1 | 0 | | 304 | 2 | 578 | | 644 | 2338 | 1 | | 1 | 1859 | 394 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 0 | 1 | 0 | | 342 | 2 | 649 | | 724 | 2627 | 1 | | 1 | 2089 | 443 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 1 | 0 | | 342 | 2 | 649 | | 724 | 2627 | 1 | | 1 | 2089 | 443 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 0 | 1 | 0 | | 342 | 2 | 649 | | 724 | 2627 | 1 | | 1 | 2089 | 443 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 1.00 | 1.00 | | 0.95 | 0.95 | 0.75 | | 0.92 | 0.95 | 0.85 | | 0.95 | 0.95 | 0.85 | |
| Lanes: | 0.00 | 1.00 | 0.00 | | 0.99 | 0.01 | 2.00 | | 2.00 | 2.00 | 1.00 | | 1.00 | 2.00 | 1.00 | |
| Final Sat.: | 0 | 1900 | 0 | | 1799 | 12 | 2842 | | 3502 | 3610 | 1615 | | 1805 | 3610 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | | 0.19 | 0.19 | 0.23 | | 0.21 | 0.73 | 0.00 | | 0.00 | 0.58 | 0.27 | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | | 0.17 | 0.17 | 0.36 | | 0.19 | 0.71 | 0.71 | | 0.00 | 0.52 | 0.52 | |
| Volume/Cap: | 0.00 | 1.11 | 0.00 | | 1.11 | 1.11 | 0.64 | | 1.11 | 1.03 | 0.00 | | 1.03 | 1.11 | 0.53 | |
| Delay/Veh: | 0.0 | 1016 | 0.0 | | 125.0 | 125 | 28.1 | | 109.6 | 40.2 | 4.3 | | 929.5 | 81.2 | 16.4 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 1016 | 0.0 | | 125.0 | 125 | 28.1 | | 109.6 | 40.2 | 4.3 | | 929.5 | 81.2 | 16.4 | |
| LOS by Move: | A | F | A | | F | F | C | | F | D | A | | F | F | B | |
| HCM2kAvgQ: | 0 | 0 | 0 | | 16 | 16 | 9 | | 16 | 47 | 0 | | 0 | 47 | 8 | |

Note: Queue reported is the number of cars per lane.





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Folsom South of US-50 Annexation
Cumulative No Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #28 Scott Rd (South)/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 1.038
Loss Time (sec): 9 Average Delay (sec/veh): 37.2
Optimal Cycle: 180 Level Of Service: D

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 516 | 0 | 189 | | 0 | 0 | 0 | | 0 | 2136 | 448 | | 40 | 1716 | 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: | 516 | 0 | 189 | | 0 | 0 | 0 | | 0 | 2136 | 448 | | 40 | 1716 | 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: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 580 | 0 | 212 | | 0 | 0 | 0 | | 0 | 2400 | 503 | | 45 | 1928 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 580 | 0 | 212 | | 0 | 0 | 0 | | 0 | 2400 | 503 | | 45 | 1928 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 580 | 0 | 212 | | 0 | 0 | 0 | | 0 | 2400 | 503 | | 45 | 1928 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.60 | 1.00 | 0.85 | | 1.00 | 1.00 | 1.00 | | 1.00 | 0.95 | 0.85 | | 0.95 | 0.95 | 1.00 | |
| Lanes: | 2.00 | 0.00 | 1.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 2.00 | 1.00 | | 1.00 | 2.00 | 0.00 | |
| Final Sat.: | 2278 | 0 | 1615 | | 0 | 0 | 0 | | 0 | 3610 | 1615 | | 1805 | 3610 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.25 | 0.00 | 0.13 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.66 | 0.31 | | 0.02 | 0.53 | 0.00 | |
| Crit Moves: | **** | | | | | | | | | **** | | | **** | | | |
| Green/Cycle: | 0.25 | 0.00 | 0.27 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.64 | 0.64 | | 0.02 | 0.66 | 0.00 | |
| Volume/Cap: | 1.04 | 0.00 | 0.49 | | 0.00 | 0.00 | 0.00 | | 0.00 | 1.04 | 0.49 | | 1.04 | 0.80 | 0.00 | |
| Delay/Veh: | 85.9 | 0.0 | 31.6 | | 0.0 | 0.0 | 0.0 | | 0.0 | 47.3 | 9.7 | | 196.8 | 14.1 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 85.9 | 0.0 | 31.6 | | 0.0 | 0.0 | 0.0 | | 0.0 | 47.3 | 9.7 | | 196.8 | 14.1 | 0.0 | |
| LOS by Move: | F | A | C | | A | A | A | | A | D | A | | F | B | A | |
| HCM2kAvgQ: | 15 | 0 | 6 | | 0 | 0 | 0 | | 0 | 42 | 7 | | 2 | 23 | 0 | |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Cumulative No Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #29 Scott Rd (North)/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 1.059
Loss Time (sec): 9 Average Delay (sec/veh): 63.9
Optimal Cycle: 180 Level of Service: E

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Split Phase | | | Split Phase | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Ovl | | | Ovl | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 1 | 0 | 0 1 | 1 1 | 0 | 0 2 | 2 0 | 2 | 0 1 | 1 0 | 2 | 0 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 390 | 342 | 71 | 461 | 345 | 503 | 680 | 1308 | 397 | 72 | 893 | 56 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 390 | 342 | 71 | 461 | 345 | 503 | 680 | 1308 | 397 | 72 | 893 | 56 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 438 | 384 | 80 | 518 | 388 | 565 | 764 | 1470 | 446 | 81 | 1003 | 63 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 438 | 384 | 80 | 518 | 388 | 565 | 764 | 1470 | 446 | 81 | 1003 | 63 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 438 | 384 | 80 | 518 | 388 | 565 | 764 | 1470 | 446 | 81 | 1003 | 63 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.97 | 0.97 | 0.85 | 0.97 | 0.97 | 0.75 | 0.92 | 0.95 | 0.85 | 0.95 | 0.95 | 0.85 |
| Lanes: | 1.07 | 0.93 | 1.00 | 1.14 | 0.86 | 2.00 | 2.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 1972 | 1729 | 1615 | 2113 | 1581 | 2842 | 3502 | 3610 | 1615 | 1805 | 3610 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.22 | 0.22 | 0.05 | 0.25 | 0.25 | 0.20 | 0.22 | 0.41 | 0.28 | 0.04 | 0.28 | 0.04 |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | |
| Green/Cycle: | 0.21 | 0.21 | 0.26 | 0.23 | 0.23 | 0.44 | 0.21 | 0.42 | 0.63 | 0.05 | 0.26 | 0.49 |
| Volume/Cap: | 1.06 | 1.06 | 0.19 | 1.06 | 1.06 | 0.45 | 1.06 | 0.96 | 0.44 | 0.96 | 1.06 | 0.08 |
| Delay/Veh: | 88.5 | 88.5 | 29.3 | 86.0 | 86.0 | 20.0 | 89.9 | 43.6 | 9.7 | 133.7 | 83.0 | 13.4 |
| 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: | 88.5 | 88.5 | 29.3 | 86.0 | 86.0 | 20.0 | 89.9 | 43.6 | 9.7 | 133.7 | 83.0 | 13.4 |
| LOS by Move: | F | F | C | F | F | C | F | D | A | F | F | B |
| HCM2kAvgQ: | 20 | 20 | 2 | 19 | 19 | 7 | 16 | 26 | 7 | 3 | 22 | 1 |

Note: Queue reported is the number of cars per lane.





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Folsom South of US-50 Annexation
Cumulative No Project AM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #30 Placerville Rd/ White Rock Rd

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[ 0.0]

| 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 | | | Ignore | | | Include | | | Include | | |
| Lanes: | 0 0 | 0 | 0 1 | 0 0 | 0 | 0 1 | 0 0 | 2 | 0 1 | 0 0 | 2 | 0 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1846 | 0 | 0 | 981 | 317 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1846 | 0 | 0 | 981 | 317 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.00 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2074 | 0 | 0 | 1102 | 356 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2074 | 0 | 0 | 1102 | 356 |
| Critical Gap Module: | | | | | | | | | | | | |
| Critical Gp: | xxxxx | xxxx | 6.9 | xxxxx | xxxx | 6.9 | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| FollowUpTim: | xxxxx | xxxx | 3.3 | xxxxx | xxxx | 3.3 | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| Capacity Module: | | | | | | | | | | | | |
| Cnflict Vol: | xxxx | xxxx | 1037 | xxxx | xxxx | 551 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| Potent Cap.: | xxxx | xxxx | 232 | xxxx | xxxx | 483 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| Move Cap.: | xxxx | xxxx | 232 | xxxx | xxxx | 483 | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| Volume/Cap: | xxxx | xxxx | 0.00 | xxxx | xxxx | 0.00 | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx |
| Level Of Service Module: | | | | | | | | | | | | |
| 2Way95thQ: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| Control Del: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| LOS by Move: | * | * | * | * | * | * | * | * | * | * | * | * |
| Movement: | LT - | LTR - | RT | LT - | LTR - | RT | LT - | LTR - | RT | LT - | LTR - | RT |
| Shared Cap.: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| SharedQueue: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| Shrd ConDel: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| Shared LOS: | * | * | * | * | * | * | * | * | * | * | * | * |
| ApproachDel: | xxxxxx | | | xxxxxx | | | xxxxxx | | | xxxxxx | | |
| ApproachLOS: | * | | | * | | | * | | | * | | |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Cumulative No Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #32 Prairie City Rd/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.539
Loss Time (sec): 9 Average Delay (sec/veh): 14.2
Optimal Cycle: 37 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 1 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 119 | 904 | 0 | | 0 | 705 | 686 | | 476 | 0 | 78 | | 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: | 119 | 904 | 0 | | 0 | 705 | 686 | | 476 | 0 | 78 | | 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: | 119 | 904 | 0 | | 0 | 705 | 686 | | 476 | 0 | 78 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 119 | 904 | 0 | | 0 | 705 | 686 | | 476 | 0 | 78 | | 0 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 119 | 904 | 0 | | 0 | 705 | 686 | | 476 | 0 | 78 | | 0 | 0 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.95 | 1.00 | | 1.00 | 0.95 | 0.85 | | 0.92 | 1.00 | 0.85 | | 1.00 | 1.00 | 1.00 | |
| Lanes: | 1.00 | 2.00 | 0.00 | | 0.00 | 2.00 | 1.00 | | 2.00 | 0.00 | 1.00 | | 0.00 | 0.00 | 0.00 | |
| Final Sat.: | 1805 | 3610 | 0 | | 0 | 3610 | 1615 | | 3502 | 0 | 1615 | | 0 | 0 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.07 | 0.25 | 0.00 | | 0.00 | 0.20 | 0.42 | | 0.14 | 0.00 | 0.05 | | 0.00 | 0.00 | 0.00 | |
| Crit Moves: | **** | | | | | | **** | | **** | | | | | | | |
| Green/Cycle: | 0.12 | 0.66 | 0.00 | | 0.00 | 0.54 | 0.79 | | 0.25 | 0.00 | 0.37 | | 0.00 | 0.00 | 0.00 | |
| Volume/Cap: | 0.54 | 0.38 | 0.00 | | 0.00 | 0.36 | 0.54 | | 0.54 | 0.00 | 0.13 | | 0.00 | 0.00 | 0.00 | |
| Delay/Veh: | 43.9 | 7.9 | 0.0 | | 0.0 | 13.5 | 4.4 | | 33.0 | 0.0 | 20.7 | | 0.0 | 0.0 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 43.9 | 7.9 | 0.0 | | 0.0 | 13.5 | 4.4 | | 33.0 | 0.0 | 20.7 | | 0.0 | 0.0 | 0.0 | |
| LOS by Move: | D | A | A | | A | B | A | | C | A | C | | A | A | A | |
| HCM2kAvgQ: | 3 | 6 | 0 | | 0 | 6 | 8 | | 6 | 0 | 2 | | 0 | 0 | 0 | |

Note: Queue reported is the number of cars per lane.





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Folsom South of US-50 Annexation
Cumulative No Project AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #57 Hazel Blvd/ Gold Country

Cycle (sec): 100 Critical Vol./Cap. (X): 0.979
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Split Phase | | | | Split Phase | | | |
| Rights: | Ovl | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 3 | 0 | 1 | 1 | 0 | 3 | 1 | 0 | 2 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 246 | 2151 | 6 | | 3 | 4520 | 482 | | 182 | 4 | 154 | | 1 | 2 | 2 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 246 | 2151 | 6 | | 3 | 4520 | 482 | | 182 | 4 | 154 | | 1 | 2 | 2 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Volume: | 246 | 2151 | 6 | | 3 | 4520 | 482 | | 182 | 4 | 154 | | 1 | 2 | 2 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 246 | 2151 | 6 | | 3 | 4520 | 482 | | 182 | 4 | 154 | | 1 | 2 | 2 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 246 | 2151 | 6 | | 3 | 4520 | 482 | | 182 | 4 | 154 | | 1 | 2 | 2 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | |
| 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: | 2.00 | 3.00 | 1.00 | | 1.00 | 3.61 | 0.39 | | 2.00 | 0.05 | 1.95 | | 1.00 | 0.50 | 0.50 | |
| Final Sat.: | 3000 | 4500 | 1500 | | 1500 | 5422 | 578 | | 3000 | 76 | 2924 | | 1500 | 750 | 750 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.08 | 0.48 | 0.00 | | 0.00 | 0.83 | 0.83 | | 0.06 | 0.05 | 0.05 | | 0.00 | 0.00 | 0.00 | |
| Crit Volume: | 123 | | | | | | 1251 | | 91 | | | | | 4 | | |
| Crit Moves: | **** | | | | | | **** | | **** | | | | **** | | | |

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Folsom South of US-50 Annexation
Cumulative No Project AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #58 Hazel Ave/ Folsom Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.775
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 101 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 2 | 0 1 | 2 | 0 | 2 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 244 | 1510 | 0 | 0 | 2397 | 665 | 559 | 0 | 122 | 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: | 244 | 1510 | 0 | 0 | 2397 | 665 | 559 | 0 | 122 | 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: | 244 | 1510 | 0 | 0 | 2397 | 665 | 559 | 0 | 122 | 0 | 0 | 0 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 244 | 1510 | 0 | 0 | 2397 | 665 | 559 | 0 | 122 | 0 | 0 | 0 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| FinalVolume: | 244 | 1510 | 0 | 0 | 2397 | 665 | 559 | 0 | 122 | 0 | 0 | 0 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | | | | |
| 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: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 | | | | |
| Final Sat.: | 3100 | 4650 | 1550 | 3100 | 4650 | 1550 | 3100 | 3100 | 1550 | 3100 | 3100 | 1550 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.08 | 0.32 | 0.00 | 0.00 | 0.52 | 0.43 | 0.18 | 0.00 | 0.08 | 0.00 | 0.00 | 0.00 | | | | |
| Crit Volume: | 122 | | | | 799 | | 280 | | | | 0 | | | | | |
| Crit Moves: | **** | | | | **** | | **** | | | | | | | | | |





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Folsom South of US-50 Annexation
Cumulative No Project AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #59 Grant Line Rd/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.955
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 0 | 0 2 | 0 | 0 | 0 | 0 0 | 0 | 0 | 2 | 0 1 | 2 | 0 | 2 | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 84 | 0 | 2408 | 0 | 0 | 0 | 0 | 0 | 553 | 0 | 1308 | 1033 | 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: | 84 | 0 | 2408 | 0 | 0 | 0 | 0 | 553 | 0 | 1308 | 1033 | 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: | 84 | 0 | 2408 | 0 | 0 | 0 | 0 | 553 | 0 | 1308 | 1033 | 0 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 84 | 0 | 2408 | 0 | 0 | 0 | 0 | 553 | 0 | 1308 | 1033 | 0 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| FinalVolume: | 84 | 0 | 2408 | 0 | 0 | 0 | 0 | 553 | 0 | 1308 | 1033 | 0 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | | | | |
| 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 | 0.00 | 2.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 | 1.00 | 2.00 | 2.00 | 0.00 | | | | |
| Final Sat.: | 1550 | 0 | 3100 | 0 | 0 | 0 | 0 | 3100 | 1550 | 3100 | 3100 | 0 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.05 | 0.00 | 0.78 | 0.00 | 0.00 | 0.00 | 0.00 | 0.18 | 0.00 | 0.42 | 0.33 | 0.00 | | | | |
| Crit Volume: | | | 1204 | 0 | | | | 277 | | 0 | | | | | | |
| Crit Moves: | | | **** | | | | | **** | | **** | | | | | | |

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Folsom South of US-50 Annexation
Cumulative No Project AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #60 Grant Line Rd/ Sunrise Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.815
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 123 Level Of Service: D

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Split Phase | | | | Split Phase | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 1! | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 2 | 0 | 1 | 1 | 0 | 2 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | | | |
| Base Vol: | 26 | 22 | 7 | | 2 | 8 | 449 | | 928 | 1394 | 7 | | 12 | 1386 | 26 | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | | |
| Initial Bse: | 26 | 22 | 7 | | 2 | 8 | 449 | | 928 | 1394 | 7 | | 12 | 1386 | 26 | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | | |
| PHF Volume: | 26 | 22 | 7 | | 2 | 8 | 449 | | 928 | 1394 | 7 | | 12 | 1386 | 26 | | | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | | |
| Reduced Vol: | 26 | 22 | 7 | | 2 | 8 | 449 | | 928 | 1394 | 7 | | 12 | 1386 | 26 | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | | |
| 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: | 26 | 22 | 7 | | 2 | 8 | 449 | | 928 | 1394 | 7 | | 12 | 1386 | 26 | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | | |
| 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: | 0.47 | 0.40 | 0.13 | | 0.20 | 0.80 | 2.00 | | 2.00 | 2.00 | 1.00 | | 1.00 | 2.00 | 1.00 | | | |
| Final Sat.: | 709 | 600 | 191 | | 300 | 1200 | 3000 | | 3000 | 3000 | 1500 | | 1500 | 3000 | 1500 | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.04 | 0.04 | | 0.01 | 0.01 | 0.15 | | 0.31 | 0.46 | 0.00 | | 0.01 | 0.46 | 0.02 | | | |
| Crit Volume: | 55 | | | | 10 | | | | 464 | | | | | 693 | | | | |
| Crit Moves: | **** | | | | **** | | | | **** | | | | | **** | | | | |





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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #61 Hazel Ave/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.414
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Split Phase | | | | Split Phase | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 1 | 0 | 1 | 2 | 0 | 1 | 0 | 1 | 2 | 0 | 1 | 1 | 0 | 3 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | | | |
| Base Vol: | 116 | 73 | 69 | | 289 | 122 | 173 | | 147 | 734 | 141 | | 100 | 863 | 417 | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | | |
| Initial Bse: | 116 | 73 | 69 | | 289 | 122 | 173 | | 147 | 734 | 141 | | 100 | 863 | 417 | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | | |
| PHF Volume: | 116 | 73 | 69 | | 289 | 122 | 173 | | 147 | 734 | 141 | | 100 | 863 | 417 | | | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | | |
| Reduced Vol: | 116 | 73 | 69 | | 289 | 122 | 173 | | 147 | 734 | 141 | | 100 | 863 | 417 | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | | |
| 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: | 116 | 73 | 69 | | 289 | 122 | 173 | | 147 | 734 | 141 | | 100 | 863 | 417 | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | | |
| 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 | | 2.00 | 1.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 1.00 | 3.00 | 1.00 | | | |
| Final Sat.: | 1500 | 1500 | 1500 | | 3000 | 1500 | 1500 | | 3000 | 4500 | 1500 | | 1500 | 4500 | 1500 | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.08 | 0.05 | 0.05 | | 0.10 | 0.08 | 0.12 | | 0.05 | 0.16 | 0.09 | | 0.07 | 0.19 | 0.28 | | | |
| Crit Volume: | 116 | | | | 145 | | | | 74 | | | | | 288 | | | | |
| Crit Moves: | **** | | | | **** | | | | **** | | | | | **** | | | | |

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #62 Aerojet Road/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.315
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Ovl | | | Ovl | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 0 | 1 0 | 1 | 1 0 | 1 0 | 1 | 1 0 | 3 0 | 1 | 1 0 | 3 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 160 | 49 | 211 | 136 | 38 | 19 | 22 | 304 | 77 | 173 | 649 | 234 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 160 | 49 | 211 | 136 | 38 | 19 | 22 | 304 | 77 | 173 | 649 | 234 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 160 | 49 | 211 | 136 | 38 | 19 | 22 | 304 | 77 | 173 | 649 | 234 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 160 | 49 | 211 | 136 | 38 | 19 | 22 | 304 | 77 | 173 | 649 | 234 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 160 | 49 | 211 | 136 | 38 | 19 | 22 | 304 | 77 | 173 | 649 | 234 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 |
| 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 | 1.00 | 1.00 | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 |
| Final Sat.: | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 4500 | 1500 | 1500 | 4500 | 1500 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.11 | 0.03 | 0.14 | 0.09 | 0.03 | 0.01 | 0.01 | 0.07 | 0.05 | 0.12 | 0.14 | 0.16 |
| Crit Volume: | 160 | | | | 38 | | | 101 | | 173 | | |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |





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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #63 Alabama Ave/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.326
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Ovl | | | Ovl | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 0 | 1 0 | 1 | 1 0 | 1 0 | 1 | 1 0 | 3 0 | 1 | 1 0 | 3 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 20 | 30 | 10 | 4 | 10 | 188 | 136 | 502 | 10 | 40 | 842 | 4 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 20 | 30 | 10 | 4 | 10 | 188 | 136 | 502 | 10 | 40 | 842 | 4 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 20 | 30 | 10 | 4 | 10 | 188 | 136 | 502 | 10 | 40 | 842 | 4 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 20 | 30 | 10 | 4 | 10 | 188 | 136 | 502 | 10 | 40 | 842 | 4 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 20 | 30 | 10 | 4 | 10 | 188 | 136 | 502 | 10 | 40 | 842 | 4 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 |
| 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 | 1.00 | 1.00 | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 |
| Final Sat.: | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 4500 | 1500 | 1500 | 4500 | 1500 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.02 | 0.01 | 0.00 | 0.01 | 0.13 | 0.09 | 0.11 | 0.01 | 0.03 | 0.19 | 0.00 |
| Crit Volume: | 20 | | | | | 188 | 0 | | | | 281 | |
| Crit Moves: | **** | | | | | **** | **** | | | | **** | |

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #64 Glenborough Rd/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.290
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Ovl | | | Ovl | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 0 | 1 | 0 1 | 1 0 | 1 | 0 1 | 1 0 | 3 | 0 1 | 1 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 31 | 10 | 13 | 141 | 10 | 91 | 41 | 461 | 12 | 6 | 727 | 64 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 31 | 10 | 13 | 141 | 10 | 91 | 41 | 461 | 12 | 6 | 727 | 64 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 31 | 10 | 13 | 141 | 10 | 91 | 41 | 461 | 12 | 6 | 727 | 64 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 31 | 10 | 13 | 141 | 10 | 91 | 41 | 461 | 12 | 6 | 727 | 64 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 31 | 10 | 13 | 141 | 10 | 91 | 41 | 461 | 12 | 6 | 727 | 64 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 |
| 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 | 1.00 | 1.00 | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 |
| Final Sat.: | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 4500 | 1500 | 1500 | 4500 | 1500 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.01 | 0.01 | 0.09 | 0.01 | 0.06 | 0.03 | 0.10 | 0.01 | 0.00 | 0.16 | 0.04 |
| Crit Volume: | | 10 | | | 141 | | | 41 | | | 242 | |
| Crit Moves: | | **** | | | **** | | | **** | | | **** | |





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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #65 Sunrise Blvd/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.634
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 62 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Ovl | | | Ovl | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 2 0 | 3 | 0 1 | 2 0 | 3 | 0 1 | 2 0 | 3 | 0 1 | 2 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 128 | 1466 | 395 | 95 | 592 | 591 | 128 | 270 | 0 | 318 | 888 | 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: | 128 | 1466 | 395 | 95 | 592 | 591 | 128 | 270 | 0 | 318 | 888 | 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: | 128 | 1466 | 395 | 95 | 592 | 591 | 128 | 270 | 0 | 318 | 888 | 52 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 128 | 1466 | 395 | 95 | 592 | 591 | 128 | 270 | 0 | 318 | 888 | 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 |
| FinalVolume: | 128 | 1466 | 395 | 95 | 592 | 591 | 128 | 270 | 0 | 318 | 888 | 52 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 |
| 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: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3000 | 4500 | 1500 | 3000 | 4500 | 1500 | 3000 | 4500 | 1500 | 3000 | 4500 | 1500 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.33 | 0.26 | 0.03 | 0.13 | 0.39 | 0.04 | 0.06 | 0.00 | 0.11 | 0.20 | 0.03 |
| Crit Volume: | 64 | | | | | 591 | 0 | | | | 296 | |
| Crit Moves: | **** | | | | | **** | **** | | | | **** | |

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #66 Fitzgerald Road / White Rock Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.320
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - | R | L | - T | - | R | L | - T | - | R | L | - T | - | R |
| Control: | Permitted | | | | Permitted | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 1! | 0 | 0 | 0 | 1! | 0 | 0 | 1 | 0 | 3 | 0 | 1 | 0 | 3 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 82 | 62 | 11 | | 11 | 16 | 47 | | 43 | 225 | 149 | | 20 | 861 | 46 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 82 | 62 | 11 | | 11 | 16 | 47 | | 43 | 225 | 149 | | 20 | 861 | 46 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Volume: | 82 | 62 | 11 | | 11 | 16 | 47 | | 43 | 225 | 149 | | 20 | 861 | 46 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 82 | 62 | 11 | | 11 | 16 | 47 | | 43 | 225 | 149 | | 20 | 861 | 46 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 82 | 62 | 11 | | 11 | 16 | 47 | | 43 | 225 | 149 | | 20 | 861 | 46 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1550 | 1550 | 1550 | | 1550 | 1550 | 1550 | | 1550 | 1550 | 1550 | | 1550 | 1550 | 1550 | |
| 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: | 0.53 | 0.40 | 0.07 | | 0.15 | 0.22 | 0.63 | | 1.00 | 3.00 | 1.00 | | 1.00 | 3.00 | 1.00 | |
| Final Sat.: | 820 | 620 | 110 | | 230 | 335 | 984 | | 1550 | 4650 | 1550 | | 1550 | 4650 | 1550 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.10 | 0.10 | 0.10 | | 0.05 | 0.05 | 0.05 | | 0.03 | 0.05 | 0.10 | | 0.01 | 0.19 | 0.03 | |
| Crit Volume: | 155 | | | | 11 | | | | 43 | | | | 287 | | | |
| Crit Moves: | **** | | | | **** | | | | **** | | | | **** | | | |





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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #67 Sunrise Blvd/ Douglas Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.646
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 64 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - | R | L | - T | - | R | L | - T | - | R | L | - T | - | R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 3 | 0 | 1 | 2 | 0 | 3 | 0 | 1 | 2 | 0 | 3 | 0 | 1 | 2 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 440 | 1520 | 597 | | 152 | 406 | 71 | | 24 | 230 | 17 | | 165 | 955 | 442 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 440 | 1520 | 597 | | 152 | 406 | 71 | | 24 | 230 | 17 | | 165 | 955 | 442 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Volume: | 440 | 1520 | 597 | | 152 | 406 | 71 | | 24 | 230 | 17 | | 165 | 955 | 442 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 440 | 1520 | 597 | | 152 | 406 | 71 | | 24 | 230 | 17 | | 165 | 955 | 442 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 440 | 1520 | 597 | | 152 | 406 | 71 | | 24 | 230 | 17 | | 165 | 955 | 442 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | |
| 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: | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | |
| Final Sat.: | 3000 | 4500 | 1500 | | 3000 | 4500 | 1500 | | 3000 | 4500 | 1500 | | 3000 | 4500 | 1500 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.15 | 0.34 | 0.40 | | 0.05 | 0.09 | 0.05 | | 0.01 | 0.05 | 0.01 | | 0.06 | 0.21 | 0.29 | |
| Crit Volume: | | | 597 | | 0 | | | | 12 | | | | | | 442 | |
| Crit Moves: | | | **** | | **** | | | | **** | | | | | | **** | |

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #68 Grant Line Rd/ Douglas Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.717
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 66 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Permitted | | | Permitted | | |
| Rights: | Include | | | Ovl | | | Ovl | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 2 0 | 2 0 | 0 | 0 0 | 2 0 | 1 | 2 0 | 0 0 | 2 | 0 0 | 0 0 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 530 | 1919 | 0 | 0 | 1012 | 132 | 303 | 0 | 106 | 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: | 530 | 1919 | 0 | 0 | 1012 | 132 | 303 | 0 | 106 | 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: | 530 | 1919 | 0 | 0 | 1012 | 132 | 303 | 0 | 106 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 530 | 1919 | 0 | 0 | 1012 | 132 | 303 | 0 | 106 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 530 | 1919 | 0 | 0 | 1012 | 132 | 303 | 0 | 106 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 |
| 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: | 2.00 | 2.00 | 0.00 | 0.00 | 2.00 | 1.00 | 2.00 | 0.00 | 2.00 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 3100 | 3100 | 0 | 0 | 3100 | 1550 | 3100 | 0 | 3100 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.17 | 0.62 | 0.00 | 0.00 | 0.33 | 0.09 | 0.10 | 0.00 | 0.03 | 0.00 | 0.00 | 0.00 |
| Crit Volume: | | 960 | | 0 | | | 152 | | | | 0 | |
| Crit Moves: | | **** | | **** | | | **** | | | | | |





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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #69 Grant Line Rd/ Kiefer Boulevard

Cycle (sec): 100 Critical Vol./Cap. (X): 0.850
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 152 Level Of Service: D

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Ovl | | | Ovl | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 2 0 | 2 0 | 1 | 1 0 | 2 0 | 1 | 1 0 | 2 0 | 1 | 1 0 | 2 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 293 | 1672 | 31 | 102 | 1283 | 104 | 134 | 153 | 288 | 40 | 405 | 277 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 293 | 1672 | 31 | 102 | 1283 | 104 | 134 | 153 | 288 | 40 | 405 | 277 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 293 | 1672 | 31 | 102 | 1283 | 104 | 134 | 153 | 288 | 40 | 405 | 277 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 293 | 1672 | 31 | 102 | 1283 | 104 | 134 | 153 | 288 | 40 | 405 | 277 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 293 | 1672 | 31 | 102 | 1283 | 104 | 134 | 153 | 288 | 40 | 405 | 277 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 |
| 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: | 2.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 3000 | 3000 | 1500 | 1500 | 3000 | 1500 | 1500 | 3000 | 1500 | 1500 | 3000 | 1500 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.10 | 0.56 | 0.02 | 0.07 | 0.43 | 0.07 | 0.09 | 0.05 | 0.19 | 0.03 | 0.14 | 0.18 |
| Crit Volume: | | 836 | | 102 | | | 134 | | | | 203 | |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |

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Cumulative No Project AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #70 Rancho Cordova Pkwy/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.724
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 83 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 3 | 0 2 | 2 | 0 | 3 | 0 1 | 1 | 0 | 1 | 0 1 | 2 | 0 | 1 | 0 2 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 61 | 1422 | 943 | | 414 | 1123 | 153 | | 104 | 34 | 40 | | 741 | 41 | 658 | |
| Growth Adj: | 1.00 | 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 | 1422 | 943 | | 414 | 1123 | 153 | | 104 | 34 | 40 | | 741 | 41 | 658 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 1.00 | 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 | 1422 | 943 | | 414 | 1123 | 153 | | 104 | 34 | 40 | | 741 | 41 | 658 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 61 | 1422 | 943 | | 414 | 1123 | 153 | | 104 | 34 | 40 | | 741 | 41 | 658 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 61 | 1422 | 943 | | 414 | 1123 | 153 | | 104 | 34 | 40 | | 741 | 41 | 658 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | |
| 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: | 2.00 | 3.00 | 2.00 | | 2.00 | 3.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 2.00 | 1.00 | 2.00 | |
| Final Sat.: | 3000 | 4500 | 3000 | | 3000 | 4500 | 1500 | | 1500 | 1500 | 1500 | | 3000 | 1500 | 3000 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.32 | 0.31 | | 0.14 | 0.25 | 0.10 | | 0.07 | 0.02 | 0.03 | | 0.25 | 0.03 | 0.22 | |
| Crit Volume: | | 474 | | | | 207 | | | | 34 | | | 371 | | | |
| Crit Moves: | | **** | | | | **** | | | | **** | | | **** | | | |

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #71 Rancho Cordova Pkwy/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 1.014
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 3 | 0 1 | 1 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 1 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 251 | 1281 | 0 | | 18 | 913 | 1056 | | 289 | 343 | 327 | | 0 | 1017 | 15 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 251 | 1281 | 0 | | 18 | 913 | 1056 | | 289 | 343 | 327 | | 0 | 1017 | 15 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Volume: | 251 | 1281 | 0 | | 18 | 913 | 1056 | | 289 | 343 | 327 | | 0 | 1017 | 15 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 251 | 1281 | 0 | | 18 | 913 | 1056 | | 289 | 343 | 327 | | 0 | 1017 | 15 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 251 | 1281 | 0 | | 18 | 913 | 1056 | | 289 | 343 | 327 | | 0 | 1017 | 15 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | |
| 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: | 2.00 | 3.00 | 1.00 | | 1.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 1.00 | 3.00 | 1.00 | |
| Final Sat.: | 3000 | 4500 | 1500 | | 1500 | 4500 | 1500 | | 3000 | 4500 | 1500 | | 1500 | 4500 | 1500 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.08 | 0.28 | 0.00 | | 0.01 | 0.20 | 0.70 | | 0.10 | 0.08 | 0.22 | | 0.00 | 0.23 | 0.01 | |
| Crit Volume: | 126 | | | | | | 1056 | | 0 | | | | | 339 | | |
| Crit Moves: | **** | | | | | | **** | | **** | | | | | **** | | |

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #72 International Drive/White Rock Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.450
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 2 | 0 | 1 | 2 | 0 | 2 | 0 | 1 | 1 | 0 | 2 | 0 | 1 | |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 461 | 652 | 24 | | 79 | 319 | 0 | | 0 | 282 | 78 | | 106 | 570 | 72 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 461 | 652 | 24 | | 79 | 319 | 0 | | 0 | 282 | 78 | | 106 | 570 | 72 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Volume: | 461 | 652 | 24 | | 79 | 319 | 0 | | 0 | 282 | 78 | | 106 | 570 | 72 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 461 | 652 | 24 | | 79 | 319 | 0 | | 0 | 282 | 78 | | 106 | 570 | 72 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 461 | 652 | 24 | | 79 | 319 | 0 | | 0 | 282 | 78 | | 106 | 570 | 72 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | |
| 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: | 2.00 | 2.00 | 1.00 | | 2.00 | 2.00 | 1.00 | | 1.00 | 2.00 | 1.00 | | 1.00 | 2.00 | 1.00 | |
| Final Sat.: | 3000 | 3000 | 1500 | | 3000 | 3000 | 1500 | | 1500 | 3000 | 1500 | | 1500 | 3000 | 1500 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.15 | 0.22 | 0.02 | | 0.03 | 0.11 | 0.00 | | 0.00 | 0.09 | 0.05 | | 0.07 | 0.19 | 0.05 | |
| Crit Volume: | 231 | | | | | 160 | | | 0 | | | | | 285 | | |
| Crit Moves: | **** | | | | | **** | | | **** | | | | | **** | | |





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Folsom South of US-50 Annexation
Cumulative No Project AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #73 Rio Del Oro Prky/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.517
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 30 | 161 | 49 | | 25 | 35 | 121 | | 242 | 143 | 0 | | 105 | 597 | 91 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 30 | 161 | 49 | | 25 | 35 | 121 | | 242 | 143 | 0 | | 105 | 597 | 91 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Volume: | 30 | 161 | 49 | | 25 | 35 | 121 | | 242 | 143 | 0 | | 105 | 597 | 91 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 30 | 161 | 49 | | 25 | 35 | 121 | | 242 | 143 | 0 | | 105 | 597 | 91 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 30 | 161 | 49 | | 25 | 35 | 121 | | 242 | 143 | 0 | | 105 | 597 | 91 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1550 | 1550 | 1550 | | 1550 | 1550 | 1550 | | 1550 | 1550 | 1550 | | 1550 | 1550 | 1550 | |
| 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: | 0.16 | 0.84 | 1.00 | | 0.42 | 0.58 | 1.00 | | 1.00 | 2.00 | 0.00 | | 1.00 | 1.74 | 0.26 | |
| Final Sat.: | 243 | 1307 | 1550 | | 646 | 904 | 1550 | | 1550 | 3100 | 0 | | 1550 | 2690 | 410 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.12 | 0.12 | 0.03 | | 0.04 | 0.04 | 0.08 | | 0.16 | 0.05 | 0.00 | | 0.07 | 0.22 | 0.22 | |
| Crit Volume: | | 191 | | | | 25 | | | 242 | | | | | 344 | | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | **** | | |

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Folsom South of US-50 Annexation
Cumulative No Project AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #74 Villagio Prky/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.347
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 0 | 0 1 | 0 | 0 | 0 | 0 0 | 0 | 0 | 1 | 1 0 | 2 | 0 | 2 | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 85 | 0 | 240 | | 0 | 0 | 0 | | 0 | 302 | 1 | | 165 | 761 | 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: | 85 | 0 | 240 | | 0 | 0 | 0 | | 0 | 302 | 1 | | 165 | 761 | 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: | 85 | 0 | 240 | | 0 | 0 | 0 | | 0 | 302 | 1 | | 165 | 761 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 85 | 0 | 240 | | 0 | 0 | 0 | | 0 | 302 | 1 | | 165 | 761 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 85 | 0 | 240 | | 0 | 0 | 0 | | 0 | 302 | 1 | | 165 | 761 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1550 | 1550 | 1550 | | 1550 | 1550 | 1550 | | 1550 | 1550 | 1550 | | 1550 | 1550 | 1550 | |
| 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 | 0.00 | 1.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 1.99 | 0.01 | | 2.00 | 2.00 | 0.00 | |
| Final Sat.: | 1550 | 0 | 1550 | | 0 | 0 | 0 | | 0 | 3090 | 10 | | 3100 | 3100 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.05 | 0.00 | 0.15 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.10 | 0.10 | | 0.05 | 0.25 | 0.00 | |
| Crit Volume: | | | 240 | | | | 0 | | | | 0 | | | 381 | | |
| Crit Moves: | | | **** | | | | | | **** | | | | | **** | | |





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Folsom South of US-50 Annexation
Cumulative No Project AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #75 Sunrise Rd/ International Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.741
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 88 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 580 | 1222 | 5 | | 180 | 406 | 358 | | 372 | 813 | 309 | | 9 | 1283 | 396 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 580 | 1222 | 5 | | 180 | 406 | 358 | | 372 | 813 | 309 | | 9 | 1283 | 396 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Volume: | 580 | 1222 | 5 | | 180 | 406 | 358 | | 372 | 813 | 309 | | 9 | 1283 | 396 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 580 | 1222 | 5 | | 180 | 406 | 358 | | 372 | 813 | 309 | | 9 | 1283 | 396 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 580 | 1222 | 5 | | 180 | 406 | 358 | | 372 | 813 | 309 | | 9 | 1283 | 396 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | |
| 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: | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | |
| Final Sat.: | 3000 | 4500 | 1500 | | 3000 | 4500 | 1500 | | 3000 | 4500 | 1500 | | 3000 | 4500 | 1500 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.19 | 0.27 | 0.00 | | 0.06 | 0.09 | 0.24 | | 0.12 | 0.18 | 0.21 | | 0.00 | 0.29 | 0.26 | |
| Crit Volume: | | | 407 | | | | 90 | | | | 186 | | | 428 | | |
| Crit Moves: | | | **** | | | | **** | | | | **** | | | **** | | |

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Folsom South of US-50 Annexation
Cumulative No Project AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #76 Villagio Prky/Americanos Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.577
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 0 | 1 0 | 1 | 0 | 0 | 1 0 | 1 | 0 | 2 | 0 1 | 1 | 0 | 2 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 74 | 212 | 0 | 34 | 172 | 58 | 58 | 271 | 15 | 0 | 1007 | 41 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 74 | 212 | 0 | 34 | 172 | 58 | 58 | 271 | 15 | 0 | 1007 | 41 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Volume: | 74 | 212 | 0 | 34 | 172 | 58 | 58 | 271 | 15 | 0 | 1007 | 41 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 74 | 212 | 0 | 34 | 172 | 58 | 58 | 271 | 15 | 0 | 1007 | 41 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| FinalVolume: | 74 | 212 | 0 | 34 | 172 | 58 | 58 | 271 | 15 | 0 | 1007 | 41 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | | | | |
| 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 | 0.00 | 1.00 | 0.75 | 0.25 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | | | | |
| Final Sat.: | 1500 | 1500 | 0 | 1500 | 1122 | 378 | 1500 | 3000 | 1500 | 1500 | 3000 | 1500 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.05 | 0.14 | 0.00 | 0.02 | 0.15 | 0.15 | 0.04 | 0.09 | 0.01 | 0.00 | 0.34 | 0.03 | | | | |
| Crit Volume: | 74 | | | | 230 | | 58 | | | | 504 | | | | | |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | | | | | |





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Folsom South of US-50 Annexation
Cumulative No Project AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #77 Grant Line Rd/Centenial

Cycle (sec): 100 Critical Vol./Cap. (X): 0.844
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 119 Level Of Service: D

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Ovl | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 2 | 0 0 | 0 | 0 | 2 | 0 1 | 1 | 0 | 0 | 0 1 | 0 | 0 | 0 | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 62 | 2295 | 0 | 0 | 1075 | 118 | 160 | 0 | 29 | 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: | 62 | 2295 | 0 | 0 | 1075 | 118 | 160 | 0 | 29 | 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: | 62 | 2295 | 0 | 0 | 1075 | 118 | 160 | 0 | 29 | 0 | 0 | 0 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 62 | 2295 | 0 | 0 | 1075 | 118 | 160 | 0 | 29 | 0 | 0 | 0 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| FinalVolume: | 62 | 2295 | 0 | 0 | 1075 | 118 | 160 | 0 | 29 | 0 | 0 | 0 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | | | | |
| 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 | 2.00 | 0.00 | 0.00 | 2.00 | 1.00 | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | | | | |
| Final Sat.: | 1550 | 3100 | 0 | 0 | 3100 | 1550 | 1550 | 0 | 1550 | 0 | 0 | 0 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.74 | 0.00 | 0.00 | 0.35 | 0.08 | 0.10 | 0.00 | 0.02 | 0.00 | 0.00 | 0.00 | | | | |
| Crit Volume: | 1148 | | | 0 | | | 160 | | | | 0 | | | | | |
| Crit Moves: | **** | | | **** | | | **** | | | | | | | | | |

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Folsom South of US-50 Annexation
Cumulative No Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #78 Villagio Prky/ Rancho Cordova Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.652
Loss Time (sec): 0 Average Delay (sec/veh): 26.9
Optimal Cycle: 65 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 0 | 1 0 | 1 | 0 | 0 | 1 0 | 1 | 0 | 2 | 0 1 | 1 | 0 | 2 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 367 | 315 | 1 | 44 | 282 | 66 | 61 | 239 | 107 | 1 | 817 | 89 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 367 | 315 | 1 | 44 | 282 | 66 | 61 | 239 | 107 | 1 | 817 | 89 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Volume: | 367 | 315 | 1 | 44 | 282 | 66 | 61 | 239 | 107 | 1 | 817 | 89 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 367 | 315 | 1 | 44 | 282 | 66 | 61 | 239 | 107 | 1 | 817 | 89 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| 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: | 367 | 315 | 1 | 44 | 282 | 66 | 61 | 239 | 107 | 1 | 817 | 89 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 0.95 | 1.00 | 1.00 | 0.95 | 0.97 | 0.97 | 0.95 | 0.95 | 0.85 | 0.95 | 0.95 | 0.85 | | | | |
| Lanes: | 1.00 | 0.99 | 0.01 | 1.00 | 0.81 | 0.19 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | | | | |
| Final Sat.: | 1805 | 1894 | 6 | 1805 | 1497 | 350 | 1805 | 3610 | 1615 | 1805 | 3610 | 1615 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.20 | 0.17 | 0.17 | 0.02 | 0.19 | 0.19 | 0.03 | 0.07 | 0.07 | 0.00 | 0.23 | 0.06 | | | | |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | | | | | |
| Green/Cycle: | 0.31 | 0.52 | 0.52 | 0.08 | 0.29 | 0.29 | 0.05 | 0.40 | 0.71 | 0.00 | 0.35 | 0.42 | | | | |
| Volume/Cap: | 0.65 | 0.32 | 0.32 | 0.32 | 0.65 | 0.65 | 0.65 | 0.17 | 0.09 | 0.17 | 0.65 | 0.13 | | | | |
| Delay/Veh: | 32.4 | 13.8 | 13.8 | 45.0 | 34.0 | 34.0 | 61.7 | 19.6 | 4.6 | 62.6 | 28.8 | 17.6 | | | | |
| 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: | 32.4 | 13.8 | 13.8 | 45.0 | 34.0 | 34.0 | 61.7 | 19.6 | 4.6 | 62.6 | 28.8 | 17.6 | | | | |
| LOS by Move: | C | B | B | D | C | C | E | B | A | E | C | B | | | | |
| HCM2kAvgQ: | 10 | 5 | 5 | 2 | 10 | 10 | 3 | 2 | 1 | 0 | 11 | 2 | | | | |

Note: Queue reported is the number of cars per lane.





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Folsom South of US-50 Annexation
Cumulative No Project AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #79 Rancho Cordova Pkwy/ Douglas Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.494
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 2 | 0 1 | 1 | 0 | 2 | 0 1 | 1 | 0 | 3 | 0 1 | 1 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 716 | 864 | 72 | 12 | 252 | 7 | 12 | 82 | 286 | 76 | 736 | 47 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 716 | 864 | 72 | 12 | 252 | 7 | 12 | 82 | 286 | 76 | 736 | 47 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Volume: | 716 | 864 | 72 | 12 | 252 | 7 | 12 | 82 | 286 | 76 | 736 | 47 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 716 | 864 | 72 | 12 | 252 | 7 | 12 | 82 | 286 | 76 | 736 | 47 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| 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: | 716 | 864 | 72 | 12 | 252 | 7 | 12 | 82 | 286 | 76 | 736 | 47 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | | | | |
| 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: | 2.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 | | | | |
| Final Sat.: | 3000 | 3000 | 1500 | 1500 | 3000 | 1500 | 1500 | 4500 | 1500 | 1500 | 4500 | 1500 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.24 | 0.29 | 0.05 | 0.01 | 0.08 | 0.00 | 0.01 | 0.02 | 0.19 | 0.05 | 0.16 | 0.03 | | | | |
| Crit Volume: | 358 | | | | 126 | | 12 | | | | 245 | | | | | |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | | | | | |

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Folsom South of US-50 Annexation
Cumulative No Project AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #80 Americanos Blvd/ Douglas Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.591
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 2 0 | 2 0 | 1 | 1 0 | 2 0 | 1 | 1 0 | 3 0 | 1 | 2 0 | 3 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 472 | 1003 | 254 | 113 | 302 | 85 | 46 | 48 | 122 | 96 | 349 | 226 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 472 | 1003 | 254 | 113 | 302 | 85 | 46 | 48 | 122 | 96 | 349 | 226 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 472 | 1003 | 254 | 113 | 302 | 85 | 46 | 48 | 122 | 96 | 349 | 226 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 472 | 1003 | 254 | 113 | 302 | 85 | 46 | 48 | 122 | 96 | 349 | 226 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 472 | 1003 | 254 | 113 | 302 | 85 | 46 | 48 | 122 | 96 | 349 | 226 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 |
| 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: | 2.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3000 | 3000 | 1500 | 1500 | 3000 | 1500 | 1500 | 4500 | 1500 | 3000 | 4500 | 1500 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.16 | 0.33 | 0.17 | 0.08 | 0.10 | 0.06 | 0.03 | 0.01 | 0.08 | 0.03 | 0.08 | 0.15 |
| Crit Volume: | | 502 | | 113 | | | 46 | | | | | 226 |
| Crit Moves: | | **** | | **** | | | **** | | | | | **** |





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Folsom South of US-50 Annexation
Cumulative No Project AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #81 Grant Line Rd/ Chrysanthy Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.872
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 178 Level Of Service: D

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Ovl | | | Ovl | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 2 0 | 2 0 | 1 | 1 0 | 2 0 | 1 | 2 0 | 2 0 | 1 | 1 0 | 2 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 139 | 1691 | 127 | 98 | 916 | 159 | 296 | 314 | 77 | 140 | 432 | 70 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 139 | 1691 | 127 | 98 | 916 | 159 | 296 | 314 | 77 | 140 | 432 | 70 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 139 | 1691 | 127 | 98 | 916 | 159 | 296 | 314 | 77 | 140 | 432 | 70 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 139 | 1691 | 127 | 98 | 916 | 159 | 296 | 314 | 77 | 140 | 432 | 70 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 139 | 1691 | 127 | 98 | 916 | 159 | 296 | 314 | 77 | 140 | 432 | 70 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 |
| 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: | 2.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 3000 | 3000 | 1500 | 1500 | 3000 | 1500 | 3000 | 3000 | 1500 | 1500 | 3000 | 1500 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.05 | 0.56 | 0.08 | 0.07 | 0.31 | 0.11 | 0.10 | 0.10 | 0.05 | 0.09 | 0.14 | 0.05 |
| Crit Volume: | | 846 | | 98 | | | 148 | | | | 216 | |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |

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Folsom South of US-50 Annexation
Cumulative No Project AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #82 Grant Line Rd/ Rancho Cordova Parkway

Cycle (sec): 100 Critical Vol./Cap. (X): 0.533
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - | R | L | - T | - | R | L | - T | - | R | L | - T | - | R |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Ovl | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 1 | 2 | 0 | 0 | 0 | 1 | 0 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 14 | 1296 | 0 | | 0 | 1173 | 217 | | 355 | 0 | 51 | | 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: | 14 | 1296 | 0 | | 0 | 1173 | 217 | | 355 | 0 | 51 | | 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: | 14 | 1296 | 0 | | 0 | 1173 | 217 | | 355 | 0 | 51 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 14 | 1296 | 0 | | 0 | 1173 | 217 | | 355 | 0 | 51 | | 0 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 14 | 1296 | 0 | | 0 | 1173 | 217 | | 355 | 0 | 51 | | 0 | 0 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1550 | 1550 | 1550 | | 1550 | 1550 | 1550 | | 1550 | 1550 | 1550 | | 1550 | 1550 | 1550 | |
| 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 | 2.00 | 0.00 | | 0.00 | 2.00 | 1.00 | | 2.00 | 0.00 | 1.00 | | 0.00 | 0.00 | 0.00 | |
| Final Sat.: | 1550 | 3100 | 0 | | 0 | 3100 | 1550 | | 3100 | 0 | 1550 | | 0 | 0 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.42 | 0.00 | | 0.00 | 0.38 | 0.14 | | 0.11 | 0.00 | 0.03 | | 0.00 | 0.00 | 0.00 | |
| Crit Volume: | | 648 | | | 0 | | | | 178 | | | | 0 | | | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | | | |





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Folsom South of US-50 Annexation
Cumulative No Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #83 White Rock Rd/ Carson Crossing Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.877
Loss Time (sec): 12 Average Delay (sec/veh): 27.7
Optimal Cycle: 100 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - | R | L | - T | - | R | L | - T | - | R | L | - T | - | R |
| Control: | Split Phase | | | | Split Phase | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Include | | | | Ovl | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 1! | 0 | 0 | 1 | 0 | 2 | 0 | 1 | 1 | 0 | 1 | 1 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 937 | 2 | 10 | | 6 | 4 | 6 | | 2 | 902 | 964 | | 146 | 327 | 3 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 937 | 2 | 10 | | 6 | 4 | 6 | | 2 | 902 | 964 | | 146 | 327 | 3 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 1053 | 2 | 11 | | 7 | 4 | 7 | | 2 | 1013 | 1083 | | 164 | 367 | 3 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 1053 | 2 | 11 | | 7 | 4 | 7 | | 2 | 1013 | 1083 | | 164 | 367 | 3 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 1053 | 2 | 11 | | 7 | 4 | 7 | | 2 | 1013 | 1083 | | 164 | 367 | 3 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.95 | 0.85 | | 0.93 | 0.93 | 0.93 | | 0.95 | 0.95 | 0.85 | | 0.95 | 0.95 | 0.95 | |
| Lanes: | 1.99 | 0.01 | 1.00 | | 0.38 | 0.25 | 0.37 | | 1.00 | 2.00 | 1.00 | | 1.00 | 1.98 | 0.02 | |
| Final Sat.: | 3610 | 8 | 1615 | | 664 | 443 | 664 | | 1805 | 3610 | 1615 | | 1805 | 3574 | 33 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.29 | 0.29 | 0.01 | | 0.01 | 0.01 | 0.01 | | 0.00 | 0.28 | 0.67 | | 0.09 | 0.10 | 0.10 | |
| Crit Moves: | | **** | | | | | **** | | | | **** | | **** | | | |
| Green/Cycle: | 0.33 | 0.33 | 0.44 | | 0.01 | 0.01 | 0.01 | | 0.01 | 0.43 | 0.76 | | 0.10 | 0.53 | 0.53 | |
| Volume/Cap: | 0.88 | 0.88 | 0.02 | | 0.88 | 0.88 | 0.88 | | 0.19 | 0.65 | 0.88 | | 0.88 | 0.19 | 0.19 | |
| Delay/Veh: | 39.0 | 39.0 | 16.0 | | 190.8 | 191 | 190.8 | | 57.5 | 23.4 | 15.8 | | 78.3 | 12.4 | 12.4 | |
| 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: | 39.0 | 39.0 | 16.0 | | 190.8 | 191 | 190.8 | | 57.5 | 23.4 | 15.8 | | 78.3 | 12.4 | 12.4 | |
| LOS by Move: | D | D | B | | F | F | F | | E | C | B | | E | B | B | |
| HCM2kAvgQ: | 19 | 19 | 0 | | 2 | 2 | 2 | | 0 | 13 | 26 | | 6 | 3 | 3 | |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Cumulative No Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #84 White Rock Rd/ Stonebriar Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.420
Loss Time (sec): 12 Average Delay (sec/veh): 15.4
Optimal Cycle: 36 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Split Phase | | | | Split Phase | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 1 | 1 0 | 1 | 0 | 2 | 0 1 | 1 | 0 | 0 | 1 0 | 0 | 0 | 1! | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 16 | 799 | 1 | | 68 | 375 | 69 | | 71 | 1 | 36 | | 13 | 1 | 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: | 16 | 799 | 1 | | 68 | 375 | 69 | | 71 | 1 | 36 | | 13 | 1 | 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: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 18 | 898 | 1 | | 76 | 421 | 78 | | 80 | 1 | 40 | | 15 | 1 | 42 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 18 | 898 | 1 | | 76 | 421 | 78 | | 80 | 1 | 40 | | 15 | 1 | 42 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 18 | 898 | 1 | | 76 | 421 | 78 | | 80 | 1 | 40 | | 15 | 1 | 42 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.95 | 0.95 | | 0.95 | 0.95 | 0.85 | | 0.95 | 0.85 | 0.85 | | 0.89 | 0.89 | 0.89 | |
| Lanes: | 1.00 | 1.99 | 0.01 | | 1.00 | 2.00 | 1.00 | | 1.00 | 0.03 | 0.97 | | 0.25 | 0.02 | 0.73 | |
| Final Sat.: | 1805 | 3605 | 5 | | 1805 | 3610 | 1615 | | 1805 | 44 | 1579 | | 431 | 33 | 1227 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.25 | 0.25 | | 0.04 | 0.12 | 0.05 | | 0.04 | 0.03 | 0.03 | | 0.03 | 0.03 | 0.03 | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.05 | 0.59 | 0.59 | | 0.10 | 0.64 | 0.64 | | 0.11 | 0.11 | 0.11 | | 0.08 | 0.08 | 0.08 | |
| Volume/Cap: | 0.18 | 0.42 | 0.42 | | 0.42 | 0.18 | 0.08 | | 0.42 | 0.24 | 0.24 | | 0.42 | 0.42 | 0.42 | |
| Delay/Veh: | 46.0 | 11.2 | 11.2 | | 43.8 | 7.4 | 6.9 | | 43.4 | 41.8 | 41.8 | | 45.8 | 45.8 | 45.8 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 46.0 | 11.2 | 11.2 | | 43.8 | 7.4 | 6.9 | | 43.4 | 41.8 | 41.8 | | 45.8 | 45.8 | 45.8 | |
| LOS by Move: | D | B | B | | D | A | A | | D | D | D | | D | D | D | |
| HCM2kAvgQ: | 1 | 8 | 8 | | 3 | 3 | 1 | | 2 | 1 | 1 | | 2 | 2 | 2 | |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Cumulative No Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #85 White Rock Rd/ Windfield Way

Cycle (sec): 100 Critical Vol./Cap. (X): 0.705
Loss Time (sec): 9 Average Delay (sec/veh): 23.9
Optimal Cycle: 52 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 1 | 0 | 0 1 | 0 | 1 | 0 | 0 1 | 1 | 0 | 1 | 1 0 | 1 | 0 | 1 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 36 | 57 | 320 | | 0 | 63 | 10 | | 84 | 633 | 407 | | 369 | 417 | 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: | 36 | 57 | 320 | | 0 | 63 | 10 | | 84 | 633 | 407 | | 369 | 417 | 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: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 40 | 64 | 360 | | 0 | 71 | 11 | | 94 | 711 | 457 | | 415 | 469 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 40 | 64 | 360 | | 0 | 71 | 11 | | 94 | 711 | 457 | | 415 | 469 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 40 | 64 | 360 | | 0 | 71 | 11 | | 94 | 711 | 457 | | 415 | 469 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.81 | 0.81 | 0.85 | | 1.00 | 1.00 | 0.85 | | 0.95 | 0.89 | 0.89 | | 0.95 | 0.95 | 0.95 | |
| Lanes: | 0.39 | 0.61 | 1.00 | | 0.00 | 1.00 | 1.00 | | 1.00 | 1.22 | 0.78 | | 1.00 | 2.00 | 0.00 | |
| Final Sat.: | 594 | 940 | 1615 | | 0 | 1900 | 1615 | | 1805 | 2068 | 1329 | | 1805 | 3610 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.07 | 0.07 | 0.22 | | 0.00 | 0.04 | 0.01 | | 0.05 | 0.34 | 0.34 | | 0.23 | 0.13 | 0.00 | |
| Crit Moves: | | **** | | | | | | | | | **** | | **** | | | |
| Green/Cycle: | 0.10 | 0.10 | 0.42 | | 0.00 | 0.10 | 0.10 | | 0.23 | 0.49 | 0.49 | | 0.33 | 0.58 | 0.00 | |
| Volume/Cap: | 0.71 | 0.71 | 0.53 | | 0.00 | 0.39 | 0.07 | | 0.22 | 0.71 | 0.71 | | 0.71 | 0.22 | 0.00 | |
| Delay/Veh: | 58.2 | 58.2 | 22.2 | | 0.0 | 43.7 | 41.3 | | 31.3 | 21.4 | 21.4 | | 33.4 | 10.2 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 58.2 | 58.2 | 22.2 | | 0.0 | 43.7 | 41.3 | | 31.3 | 21.4 | 21.4 | | 33.4 | 10.2 | 0.0 | |
| LOS by Move: | E | E | C | | A | D | D | | C | C | C | | C | B | A | |
| HCM2kAvgQ: | 5 | 5 | 9 | | 0 | 2 | 0 | | 2 | 15 | 15 | | 10 | 3 | 0 | |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Cumulative No Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #86 White Rock Rd/ Latrobe Rd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.885
Loss Time (sec): 12 Average Delay (sec/veh): 40.1
Optimal Cycle: 112 Level Of Service: D

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Include | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 4 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 1 | 1 0 | 2 | 0 | 2 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 59 | 942 | 220 | | 152 | 2061 | 310 | | 471 | 393 | 16 | | 632 | 592 | 258 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 59 | 942 | 220 | | 152 | 2061 | 310 | | 471 | 393 | 16 | | 632 | 592 | 258 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 66 | 1058 | 247 | | 171 | 2316 | 348 | | 529 | 442 | 18 | | 710 | 665 | 290 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 66 | 1058 | 247 | | 171 | 2316 | 348 | | 529 | 442 | 18 | | 710 | 665 | 290 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 66 | 1058 | 247 | | 171 | 2316 | 348 | | 529 | 442 | 18 | | 710 | 665 | 290 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.91 | 0.85 | | 0.92 | 0.91 | 0.85 | | 0.92 | 0.94 | 0.94 | | 0.92 | 0.95 | 0.85 | |
| Lanes: | 2.00 | 4.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 1.92 | 0.08 | | 2.00 | 2.00 | 1.00 | |
| Final Sat.: | 3502 | 6916 | 1615 | | 3502 | 5187 | 1615 | | 3502 | 3448 | 140 | | 3502 | 3610 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.15 | 0.15 | | 0.05 | 0.45 | 0.22 | | 0.15 | 0.13 | 0.13 | | 0.20 | 0.18 | 0.18 | |
| Crit Moves: | **** | | | | | **** | | | | **** | | | **** | | | |
| Green/Cycle: | 0.02 | 0.40 | 0.63 | | 0.13 | 0.50 | 0.67 | | 0.17 | 0.14 | 0.14 | | 0.23 | 0.21 | 0.33 | |
| Volume/Cap: | 0.88 | 0.38 | 0.24 | | 0.38 | 0.88 | 0.32 | | 0.90 | 0.88 | 0.88 | | 0.88 | 0.90 | 0.54 | |
| Delay/Veh: | 124.7 | 25.7 | 9.9 | | 48.6 | 30.6 | 8.3 | | 65.2 | 66.8 | 66.8 | | 56.2 | 60.1 | 33.7 | |
| 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: | 124.7 | 25.7 | 9.9 | | 48.6 | 30.6 | 8.3 | | 65.2 | 66.8 | 66.8 | | 56.2 | 60.1 | 33.7 | |
| LOS by Move: | F | C | A | | D | C | A | | E | E | E | | E | E | C | |
| HCM2kAvgQ: | 3 | 7 | 4 | | 3 | 28 | 5 | | 11 | 9 | 9 | | 14 | 13 | 8 | |

Note: Queue reported is the number of cars per lane.





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Folsom South of US-50 Annexation
Cumulative No Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #87 White Rock Rd/ Valley View Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.966
Loss Time (sec): 12 Average Delay (sec/veh): 35.3
Optimal Cycle: 152 Level Of Service: D

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Split Phase | | | | Split Phase | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 1 | 0 | 0 1 | 1 | 0 | 0 | 1 0 | 1 | 0 | 1 | 1 0 | 1 | 0 | 1 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 228 | 11 | 363 | | 16 | 13 | 16 | | 9 | 655 | 129 | | 695 | 1377 | 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: | 228 | 11 | 363 | | 16 | 13 | 16 | | 9 | 655 | 129 | | 695 | 1377 | 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: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 256 | 12 | 408 | | 18 | 15 | 18 | | 10 | 736 | 145 | | 781 | 1547 | 40 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 256 | 12 | 408 | | 18 | 15 | 18 | | 10 | 736 | 145 | | 781 | 1547 | 40 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 256 | 12 | 408 | | 18 | 15 | 18 | | 10 | 736 | 145 | | 781 | 1547 | 40 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.95 | 0.85 | | 0.95 | 0.92 | 0.92 | | 0.95 | 0.93 | 0.93 | | 0.95 | 0.95 | 0.95 | |
| Lanes: | 0.95 | 0.05 | 1.00 | | 1.00 | 0.45 | 0.55 | | 1.00 | 1.67 | 0.33 | | 1.00 | 1.95 | 0.05 | |
| Final Sat.: | 1729 | 83 | 1615 | | 1805 | 781 | 961 | | 1805 | 2941 | 579 | | 1805 | 3504 | 92 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.15 | 0.15 | 0.25 | | 0.01 | 0.02 | 0.02 | | 0.01 | 0.25 | 0.25 | | 0.43 | 0.44 | 0.44 | |
| Crit Moves: | **** | | | | | **** | | | | **** | | | **** | | | |
| Green/Cycle: | 0.15 | 0.15 | 0.60 | | 0.02 | 0.02 | 0.02 | | 0.01 | 0.26 | 0.26 | | 0.45 | 0.70 | 0.70 | |
| Volume/Cap: | 0.97 | 0.97 | 0.42 | | 0.51 | 0.97 | 0.97 | | 0.63 | 0.97 | 0.97 | | 0.97 | 0.63 | 0.63 | |
| Delay/Veh: | 86.5 | 86.5 | 10.9 | | 61.1 | 189 | 189.5 | | 110.4 | 58.4 | 58.4 | | 50.3 | 8.7 | 8.7 | |
| 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: | 86.5 | 86.5 | 10.9 | | 61.1 | 189 | 189.5 | | 110.4 | 58.4 | 58.4 | | 50.3 | 8.7 | 8.7 | |
| LOS by Move: | F | F | B | | E | F | F | | F | E | E | | D | A | A | |
| HCM2kAvgQ: | 13 | 13 | 7 | | 1 | 3 | 3 | | 0 | 15 | 15 | | 28 | 14 | 14 | |

Note: Queue reported is the number of cars per lane.

AM Cumulative No Project Thu May 7, 2009 18:01:12 Page 65-1

Folsom South of US-50 Annexation
Cumulative No Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #88 El Dorado Hills Blvd/Serrano Prky

Cycle (sec): 100 Critical Vol./Cap. (X): 1.014
Loss Time (sec): 12 Average Delay (sec/veh): 48.2
Optimal Cycle: 180 Level Of Service: D

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Split Phase | | | | Split Phase | | | |
| Rights: | Ignore | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 2 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1! 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 40 | 617 | 227 | | 61 | 1680 | 20 | | 28 | 32 | 81 | | 716 | 33 | 31 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 40 | 617 | 227 | | 61 | 1680 | 20 | | 28 | 32 | 81 | | 716 | 33 | 31 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 45 | 693 | 0 | | 69 | 1888 | 22 | | 31 | 36 | 91 | | 804 | 37 | 35 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 45 | 693 | 0 | | 69 | 1888 | 22 | | 31 | 36 | 91 | | 804 | 37 | 35 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 45 | 693 | 0 | | 69 | 1888 | 22 | | 31 | 36 | 91 | | 804 | 37 | 35 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.95 | 1.00 | | 0.95 | 0.95 | 0.95 | | 0.95 | 0.89 | 0.89 | | 0.95 | 0.95 | 0.95 | |
| Lanes: | 1.00 | 2.00 | 1.00 | | 1.00 | 1.98 | 0.02 | | 1.00 | 0.28 | 0.72 | | 1.85 | 0.08 | 0.07 | |
| Final Sat.: | 1805 | 3610 | 1900 | | 1805 | 3560 | 42 | | 1805 | 480 | 1215 | | 3337 | 141 | 133 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.19 | 0.00 | | 0.04 | 0.53 | 0.53 | | 0.02 | 0.07 | 0.07 | | 0.24 | 0.26 | 0.26 | |
| Crit Moves: | **** | | | | | **** | | | | **** | | | | | **** | |
| Green/Cycle: | 0.02 | 0.46 | 0.00 | | 0.09 | 0.52 | 0.52 | | 0.07 | 0.07 | 0.07 | | 0.26 | 0.26 | 0.26 | |
| Volume/Cap: | 1.01 | 0.42 | 0.00 | | 0.42 | 1.01 | 1.01 | | 0.24 | 1.01 | 1.01 | | 0.93 | 1.01 | 1.01 | |
| Delay/Veh: | 188.2 | 18.4 | 0.0 | | 44.8 | 48.2 | 48.2 | | 44.6 | 131 | 130.6 | | 51.6 | 71.3 | 71.3 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 188.2 | 18.4 | 0.0 | | 44.8 | 48.2 | 48.2 | | 44.6 | 131 | 130.6 | | 51.6 | 71.3 | 71.3 | |
| LOS by Move: | F | B | A | | D | D | D | | D | F | F | | D | E | E | |
| HCM2kAvgQ: | 2 | 7 | 0 | | 2 | 40 | 40 | | 1 | 8 | 8 | | 17 | 21 | 21 | |

Note: Queue reported is the number of cars per lane.





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Folsom South of US-50 Annexation
Cumulative No Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #89 El Dorado Hills Blvd/Saratoga Way

Cycle (sec): 100 Critical Vol./Cap. (X): 0.964
Loss Time (sec): 12 Average Delay (sec/veh): 42.5
Optimal Cycle: 151 Level Of Service: D

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Split Phase | | | | Split Phase | | | |
| Rights: | Include | | | | Include | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 2 | 1 | 0 | 1 | 0 | 2 | 1 | 0 | 1 | 1 | 0 | 0 | 2 | 0 1 0 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 487 | 526 | 0 | | 167 | 1315 | 575 | | 240 | 54 | 1019 | | 0 | 28 | 53 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 487 | 526 | 0 | | 167 | 1315 | 575 | | 240 | 54 | 1019 | | 0 | 28 | 53 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 547 | 591 | 0 | | 188 | 1478 | 646 | | 270 | 61 | 1145 | | 0 | 31 | 60 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 547 | 591 | 0 | | 188 | 1478 | 646 | | 270 | 61 | 1145 | | 0 | 31 | 60 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 547 | 591 | 0 | | 188 | 1478 | 646 | | 270 | 61 | 1145 | | 0 | 31 | 60 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.91 | 0.91 | | 0.95 | 0.87 | 0.87 | | 0.96 | 0.96 | 0.75 | | 1.00 | 1.00 | 0.85 | |
| Lanes: | 2.00 | 3.00 | 0.00 | | 1.00 | 2.09 | 0.91 | | 1.63 | 0.37 | 2.00 | | 0.00 | 1.00 | 1.00 | |
| Final Sat.: | 3502 | 5187 | 0 | | 1805 | 3443 | 1505 | | 2981 | 671 | 2842 | | 0 | 1900 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.16 | 0.11 | 0.00 | | 0.10 | 0.43 | 0.43 | | 0.09 | 0.09 | 0.40 | | 0.00 | 0.02 | 0.04 | |
| Crit Moves: | **** | | | | | **** | | | | | **** | | | **** | | |
| Green/Cycle: | 0.16 | 0.32 | 0.00 | | 0.29 | 0.45 | 0.45 | | 0.26 | 0.26 | 0.42 | | 0.00 | 0.02 | 0.31 | |
| Volume/Cap: | 0.96 | 0.36 | 0.00 | | 0.36 | 0.96 | 0.96 | | 0.35 | 0.35 | 0.96 | | 0.00 | 0.96 | 0.12 | |
| Delay/Veh: | 70.5 | 26.4 | 0.0 | | 28.6 | 38.9 | 38.9 | | 30.7 | 30.7 | 46.5 | | 0.0 | 191 | 25.1 | |
| 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: | 70.5 | 26.4 | 0.0 | | 28.6 | 38.9 | 38.9 | | 30.7 | 30.7 | 46.5 | | 0.0 | 191 | 25.1 | |
| LOS by Move: | E | C | A | | C | D | D | | C | C | D | | A | F | C | |
| HCM2kAvgQ: | 11 | 5 | 0 | | 4 | 22 | 22 | | 4 | 4 | 21 | | 0 | 3 | 1 | |

Note: Queue reported is the number of cars per lane.

AM Cumulative No Project Thu May 7, 2009 18:01:12 Page 67-1

Folsom South of US-50 Annexation
Cumulative No Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #90 El Dorado Hills Blvd/Park Drive

Cycle (sec): 100 Critical Vol./Cap. (X): 0.871
Loss Time (sec): 12 Average Delay (sec/veh): 30.7
Optimal Cycle: 98 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Split Phase | | | | Split Phase | | | |
| Rights: | Include | | | | Ovl | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 2 | 1 0 | 1 | 0 | 3 | 0 1 | 1 | 1 | 0 | 0 2 | 1 | 1 | 1 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 688 | 786 | 152 | | 62 | 1822 | 540 | | 83 | 25 | 196 | | 226 | 19 | 38 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 688 | 786 | 152 | | 62 | 1822 | 540 | | 83 | 25 | 196 | | 226 | 19 | 38 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 773 | 883 | 171 | | 70 | 2047 | 607 | | 93 | 28 | 220 | | 254 | 21 | 43 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 773 | 883 | 171 | | 70 | 2047 | 607 | | 93 | 28 | 220 | | 254 | 21 | 43 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 773 | 883 | 171 | | 70 | 2047 | 607 | | 93 | 28 | 220 | | 254 | 21 | 43 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.89 | 0.89 | | 0.95 | 0.91 | 0.85 | | 0.96 | 0.96 | 0.75 | | 0.91 | 0.91 | 0.85 | |
| Lanes: | 2.00 | 2.51 | 0.49 | | 1.00 | 3.00 | 1.00 | | 1.54 | 0.46 | 2.00 | | 2.00 | 1.00 | 1.00 | |
| Final Sat.: | 3502 | 4242 | 820 | | 1805 | 5187 | 1615 | | 2812 | 847 | 2842 | | 3451 | 1726 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.22 | 0.21 | 0.21 | | 0.04 | 0.39 | 0.38 | | 0.03 | 0.03 | 0.08 | | 0.07 | 0.01 | 0.03 | |
| Crit Moves: | **** | | | | | **** | | | | | **** | **** | | | | |
| Green/Cycle: | 0.25 | 0.60 | 0.60 | | 0.11 | 0.45 | 0.54 | | 0.09 | 0.09 | 0.09 | | 0.08 | 0.08 | 0.08 | |
| Volume/Cap: | 0.87 | 0.35 | 0.35 | | 0.35 | 0.87 | 0.69 | | 0.37 | 0.37 | 0.87 | | 0.87 | 0.15 | 0.31 | |
| Delay/Veh: | 45.1 | 10.4 | 10.4 | | 42.2 | 28.6 | 19.2 | | 43.6 | 43.6 | 71.3 | | 67.3 | 42.5 | 44.4 | |
| 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: | 45.1 | 10.4 | 10.4 | | 42.2 | 28.6 | 19.2 | | 43.6 | 43.6 | 71.3 | | 67.3 | 42.5 | 44.4 | |
| LOS by Move: | D | B | B | | D | C | B | | D | D | E | | E | D | D | |
| HCM2kAvgQ: | 13 | 6 | 6 | | 2 | 20 | 13 | | 2 | 2 | 6 | | 7 | 1 | 2 | |

Note: Queue reported is the number of cars per lane.





AM Cumulative No Project Thu May 7, 2009 18:01:12 Page 68-1

Folsom South of US-50 Annexation
Cumulative No Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #91 Latrobe Rd/ Town Center Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 1.010
Loss Time (sec): 12 Average Delay (sec/veh): 35.0
Optimal Cycle: 180 Level Of Service: D

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 4 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 1 | 1 0 | 1 | 0 | 0 | 1 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 179 | 1352 | 169 | | 694 | 2281 | 922 | | 152 | 13 | 9 | | 131 | 81 | 339 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 179 | 1352 | 169 | | 694 | 2281 | 922 | | 152 | 13 | 9 | | 131 | 81 | 339 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 201 | 1519 | 190 | | 780 | 2563 | 1036 | | 171 | 15 | 10 | | 147 | 91 | 381 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 201 | 1519 | 190 | | 780 | 2563 | 1036 | | 171 | 15 | 10 | | 147 | 91 | 381 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 201 | 1519 | 190 | | 780 | 2563 | 1036 | | 171 | 15 | 10 | | 147 | 91 | 381 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.91 | 0.85 | | 0.92 | 0.91 | 0.85 | | 0.92 | 0.89 | 0.89 | | 0.95 | 0.88 | 0.88 | |
| Lanes: | 2.00 | 4.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 1.18 | 0.82 | | 1.00 | 0.39 | 1.61 | |
| Final Sat.: | 3502 | 6916 | 1615 | | 3502 | 5187 | 1615 | | 3502 | 2003 | 1387 | | 1805 | 644 | 2696 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.06 | 0.22 | 0.12 | | 0.22 | 0.49 | 0.64 | | 0.05 | 0.01 | 0.01 | | 0.08 | 0.14 | 0.14 | |
| Crit Moves: | **** | | | | | | **** | **** | | | | | | **** | | |
| Green/Cycle: | 0.06 | 0.34 | 0.34 | | 0.35 | 0.64 | 0.64 | | 0.05 | 0.02 | 0.02 | | 0.17 | 0.14 | 0.14 | |
| Volume/Cap: | 1.01 | 0.64 | 0.34 | | 0.64 | 0.78 | 1.01 | | 1.01 | 0.47 | 0.47 | | 0.47 | 1.01 | 1.01 | |
| Delay/Veh: | 113.6 | 28.2 | 24.8 | | 28.5 | 14.4 | 48.9 | | 119.5 | 55.4 | 55.4 | | 38.4 | 87.2 | 87.2 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 113.6 | 28.2 | 24.8 | | 28.5 | 14.4 | 48.9 | | 119.5 | 55.4 | 55.4 | | 38.4 | 87.2 | 87.2 | |
| LOS by Move: | F | C | C | | C | B | D | | F | E | E | | D | F | F | |
| HCM2kAvgQ: | 4 | 11 | 4 | | 10 | 21 | 39 | | 6 | 1 | 1 | | 5 | 12 | 12 | |

Note: Queue reported is the number of cars per lane.

AM Cumulative No Project Thu May 7, 2009 18:01:12 Page 69-1

Folsom South of US-50 Annexation
Cumulative No Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #92 Hazel Blvd/ Tributary- WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.955
Loss Time (sec): 9 Average Delay (sec/veh): 28.7
Optimal Cycle: 142 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Ignore | | | | Include | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 3 | 0 1 | 0 | 0 | 3 | 1 0 | 0 | 0 | 0 | 0 1 | 1 | 1 | 0 | 0 2 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 384 | 1833 | 339 | | 0 | 3047 | 144 | | 0 | 0 | 303 | | 71 | 78 | 567 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 384 | 1833 | 339 | | 0 | 3047 | 144 | | 0 | 0 | 303 | | 71 | 78 | 567 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 431 | 2060 | 0 | | 0 | 3424 | 162 | | 0 | 0 | 340 | | 80 | 88 | 637 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 431 | 2060 | 0 | | 0 | 3424 | 162 | | 0 | 0 | 340 | | 80 | 88 | 637 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 431 | 2060 | 0 | | 0 | 3424 | 162 | | 0 | 0 | 340 | | 80 | 88 | 637 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.91 | 1.00 | | 1.00 | 0.90 | 0.90 | | 1.00 | 1.00 | 0.87 | | 0.82 | 0.82 | 0.75 | |
| Lanes: | 2.00 | 3.00 | 1.00 | | 0.00 | 3.82 | 0.18 | | 0.00 | 0.00 | 1.00 | | 1.00 | 1.00 | 2.00 | |
| Final Sat.: | 3502 | 5187 | 1900 | | 0 | 6558 | 310 | | 0 | 0 | 1644 | | 1564 | 1564 | 2842 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.12 | 0.40 | 0.00 | | 0.00 | 0.52 | 0.52 | | 0.00 | 0.00 | 0.21 | | 0.05 | 0.06 | 0.22 | |
| Crit Moves: | **** | | | | | **** | | | | | | | | | **** | |
| Green/Cycle: | 0.13 | 0.68 | 0.00 | | 0.00 | 0.55 | 0.55 | | 0.00 | 0.00 | 0.36 | | 0.23 | 0.23 | 0.23 | |
| Volume/Cap: | 0.96 | 0.59 | 0.00 | | 0.00 | 0.96 | 0.96 | | 0.00 | 0.00 | 0.57 | | 0.22 | 0.24 | 0.96 | |
| Delay/Veh: | 74.4 | 9.0 | 0.0 | | 0.0 | 28.6 | 28.6 | | 0.0 | 0.0 | 26.9 | | 31.0 | 31.2 | 62.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 74.4 | 9.0 | 0.0 | | 0.0 | 28.6 | 28.6 | | 0.0 | 0.0 | 26.9 | | 31.0 | 31.2 | 62.0 | |
| LOS by Move: | E | A | A | | A | C | C | | A | A | C | | C | C | E | |
| HCM2kAvgQ: | 7 | 11 | 0 | | 0 | 28 | 28 | | 0 | 0 | 9 | | 2 | 2 | 16 | |

Note: Queue reported is the number of cars per lane.





AM Cumulative No Project Thu May 7, 2009 18:01:12 Page 70-1

Folsom South of US-50 Annexation
Cumulative No Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #93 Hazel Ave/ EB US-50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 1.009
Loss Time (sec): 6 Average Delay (sec/veh): 43.8
Optimal Cycle: 180 Level Of Service: D

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Ignore | | | | Ignore | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 3 | 0 1 | 0 | 0 | 3 | 0 1 | 3 | 0 | 0 | 0 2 | 0 | 0 | 0 | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1746 | 323 | | 0 | 1700 | 957 | | 1394 | 0 | 1102 | | 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 | 1746 | 323 | | 0 | 1700 | 957 | | 1394 | 0 | 1102 | | 0 | 0 | 0 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 0 | 1962 | 0 | | 0 | 1910 | 0 | | 1566 | 0 | 1238 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 1962 | 0 | | 0 | 1910 | 0 | | 1566 | 0 | 1238 | | 0 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 1962 | 0 | | 0 | 1910 | 0 | | 1566 | 0 | 1238 | | 0 | 0 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.91 | 1.00 | | 1.00 | 0.91 | 1.00 | | 0.48 | 1.00 | 0.75 | | 1.00 | 1.00 | 1.00 | |
| Lanes: | 0.00 | 3.00 | 1.00 | | 0.00 | 3.00 | 1.00 | | 3.00 | 0.00 | 2.00 | | 0.00 | 0.00 | 0.00 | |
| Final Sat.: | 0 | 5187 | 1900 | | 0 | 5187 | 1900 | | 2748 | 0 | 2842 | | 0 | 0 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.38 | 0.00 | | 0.00 | 0.37 | 0.00 | | 0.57 | 0.00 | 0.44 | | 0.00 | 0.00 | 0.00 | |
| Crit Moves: | | **** | | | | | | | **** | | | | | | | |
| Green/Cycle: | 0.00 | 0.37 | 0.00 | | 0.00 | 0.37 | 0.00 | | 0.57 | 0.00 | 0.57 | | 0.00 | 0.00 | 0.00 | |
| Volume/Cap: | 0.00 | 1.01 | 0.00 | | 0.00 | 0.98 | 0.00 | | 1.01 | 0.00 | 0.77 | | 0.00 | 0.00 | 0.00 | |
| Delay/Veh: | 0.0 | 53.8 | 0.0 | | 0.0 | 47.2 | 0.0 | | 46.7 | 0.0 | 19.1 | | 0.0 | 0.0 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 53.8 | 0.0 | | 0.0 | 47.2 | 0.0 | | 46.7 | 0.0 | 19.1 | | 0.0 | 0.0 | 0.0 | |
| LOS by Move: | A | D | A | | A | D | A | | D | A | B | | A | A | A | |
| HCM2kAvgQ: | 0 | 27 | 0 | | 0 | 22 | 0 | | 23 | 0 | 18 | | 0 | 0 | 0 | |

Note: Queue reported is the number of cars per lane.

AM Cumulative No Project Thu May 7, 2009 18:01:12 Page 71-1

Folsom South of US-50 Annexation
Cumulative No Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #94 Folsom Blvd/ WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.578
Loss Time (sec): 9 Average Delay (sec/veh): 8.4
Optimal Cycle: 39 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Ignore | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 3 | 0 0 | 0 | 0 | 3 | 0 1 | 1 | 0 | 1! | 0 1 | 0 | 0 | 0 | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 12 | 1997 | 0 | 0 | 1493 | 1489 | 78 | 0 | 210 | 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: | 12 | 1997 | 0 | 0 | 1493 | 1489 | 78 | 0 | 210 | 0 | 0 | 0 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.00 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | | | | |
| PHF Volume: | 13 | 2244 | 0 | 0 | 1678 | 0 | 88 | 0 | 236 | 0 | 0 | 0 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 13 | 2244 | 0 | 0 | 1678 | 0 | 88 | 0 | 236 | 0 | 0 | 0 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| FinalVolume: | 13 | 2244 | 0 | 0 | 1678 | 0 | 88 | 0 | 236 | 0 | 0 | 0 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 0.95 | 0.91 | 1.00 | 1.00 | 0.91 | 1.00 | 0.77 | 1.00 | 0.77 | 1.00 | 1.00 | 1.00 | | | | |
| Lanes: | 1.00 | 3.00 | 0.00 | 0.00 | 3.00 | 1.00 | 1.27 | 0.00 | 1.73 | 0.00 | 0.00 | 0.00 | | | | |
| Final Sat.: | 1805 | 5187 | 0 | 0 | 5187 | 1900 | 1861 | 0 | 2532 | 0 | 0 | 0 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.43 | 0.00 | 0.00 | 0.32 | 0.00 | 0.05 | 0.00 | 0.09 | 0.00 | 0.00 | 0.00 | | | | |
| Crit Moves: | | **** | | **** | | | | | **** | | | | | | | |
| Green/Cycle: | 0.02 | 0.75 | 0.00 | 0.00 | 0.73 | 0.00 | 0.16 | 0.00 | 0.16 | 0.00 | 0.00 | 0.00 | | | | |
| Volume/Cap: | 0.44 | 0.58 | 0.00 | 0.00 | 0.44 | 0.00 | 0.29 | 0.00 | 0.58 | 0.00 | 0.00 | 0.00 | | | | |
| Delay/Veh: | 58.6 | 5.8 | 0.0 | 0.0 | 5.4 | 0.0 | 37.1 | 0.0 | 40.3 | 0.0 | 0.0 | 0.0 | | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| AdjDel/Veh: | 58.6 | 5.8 | 0.0 | 0.0 | 5.4 | 0.0 | 37.1 | 0.0 | 40.3 | 0.0 | 0.0 | 0.0 | | | | |
| LOS by Move: | E | A | A | A | A | A | D | A | D | A | A | A | | | | |
| HCM2kAvgQ: | 0 | 11 | 0 | 0 | 7 | 0 | 2 | 0 | 5 | 0 | 0 | 0 | | | | |

Note: Queue reported is the number of cars per lane.





AM Cumulative No Project Thu May 7, 2009 18:01:12 Page 72-1

Folsom South of US-50 Annexation
Cumulative No Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #95 Folsom Blvd/ EB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.850
Loss Time (sec): 12 Average Delay (sec/veh): 30.5
Optimal Cycle: 91 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Ignore | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 2 | 0 1 | 1 | 0 | 2 | 0 1 | 3 | 0 | 1 | 0 1 | 1 | 0 | 0 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 55 | 582 | 29 | 125 | 1352 | 227 | 1319 | 204 | 48 | 90 | 0 | 128 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 55 | 582 | 29 | 125 | 1352 | 227 | 1319 | 204 | 48 | 90 | 0 | 128 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.00 | 0.89 | 0.89 | 0.89 | | | | |
| PHF Volume: | 62 | 654 | 33 | 140 | 1519 | 255 | 1482 | 229 | 0 | 101 | 0 | 144 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 62 | 654 | 33 | 140 | 1519 | 255 | 1482 | 229 | 0 | 101 | 0 | 144 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | | | | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | | | | |
| FinalVolume: | 62 | 654 | 33 | 140 | 1519 | 255 | 1482 | 229 | 0 | 101 | 0 | 144 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 0.95 | 0.95 | 0.85 | 0.95 | 0.95 | 0.85 | 0.92 | 1.00 | 1.00 | 0.95 | 1.00 | 0.85 | | | | |
| Lanes: | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 3.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | | | | |
| Final Sat.: | 1805 | 3610 | 1615 | 1805 | 3610 | 1615 | 5253 | 1900 | 1900 | 1805 | 0 | 1615 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.18 | 0.02 | 0.08 | 0.42 | 0.16 | 0.28 | 0.12 | 0.00 | 0.06 | 0.00 | 0.09 | | | | |
| Crit Moves: | **** | | | | **** | | **** | | | | | **** | | | | |
| Green/Cycle: | 0.04 | 0.37 | 0.37 | 0.16 | 0.49 | 0.49 | 0.33 | 0.24 | 0.00 | 0.11 | 0.00 | 0.27 | | | | |
| Volume/Cap: | 0.85 | 0.48 | 0.05 | 0.48 | 0.85 | 0.32 | 0.85 | 0.51 | 0.00 | 0.51 | 0.00 | 0.33 | | | | |
| Delay/Veh: | 105.4 | 24.2 | 20.0 | 39.5 | 26.1 | 15.4 | 35.3 | 34.2 | 0.0 | 44.3 | 0.0 | 29.7 | | | | |
| 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: | 105.4 | 24.2 | 20.0 | 39.5 | 26.1 | 15.4 | 35.3 | 34.2 | 0.0 | 44.3 | 0.0 | 29.7 | | | | |
| LOS by Move: | F | C | C | D | C | B | D | C | A | D | A | C | | | | |
| HCM2kAvgQ: | 4 | 8 | 1 | 4 | 22 | 5 | 16 | 6 | 0 | 3 | 0 | 3 | | | | |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Cumulative No Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #96 Prairie City/ WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.946
Loss Time (sec): 6 Average Delay (sec/veh): 30.0
Optimal Cycle: 130 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Ignore | | | | Ignore | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 2 | 0 1 | 0 | 0 | 2 | 0 1 | 0 | 0 | 0 | 0 0 | 2 | 0 | 0 | 0 2 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1771 | 212 | | 0 | 973 | 164 | | 0 | 0 | 0 | | 677 | 0 | 752 | |
| Growth Adj: | 1.00 | 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 | 1771 | 212 | | 0 | 973 | 164 | | 0 | 0 | 0 | | 677 | 0 | 752 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 0 | 1990 | 0 | | 0 | 1093 | 0 | | 0 | 0 | 0 | | 761 | 0 | 845 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 1990 | 0 | | 0 | 1093 | 0 | | 0 | 0 | 0 | | 761 | 0 | 845 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 1990 | 0 | | 0 | 1093 | 0 | | 0 | 0 | 0 | | 761 | 0 | 845 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.95 | 1.00 | | 1.00 | 0.95 | 1.00 | | 1.00 | 1.00 | 1.00 | | 0.59 | 1.00 | 0.75 | |
| Lanes: | 0.00 | 2.00 | 1.00 | | 0.00 | 2.00 | 1.00 | | 0.00 | 0.00 | 0.00 | | 2.00 | 0.00 | 2.00 | |
| Final Sat.: | 0 | 3610 | 1900 | | 0 | 3610 | 1900 | | 0 | 0 | 0 | | 2248 | 0 | 2842 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.55 | 0.00 | | 0.00 | 0.30 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.34 | 0.00 | 0.30 | |
| Crit Moves: | | **** | | | | | | | | | | | **** | | | |
| Green/Cycle: | 0.00 | 0.58 | 0.00 | | 0.00 | 0.58 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.36 | 0.00 | 0.36 | |
| Volume/Cap: | 0.00 | 0.95 | 0.00 | | 0.00 | 0.52 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.95 | 0.00 | 0.83 | |
| Delay/Veh: | 0.0 | 29.2 | 0.0 | | 0.0 | 12.7 | 0.0 | | 0.0 | 0.0 | 0.0 | | 51.0 | 0.0 | 35.3 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 29.2 | 0.0 | | 0.0 | 12.7 | 0.0 | | 0.0 | 0.0 | 0.0 | | 51.0 | 0.0 | 35.3 | |
| LOS by Move: | A | C | A | | A | B | A | | A | A | A | | D | A | D | |
| HCM2kAvgQ: | 0 | 31 | 0 | | 0 | 10 | 0 | | 0 | 0 | 0 | | 16 | 0 | 16 | |

Note: Queue reported is the number of cars per lane.





AM Cumulative No Project Thu May 7, 2009 18:01:12 Page 74-1

Folsom South of US-50 Annexation
Cumulative No Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #97 Prairie City/ EB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.800
Loss Time (sec): 6 Average Delay (sec/veh): 22.2
Optimal Cycle: 58 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 2 | 0 1 | 0 | 0 | 2 | 0 1 | 1 | 1 | 0 | 0 1 | 0 | 0 | 0 | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1400 | 14 | | 0 | 1224 | 0 | | 932 | 2 | 167 | | 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 | 1400 | 14 | | 0 | 1224 | 0 | | 932 | 2 | 167 | | 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: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 0 | 1573 | 16 | | 0 | 1375 | 0 | | 1047 | 2 | 188 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 1573 | 16 | | 0 | 1375 | 0 | | 1047 | 2 | 188 | | 0 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 1573 | 16 | | 0 | 1375 | 0 | | 1047 | 2 | 188 | | 0 | 0 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.95 | 0.85 | | 1.00 | 0.95 | 1.00 | | 0.87 | 0.87 | 0.85 | | 1.00 | 1.00 | 1.00 | |
| Lanes: | 0.00 | 2.00 | 1.00 | | 0.00 | 2.00 | 1.00 | | 1.99 | 0.01 | 1.00 | | 0.00 | 0.00 | 0.00 | |
| Final Sat.: | 0 | 3610 | 1615 | | 0 | 3610 | 1900 | | 3310 | 7 | 1615 | | 0 | 0 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.44 | 0.01 | | 0.00 | 0.38 | 0.00 | | 0.32 | 0.32 | 0.12 | | 0.00 | 0.00 | 0.00 | |
| Crit Moves: | | **** | | | | | | | | **** | | | | | | |
| Green/Cycle: | 0.00 | 0.54 | 0.54 | | 0.00 | 0.54 | 0.00 | | 0.40 | 0.40 | 0.40 | | 0.00 | 0.00 | 0.00 | |
| Volume/Cap: | 0.00 | 0.80 | 0.02 | | 0.00 | 0.70 | 0.00 | | 0.80 | 0.80 | 0.29 | | 0.00 | 0.00 | 0.00 | |
| Delay/Veh: | 0.0 | 20.8 | 10.5 | | 0.0 | 17.9 | 0.0 | | 30.3 | 30.3 | 20.9 | | 0.0 | 0.0 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 20.8 | 10.5 | | 0.0 | 17.9 | 0.0 | | 30.3 | 30.3 | 20.9 | | 0.0 | 0.0 | 0.0 | |
| LOS by Move: | A | C | B | | A | B | A | | C | C | C | | A | A | A | |
| HCM2kAvgQ: | 0 | 21 | 0 | | 0 | 16 | 0 | | 16 | 16 | 4 | | 0 | 0 | 0 | |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Cumulative No Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #98 East Bidwell St/ WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.688
Loss Time (sec): 6 Average Delay (sec/veh): 19.9
Optimal Cycle: 41 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - | R | L | - T | - | R | L | - T | - | R | L | - T | - | R |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Ignore | | | | Ignore | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1173 | 208 | | 0 | 1024 | 466 | | 0 | 0 | 0 | | 536 | 0 | 712 | |
| Growth Adj: | 1.00 | 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 | 1173 | 208 | | 0 | 1024 | 466 | | 0 | 0 | 0 | | 536 | 0 | 712 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 0 | 1318 | 0 | | 0 | 1151 | 0 | | 0 | 0 | 0 | | 602 | 0 | 800 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 1318 | 0 | | 0 | 1151 | 0 | | 0 | 0 | 0 | | 602 | 0 | 800 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 1318 | 0 | | 0 | 1151 | 0 | | 0 | 0 | 0 | | 602 | 0 | 800 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.95 | 1.00 | | 1.00 | 0.91 | 1.00 | | 1.00 | 1.00 | 1.00 | | 0.59 | 1.00 | 0.75 | |
| Lanes: | 0.00 | 2.00 | 1.00 | | 0.00 | 3.00 | 1.00 | | 0.00 | 0.00 | 0.00 | | 2.00 | 0.00 | 2.00 | |
| Final Sat.: | 0 | 3610 | 1900 | | 0 | 5187 | 1900 | | 0 | 0 | 0 | | 2241 | 0 | 2842 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.37 | 0.00 | | 0.00 | 0.22 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.27 | 0.00 | 0.28 | |
| Crit Moves: | | **** | | | | | | | | | | | | | **** | |
| Green/Cycle: | 0.00 | 0.53 | 0.00 | | 0.00 | 0.53 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.41 | 0.00 | 0.41 | |
| Volume/Cap: | 0.00 | 0.69 | 0.00 | | 0.00 | 0.42 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.66 | 0.00 | 0.69 | |
| Delay/Veh: | 0.0 | 18.4 | 0.0 | | 0.0 | 14.2 | 0.0 | | 0.0 | 0.0 | 0.0 | | 25.6 | 0.0 | 26.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 18.4 | 0.0 | | 0.0 | 14.2 | 0.0 | | 0.0 | 0.0 | 0.0 | | 25.6 | 0.0 | 26.0 | |
| LOS by Move: | A | B | A | | A | B | A | | A | A | A | | C | A | C | |
| HCM2kAvgQ: | 0 | 16 | 0 | | 0 | 8 | 0 | | 0 | 0 | 0 | | 9 | 0 | 12 | |

Note: Queue reported is the number of cars per lane.





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Folsom South of US-50 Annexation
Cumulative No Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #99 East Bidwell St/ EB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.713
Loss Time (sec): 6 Average Delay (sec/veh): 20.3
Optimal Cycle: 44 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - | R | L | - T | - | R | L | - T | - | R | L | - T | - | R |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Ignore | | | | Ignore | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 2 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 771 | 268 | | 0 | 1171 | 389 | | 610 | 0 | 277 | | 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 | 771 | 268 | | 0 | 1171 | 389 | | 610 | 0 | 277 | | 0 | 0 | 0 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 0 | 866 | 0 | | 0 | 1316 | 0 | | 685 | 0 | 311 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 866 | 0 | | 0 | 1316 | 0 | | 685 | 0 | 311 | | 0 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 866 | 0 | | 0 | 1316 | 0 | | 685 | 0 | 311 | | 0 | 0 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.95 | 1.00 | | 1.00 | 0.95 | 1.00 | | 0.59 | 1.00 | 0.85 | | 1.00 | 1.00 | 1.00 | |
| Lanes: | 0.00 | 2.00 | 1.00 | | 0.00 | 2.00 | 1.00 | | 2.00 | 0.00 | 1.00 | | 0.00 | 0.00 | 0.00 | |
| Final Sat.: | 0 | 3610 | 1900 | | 0 | 3610 | 1900 | | 2241 | 0 | 1615 | | 0 | 0 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.24 | 0.00 | | 0.00 | 0.36 | 0.00 | | 0.31 | 0.00 | 0.19 | | 0.00 | 0.00 | 0.00 | |
| Crit Moves: | | | | | | **** | | | **** | | | | | | | |
| Green/Cycle: | 0.00 | 0.51 | 0.00 | | 0.00 | 0.51 | 0.00 | | 0.43 | 0.00 | 0.43 | | 0.00 | 0.00 | 0.00 | |
| Volume/Cap: | 0.00 | 0.47 | 0.00 | | 0.00 | 0.71 | 0.00 | | 0.71 | 0.00 | 0.45 | | 0.00 | 0.00 | 0.00 | |
| Delay/Veh: | 0.0 | 15.9 | 0.0 | | 0.0 | 20.1 | 0.0 | | 26.0 | 0.0 | 20.7 | | 0.0 | 0.0 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 15.9 | 0.0 | | 0.0 | 20.1 | 0.0 | | 26.0 | 0.0 | 20.7 | | 0.0 | 0.0 | 0.0 | |
| LOS by Move: | A | B | A | | A | C | A | | C | A | C | | A | A | A | |
| HCM2kAvgQ: | 0 | 9 | 0 | | 0 | 16 | 0 | | 10 | 0 | 7 | | 0 | 0 | 0 | |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Cumulative No Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #100 El Dorado Hills Blvd/ WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.527
Loss Time (sec): 0 Average Delay (sec/veh): 0.1
Optimal Cycle: 30 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - | R | L | - T | - | R | L | - T | - | R | L | - T | - | R |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1678 | 0 | | 0 | 2432 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 0 | 1678 | 0 | | 0 | 2432 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 0 | 1885 | 0 | | 0 | 2733 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 1885 | 0 | | 0 | 2733 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 1885 | 0 | | 0 | 2733 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.91 | 1.00 | | 1.00 | 0.91 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Lanes: | 0.00 | 3.00 | 0.00 | | 0.00 | 3.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | |
| Final Sat.: | 0 | 5187 | 0 | | 0 | 5187 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.36 | 0.00 | | 0.00 | 0.53 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | |
| Crit Moves: | | | | | | **** | | | | | | | | | | |
| Green/Cycle: | 0.00 | 1.00 | 0.00 | | 0.00 | 1.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | |
| Volume/Cap: | 0.00 | 0.36 | 0.00 | | 0.00 | 0.53 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | | 0.0 | 0.1 | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | | 0.0 | 0.1 | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | |
| LOS by Move: | A | A | A | | A | A | A | | A | A | A | | A | A | A | |
| HCM2kAvgQ: | 0 | 1 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |

Note: Queue reported is the number of cars per lane.





AM Cumulative No Project Thu May 7, 2009 18:01:12 Page 78-1

Folsom South of US-50 Annexation
Cumulative No Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #101 El Dorado Hills Blvd/ EB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.487
Loss Time (sec): 6 Average Delay (sec/veh): 4.4
Optimal Cycle: 27 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - | R | L | - T | - | R | L | - T | - | R | L | - T | - | R |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Ignore | | | | Ignore | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 3 | 0 | 1 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1594 | 228 | | 176 | 2115 | 0 | | 0 | 0 | 1783 | | 0 | 0 | 380 | |
| Growth Adj: | 1.00 | 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 | 1594 | 228 | | 176 | 2115 | 0 | | 0 | 0 | 1783 | | 0 | 0 | 380 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.00 | |
| PHF Volume: | 0 | 1791 | 256 | | 198 | 2376 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 1791 | 256 | | 198 | 2376 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| FinalVolume: | 0 | 1791 | 256 | | 198 | 2376 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.97 | 0.91 | 0.85 | | 0.95 | 0.91 | 1.00 | | 1.00 | 1.00 | 0.88 | | 1.00 | 1.00 | 1.00 | |
| Lanes: | 2.00 | 3.00 | 1.00 | | 1.00 | 3.00 | 0.00 | | 0.00 | 0.00 | 2.00 | | 0.00 | 0.00 | 1.00 | |
| Final Sat.: | 3686 | 5187 | 1615 | | 1805 | 5187 | 0 | | 0 | 0 | 3344 | | 0 | 0 | 1900 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.35 | 0.16 | | 0.11 | 0.46 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | |
| Crit Moves: | **** | | | | | **** | | | | | | | | | | |
| Green/Cycle: | 0.00 | 0.71 | 0.71 | | 0.23 | 0.94 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | |
| Volume/Cap: | 0.00 | 0.48 | 0.22 | | 0.48 | 0.49 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | |
| Delay/Veh: | 0.0 | 6.4 | 5.0 | | 34.5 | 0.4 | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 6.4 | 5.0 | | 34.5 | 0.4 | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | |
| LOS by Move: | A | A | A | | C | A | A | | A | A | A | | A | A | A | |
| HCM2kAvgQ: | 0 | 9 | 3 | | 5 | 3 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |

Note: Queue reported is the number of cars per lane.

AM Cumulative No Project Thu May 7, 2009 18:01:12 Page 79-1

Folsom South of US-50 Annexation
Cumulative No Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #102 Sunrise Rd/ Jackson Hwy-SR16

Cycle (sec): 100 Critical Vol./Cap. (X): 0.808
Loss Time (sec): 12 Average Delay (sec/veh): 29.4
Optimal Cycle: 79 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 2 | 0 1 | 2 | 0 | 2 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 16 | 992 | 193 | | 85 | 438 | 96 | | 90 | 567 | 12 | | 251 | 1413 | 25 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 16 | 992 | 193 | | 85 | 438 | 96 | | 90 | 567 | 12 | | 251 | 1413 | 25 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 18 | 1115 | 217 | | 96 | 492 | 108 | | 101 | 637 | 13 | | 282 | 1588 | 28 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 18 | 1115 | 217 | | 96 | 492 | 108 | | 101 | 637 | 13 | | 282 | 1588 | 28 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 18 | 1115 | 217 | | 96 | 492 | 108 | | 101 | 637 | 13 | | 282 | 1588 | 28 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.91 | 0.85 | | 0.92 | 0.91 | 0.85 | | 0.92 | 0.95 | 0.85 | | 0.92 | 0.95 | 0.85 | |
| Lanes: | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 2.00 | 1.00 | | 2.00 | 2.00 | 1.00 | |
| Final Sat.: | 3502 | 5187 | 1615 | | 3502 | 5187 | 1615 | | 3502 | 3610 | 1615 | | 3502 | 3610 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.21 | 0.13 | | 0.03 | 0.09 | 0.07 | | 0.03 | 0.18 | 0.01 | | 0.08 | 0.44 | 0.02 | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.02 | 0.27 | 0.45 | | 0.03 | 0.28 | 0.32 | | 0.04 | 0.40 | 0.41 | | 0.18 | 0.54 | 0.58 | |
| Volume/Cap: | 0.33 | 0.81 | 0.30 | | 0.81 | 0.33 | 0.21 | | 0.81 | 0.44 | 0.02 | | 0.44 | 0.81 | 0.03 | |
| Delay/Veh: | 52.4 | 38.0 | 17.8 | | 80.3 | 28.4 | 25.0 | | 78.7 | 22.2 | 17.3 | | 36.9 | 21.1 | 9.1 | |
| 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: | 52.4 | 38.0 | 17.8 | | 80.3 | 28.4 | 25.0 | | 78.7 | 22.2 | 17.3 | | 36.9 | 21.1 | 9.1 | |
| LOS by Move: | D | D | B | | F | C | C | | E | C | B | | D | C | A | |
| HCM2kAvgQ: | 0 | 12 | 4 | | 2 | 4 | 2 | | 3 | 8 | 0 | | 4 | 21 | 0 | |

Note: Queue reported is the number of cars per lane.





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Folsom South of US-50 Annexation
Cumulative No Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #103 Grant Line Rd/ Jackson Rd- SR16

Cycle (sec): 100 Critical Vol./Cap. (X): 0.541
Loss Time (sec): 12 Average Delay (sec/veh): 25.7
Optimal Cycle: 44 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 2 | 0 1 | 2 | 0 | 2 | 0 2 | 2 | 0 | 2 | 0 2 | 2 | 0 | 2 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 172 | 772 | 53 | | 2 | 683 | 136 | | 57 | 409 | 197 | | 183 | 611 | 2 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 172 | 772 | 53 | | 2 | 683 | 136 | | 57 | 409 | 197 | | 183 | 611 | 2 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 193 | 867 | 60 | | 2 | 767 | 153 | | 64 | 460 | 221 | | 206 | 687 | 2 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 193 | 867 | 60 | | 2 | 767 | 153 | | 64 | 460 | 221 | | 206 | 687 | 2 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 193 | 867 | 60 | | 2 | 767 | 153 | | 64 | 460 | 221 | | 206 | 687 | 2 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.95 | 0.85 | | 0.92 | 0.95 | 0.75 | | 0.92 | 0.95 | 0.75 | | 0.92 | 0.95 | 0.85 | |
| Lanes: | 2.00 | 2.00 | 1.00 | | 2.00 | 2.00 | 2.00 | | 2.00 | 2.00 | 2.00 | | 2.00 | 2.00 | 1.00 | |
| Final Sat.: | 3502 | 3610 | 1615 | | 3502 | 3610 | 2842 | | 3502 | 3610 | 2842 | | 3502 | 3610 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.06 | 0.24 | 0.04 | | 0.00 | 0.21 | 0.05 | | 0.02 | 0.13 | 0.08 | | 0.06 | 0.19 | 0.00 | |
| Crit Moves: | **** | | | | | **** | | | **** | | | | | **** | | |
| Green/Cycle: | 0.10 | 0.49 | 0.62 | | 0.00 | 0.39 | 0.43 | | 0.03 | 0.26 | 0.37 | | 0.12 | 0.35 | 0.35 | |
| Volume/Cap: | 0.54 | 0.49 | 0.06 | | 0.49 | 0.54 | 0.13 | | 0.54 | 0.48 | 0.21 | | 0.48 | 0.54 | 0.00 | |
| Delay/Veh: | 44.4 | 17.1 | 7.7 | | 113.7 | 23.8 | 17.4 | | 52.6 | 31.5 | 21.9 | | 41.9 | 26.5 | 21.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 44.4 | 17.1 | 7.7 | | 113.7 | 23.8 | 17.4 | | 52.6 | 31.5 | 21.9 | | 41.9 | 26.5 | 21.0 | |
| LOS by Move: | D | B | A | | F | C | B | | D | C | C | | D | C | C | |
| HCM2kAvgQ: | 4 | 9 | 1 | | 0 | 9 | 2 | | 1 | 6 | 3 | | 4 | 9 | 0 | |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Cumulative No Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #104 Oak Ave Pkwy/ WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.475
Loss Time (sec): 6 Average Delay (sec/veh): 7.6
Optimal Cycle: 26 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Ignore | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 | 2 | 0 1 | 0 | 0 | 2 | 0 1 | 0 | 0 | 0 | 0 0 | 0 | 0 | 0 | 0 2 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1143 | 0 | 0 | 1045 | 161 | 0 | 0 | 0 | 0 | 0 | 229 | | | | |
| Growth Adj: | 1.00 | 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 | 1143 | 0 | 0 | 1045 | 161 | 0 | 0 | 0 | 0 | 0 | 229 | | | | |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.89 | 0.89 | 0.00 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | | | | |
| PHF Volume: | 0 | 1284 | 0 | 0 | 1174 | 181 | 0 | 0 | 0 | 0 | 0 | 257 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 0 | 1284 | 0 | 0 | 1174 | 181 | 0 | 0 | 0 | 0 | 0 | 257 | | | | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| FinalVolume: | 0 | 1284 | 0 | 0 | 1174 | 181 | 0 | 0 | 0 | 0 | 0 | 257 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 0.85 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.75 | | | | |
| Lanes: | 0.00 | 2.00 | 1.00 | 0.00 | 2.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 | | | | |
| Final Sat.: | 0 | 3610 | 1900 | 0 | 3610 | 1615 | 0 | 0 | 0 | 0 | 0 | 2842 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.36 | 0.00 | 0.00 | 0.33 | 0.11 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.09 | | | | |
| Crit Moves: | | **** | | | | | | | | | | **** | | | | |
| Green/Cycle: | 0.00 | 0.75 | 0.00 | 0.00 | 0.75 | 0.75 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.19 | | | | |
| Volume/Cap: | 0.00 | 0.47 | 0.00 | 0.00 | 0.43 | 0.15 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.47 | | | | |
| Delay/Veh: | 0.0 | 5.0 | 0.0 | 0.0 | 4.8 | 3.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 36.7 | | | | |
| 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: | 0.0 | 5.0 | 0.0 | 0.0 | 4.8 | 3.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 36.7 | | | | |
| LOS by Move: | A | A | A | A | A | A | A | A | A | A | A | D | | | | |
| HCM2kAvgQ: | 0 | 8 | 0 | 0 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 4 | | | | |

Note: Queue reported is the number of cars per lane.





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Folsom South of US-50 Annexation
Cumulative No Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #105 Oak Ave Pkwy/ EB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.582
Loss Time (sec): 0 Average Delay (sec/veh): 0.4
Optimal Cycle: 34 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Ignore | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 | 0 | 0 1 | 0 | 0 | 0 | 0 1 | 2 | 0 | 0 | 0 0 | 0 | 0 | 0 | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 161 | 1143 | 0 | 0 | 0 | 0 | 0 | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 0 | 0 | 0 | 0 | 0 | 161 | 1143 | 0 | 0 | 0 | 0 | 0 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.00 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | | | | |
| PHF Volume: | 0 | 0 | 0 | 0 | 0 | 0 | 1284 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 1284 | 0 | 0 | 0 | 0 | 0 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| FinalVolume: | 0 | 0 | 0 | 0 | 0 | 0 | 1284 | 0 | 0 | 0 | 0 | 0 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.58 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Lanes: | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 2.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | | | |
| Final Sat.: | 0 | 0 | 1900 | 0 | 0 | 1900 | 2208 | 0 | 0 | 0 | 0 | 0 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.58 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | | | |
| Crit Moves: | | | | | | | **** | | | | | | | | | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | | | |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.58 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | | | |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | |
| LOS by Move: | A | A | A | A | A | A | A | A | A | A | A | A | | | | |
| HCM2kAvgQ: | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | | | | |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Cumulative No Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #106 Empire Ranch Rd/ WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.634
Loss Time (sec): 6 Average Delay (sec/veh): 16.4
Optimal Cycle: 36 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 | 3 | 0 1 | 0 | 0 | 3 | 0 1 | 0 | 0 | 0 | 0 0 | 2 | 0 | 0 | 0 2 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 186 | 0 | 0 | 603 | 548 | 0 | 0 | 0 | 0 | 0 | 543 | | | | |
| Growth Adj: | 1.00 | 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 | 186 | 0 | 0 | 603 | 548 | 0 | 0 | 0 | 0 | 0 | 543 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | | | | |
| PHF Volume: | 0 | 209 | 0 | 0 | 678 | 616 | 0 | 0 | 0 | 0 | 0 | 610 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 0 | 209 | 0 | 0 | 678 | 616 | 0 | 0 | 0 | 0 | 0 | 610 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| 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: | 0 | 209 | 0 | 0 | 678 | 616 | 0 | 0 | 0 | 0 | 0 | 610 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 1.00 | 0.91 | 1.00 | 1.00 | 0.91 | 0.85 | 1.00 | 1.00 | 1.00 | 0.97 | 1.00 | 0.75 | | | | |
| Lanes: | 0.00 | 3.00 | 1.00 | 0.00 | 3.00 | 1.00 | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 2.00 | | | | |
| Final Sat.: | 0 | 5187 | 1900 | 0 | 5187 | 1615 | 0 | 0 | 0 | 3686 | 0 | 2842 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.04 | 0.00 | 0.00 | 0.13 | 0.38 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.21 | | | | |
| Crit Moves: | | | | | | **** | | | | | | **** | | | | |
| Green/Cycle: | 0.00 | 0.60 | 0.00 | 0.00 | 0.60 | 0.60 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.34 | | | | |
| Volume/Cap: | 0.00 | 0.07 | 0.00 | 0.00 | 0.22 | 0.63 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.63 | | | | |
| Delay/Veh: | 0.0 | 8.3 | 0.0 | 0.0 | 9.2 | 14.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 29.2 | | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| AdjDel/Veh: | 0.0 | 8.3 | 0.0 | 0.0 | 9.2 | 14.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 29.2 | | | | |
| LOS by Move: | A | A | A | A | A | B | A | A | A | A | A | C | | | | |
| HCM2kAvgQ: | 0 | 1 | 0 | 0 | 3 | 12 | 0 | 0 | 0 | 0 | 0 | 10 | | | | |

Note: Queue reported is the number of cars per lane.





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Folsom South of US-50 Annexation
Cumulative No Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #107 Empire Ranch Rd/ EB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.101
Loss Time (sec): 6 Average Delay (sec/veh): 0.2
Optimal Cycle: 16 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Ignore | | | | Ignore | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 | 0 | 0 0 | 0 | 0 | 0 | 0 1 | 2 | 0 | 0 | 0 0 | 0 | 0 | 0 | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 0 | 0 | 603 | 186 | 0 | 0 | 0 | 0 | 0 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 0 | 0 | 0 | 0 | 0 | 603 | 186 | 0 | 0 | 0 | 0 | 0 | | | | |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.89 | 0.89 | 0.00 | 0.89 | 0.89 | 0.00 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | | | | |
| PHF Volume: | 0 | 0 | 0 | 0 | 0 | 0 | 209 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 209 | 0 | 0 | 0 | 0 | 0 | | | | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| FinalVolume: | 0 | 0 | 0 | 0 | 0 | 0 | 209 | 0 | 0 | 0 | 0 | 0 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.58 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Lanes: | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.00 | 2.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | | | |
| Final Sat.: | 0 | 0 | 0 | 0 | 0 | 1900 | 2208 | 0 | 0 | 0 | 0 | 0 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.09 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | | | |
| Crit Moves: | | | | | | | **** | | | | | | | | | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.94 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | | | |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | | | |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | |
| LOS by Move: | A | A | A | A | A | A | A | A | A | A | A | A | | | | |
| HCM2kAvgQ: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Cumulative No Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #108 Silva Way/ WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.965
Loss Time (sec): 6 Average Delay (sec/veh): 39.4
Optimal Cycle: 155 Level of Service: D

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Ignore | | | | Ignore | | | | Include | | | | Ignore | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 | 2 | 0 1 | 0 | 0 | 2 | 0 1 | 0 | 0 | 0 | 0 0 | 2 | 0 | 0 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 549 | 103 | 0 | 1139 | 669 | 0 | 0 | 0 | 1095 | 0 | 118 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 0 | 549 | 103 | 0 | 1139 | 669 | 0 | 0 | 0 | 1095 | 0 | 118 | | | | |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | | | | |
| PHF Adj: | 0.89 | 0.89 | 0.00 | 0.89 | 0.89 | 0.00 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.00 | | | | |
| PHF Volume: | 0 | 617 | 0 | 0 | 1280 | 0 | 0 | 0 | 0 | 1230 | 0 | 0 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 0 | 617 | 0 | 0 | 1280 | 0 | 0 | 0 | 0 | 1230 | 0 | 0 | | | | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | | | | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | | | | |
| FinalVolume: | 0 | 617 | 0 | 0 | 1280 | 0 | 0 | 0 | 0 | 1230 | 0 | 0 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 0.59 | 1.00 | 1.00 | | | | |
| Lanes: | 0.00 | 2.00 | 1.00 | 0.00 | 2.00 | 1.00 | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 1.00 | | | | |
| Final Sat.: | 0 | 3610 | 1900 | 0 | 3610 | 1900 | 0 | 0 | 0 | 2226 | 0 | 1900 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.17 | 0.00 | 0.00 | 0.35 | 0.00 | 0.00 | 0.00 | 0.00 | 0.55 | 0.00 | 0.00 | | | | |
| Crit Moves: | | | | | **** | | | | | **** | | | | | | |
| Green/Cycle: | 0.00 | 0.37 | 0.00 | 0.00 | 0.37 | 0.00 | 0.00 | 0.00 | 0.00 | 0.57 | 0.00 | 0.00 | | | | |
| Volume/Cap: | 0.00 | 0.47 | 0.00 | 0.00 | 0.97 | 0.00 | 0.00 | 0.00 | 0.00 | 0.97 | 0.00 | 0.00 | | | | |
| Delay/Veh: | 0.0 | 24.4 | 0.0 | 0.0 | 48.0 | 0.0 | 0.0 | 0.0 | 0.0 | 37.9 | 0.0 | 0.0 | | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| AdjDel/Veh: | 0.0 | 24.4 | 0.0 | 0.0 | 48.0 | 0.0 | 0.0 | 0.0 | 0.0 | 37.9 | 0.0 | 0.0 | | | | |
| LOS by Move: | A | C | A | A | D | A | A | A | A | D | A | A | | | | |
| HCM2kAvgQ: | 0 | 7 | 0 | 0 | 26 | 0 | 0 | 0 | 0 | 24 | 0 | 0 | | | | |

Note: Queue reported is the number of cars per lane.





AM Cumulative No Project Thu May 7, 2009 18:01:12 Page 86-1

Folsom South of US-50 Annexation
Cumulative No Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #109 Silva Way/ EB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.717
Loss Time (sec): 6 Average Delay (sec/veh): 4.9
Optimal Cycle: 44 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Ovl | | | | Ovl | | | | Ignore | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 | 2 | 0 1 | 0 | 0 | 2 | 0 1 | 2 | 0 | 0 | 0 1 | 0 | 0 | 0 | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 637 | 396 | 0 | 1958 | 276 | 137 | 0 | 151 | 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 | 637 | 396 | 0 | 1958 | 276 | 137 | 0 | 151 | 0 | 0 | 0 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.00 | 0.89 | 0.89 | 0.89 | | | | |
| PHF Volume: | 0 | 716 | 445 | 0 | 2200 | 310 | 154 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 0 | 716 | 445 | 0 | 2200 | 310 | 154 | 0 | 0 | 0 | 0 | 0 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | | | | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | | | | |
| FinalVolume: | 0 | 716 | 445 | 0 | 2200 | 310 | 154 | 0 | 0 | 0 | 0 | 0 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 1.00 | 0.95 | 0.85 | 1.00 | 0.95 | 0.85 | 0.63 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Lanes: | 0.00 | 2.00 | 1.00 | 0.00 | 2.00 | 1.00 | 2.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | | | | |
| Final Sat.: | 0 | 3610 | 1615 | 0 | 3610 | 1615 | 2389 | 0 | 1900 | 0 | 0 | 0 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.20 | 0.28 | 0.00 | 0.61 | 0.19 | 0.06 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | | | |
| Crit Moves: | | | | | **** | | **** | | | | | | | | | |
| Green/Cycle: | 0.00 | 0.85 | 0.85 | 0.00 | 0.85 | 0.85 | 0.09 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | | | |
| Volume/Cap: | 0.00 | 0.23 | 0.32 | 0.00 | 0.72 | 0.23 | 0.72 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | | | |
| Delay/Veh: | 0.0 | 1.4 | 1.7 | 0.0 | 3.7 | 1.5 | 55.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| AdjDel/Veh: | 0.0 | 1.4 | 1.7 | 0.0 | 3.7 | 1.5 | 55.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | |
| LOS by Move: | A | A | A | A | A | A | E | A | A | A | A | A | | | | |
| HCM2kAvgQ: | 0 | 2 | 3 | 0 | 13 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | | | | |

Note: Queue reported is the number of cars per lane.

LEVEL OF SERVICE WORKSHEETS

# CUMULATIVE CONDITIONS
# NO PROJECT (NP) ALTERNATIVE
# PM PEAK HOUR

PM Cumulative No Project Fri May 8, 2009 10:42:06 Page 2-1

Folsom South of US-50 Annexation
Cumulative No Project PM

Impact Analysis Report
Level Of Service

| Intersection | Base LOS | Base Del/ Veh | Base V/ C | Future LOS | Future Del/ Veh | Future V/ C | Change in |
|---|---|---|---|---|---|---|---|
| # 1 Folsom Blvd/ Blue Ravine Rd | E | 64.0 | 1.049 | E | 64.0 | 1.049 | + 0.000 D/V |
| # 2 Sibly Street/ Blue Ravine Road | C | 30.3 | 0.741 | C | 30.3 | 0.741 | + 0.000 D/V |
| # 3 Oak Avenue Parkway/ Blue Ravin | D | 37.2 | 0.816 | D | 37.2 | 0.816 | + 0.000 D/V |
| # 4 Empire Ranch Road/ Natoma Stre | A | 8.8 | 0.632 | A | 8.8 | 0.632 | + 0.000 D/V |
| # 5 Oak Avenue Parkway/ Riley Stre | C | 24.7 | 0.725 | C | 24.7 | 0.725 | + 0.000 D/V |
| # 6 Oak Avenue Parkway/ East Bidwe | D | 40.8 | 0.897 | D | 40.8 | 0.897 | + 0.000 D/V |
| # 7 East Bidwell St/Nesmith Ct | D | 54.8 | 1.066 | D | 54.8 | 1.066 | + 0.000 D/V |
| # 8 East Bidwell St/Scholar Way | B | 14.3 | 0.627 | B | 14.3 | 0.627 | + 0.000 D/V |
| # 9 East Bidwell St/Power Center D | B | 18.8 | 0.722 | B | 18.8 | 0.722 | + 0.000 D/V |
| # 10 Broadstone Pkwy/ East Bidwell | C | 31.5 | 0.773 | C | 31.5 | 0.773 | + 0.000 D/V |
| # 11 Empire Ranch Road/ Broadstone | C | 21.7 | 0.493 | C | 21.7 | 0.493 | + 0.000 D/V |
| # 12 Oak Avenue Prky / Haverhill Dr | A | 9.7 | 0.560 | A | 9.7 | 0.560 | + 0.000 D/V |
| # 13 Oak Avenue Prky / Haldion Wy | B | 11.5 | 0.582 | B | 11.5 | 0.582 | + 0.000 D/V |
| # 14 Folsom Blvd/ Iron Point Road | C | 26.3 | 0.931 | C | 26.3 | 0.931 | + 0.000 D/V |
| # 15 Prairie City Rd/ Iron Point Rd | C | 32.3 | 0.744 | C | 32.3 | 0.744 | + 0.000 D/V |
| # 16 Grover Rd/ Iron Point Rd | B | 11.5 | 0.473 | B | 11.5 | 0.473 | + 0.000 D/V |
| # 17 McAdoo Dr/ Iron Point Rd | B | 15.1 | 0.466 | B | 15.1 | 0.466 | + 0.000 D/V |
| # 18 Oak Ave Pkwy/ Iron Point Rd | D | 44.0 | 0.939 | D | 44.0 | 0.939 | + 0.000 D/V |
| # 19 Rowberry Dr/ Iron Point Rd | A | 9.7 | 0.416 | A | 9.7 | 0.416 | + 0.000 D/V |
| # 20 Broadstone Pkwy/ Iron Point Rd | C | 20.4 | 0.471 | C | 20.4 | 0.471 | + 0.000 D/V |
| # 21 East Bidwell St/ Iron Point Rd | E | 60.6 | 1.056 | E | 60.6 | 1.056 | + 0.000 D/V |
| # 22 Cavitt Dr/ Iron Point Rd | C | 21.5 | 0.622 | C | 21.5 | 0.622 | + 0.000 D/V |
| # 23 Serpa Way / Iron Point Rd | D | 39.2 | 0.940 | D | 39.2 | 0.940 | + 0.000 D/V |
| # 24 Empire Ranch Road/ Iron Point | E | 60.7 | 1.033 | E | 60.7 | 1.033 | + 0.000 D/V |

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PM Cumulative No Project Fri May 8, 2009 10:42:06 Page 2-2

Folsom South of US-50 Annexation
Cumulative No Project PM

| Intersection | Base LOS | Base Del/ Veh | Base V/ C | Future LOS | Future Del/ Veh | Future V/ C | Change in |
|---|---|---|---|---|---|---|---|
| # 25 Prairie City Rd/ High School | C | 24.3 | 0.563 | C | 24.3 | 0.563 | + 0.000 D/V |
| # 26 East Bidwell Street / Placervi | F | OVRFL | 3.869 | F | OVRFL | 3.869 | + 0.000 D/V |
| # 27 Prairie City Rd/ White Rock Rd | C | 26.4 | 0.900 | C | 26.4 | 0.900 | + 0.000 D/V |
| # 28 Scott Rd (South)/ White Rock R | A | 9.8 | 0.725 | A | 9.8 | 0.725 | + 0.000 D/V |
| # 29 Scott Rd (North)/ White Rock R | C | 27.2 | 0.886 | C | 27.2 | 0.886 | + 0.000 D/V |
| # 30 Placerville Rd/ White Rock Rd | C | 21.4 | 0.080 | C | 21.4 | 0.080 | + 0.000 D/V |
| # 32 Prairie City Rd/ Easton Valley | B | 18.5 | 0.604 | B | 18.5 | 0.604 | + 0.000 D/V |
| # 57 Hazel Blvd/ Gold Country | F | xxxxx | 1.250 | F | xxxxx | 1.250 | + 0.000 V/C |
| # 58 Hazel Ave/ Folsom Blvd | D | xxxxx | 0.808 | D | xxxxx | 0.808 | + 0.000 V/C |
| # 59 Grant Line Rd/ White Rock Rd | D | xxxxx | 0.898 | D | xxxxx | 0.898 | + 0.000 V/C |
| # 60 Grant Line Rd/ Sunrise Rd | B | xxxxx | 0.690 | B | xxxxx | 0.690 | + 0.000 V/C |
| # 61 Hazel Ave/ Easton Valley Pkwy | B | xxxxx | 0.675 | B | xxxxx | 0.675 | + 0.000 V/C |
| # 62 Aerojet Road/ Easton Valley Pk | A | xxxxx | 0.592 | A | xxxxx | 0.592 | + 0.000 V/C |
| # 63 Alabama Ave/ Easton Valley Pkw | A | xxxxx | 0.314 | A | xxxxx | 0.314 | + 0.000 V/C |
| # 64 Glenborough Rd/ Easton Valley | A | xxxxx | 0.347 | A | xxxxx | 0.347 | + 0.000 V/C |
| # 65 Sunrise Blvd/ White Rock Rd | B | xxxxx | 0.681 | B | xxxxx | 0.681 | + 0.000 V/C |
| # 66 Fitzgerald Road / White Rock R | A | xxxxx | 0.340 | A | xxxxx | 0.340 | + 0.000 V/C |
| # 67 Sunrise Blvd/ Douglas Rd | D | xxxxx | 0.810 | D | xxxxx | 0.810 | + 0.000 V/C |
| # 68 Grant Line Rd/ Douglas Rd | B | xxxxx | 0.608 | B | xxxxx | 0.608 | + 0.000 V/C |
| # 69 Grant Line Rd/ Kiefer Boulevar | B | xxxxx | 0.629 | B | xxxxx | 0.629 | + 0.000 V/C |
| # 70 Rancho Cordova Pkwy/ Easton Va | E | xxxxx | 0.988 | E | xxxxx | 0.988 | + 0.000 V/C |
| # 71 Rancho Cordova Pkwy/ White Roc | D | xxxxx | 0.866 | D | xxxxx | 0.866 | + 0.000 V/C |
| # 72 International Drive/White Rock | B | xxxxx | 0.659 | B | xxxxx | 0.659 | + 0.000 V/C |
| # 73 Rio Del Oro Prky/ White Rock R | A | xxxxx | 0.362 | A | xxxxx | 0.362 | + 0.000 V/C |
| # 74 Villagio Prky/ White Rock Rd | A | xxxxx | 0.435 | A | xxxxx | 0.435 | + 0.000 V/C |

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Folsom South of US-50 Annexation
Cumulative No Project PM

| Intersection | Base LOS | Base Del/ Veh | Base V/ C | Future LOS | Future Del/ Veh | Future V/ C | Change in |
|---|---|---|---|---|---|---|---|
| # 75 Sunrise Rd/ International Dr | C | xxxxx | 0.719 | C | xxxxx | 0.719 | + 0.000 V/C |
| # 76 Villagio Prky/Americanos Blvd | A | xxxxx | 0.559 | A | xxxxx | 0.559 | + 0.000 V/C |
| # 77 Grant Line Rd/Centenial | B | xxxxx | 0.670 | B | xxxxx | 0.670 | + 0.000 V/C |
| # 78 Villagio Prky/ Rancho Cordova | C | 22.2 | 0.535 | C | 22.2 | 0.535 | + 0.000 D/V |
| # 79 Rancho Cordova Pkwy/ Douglas R | C | xxxxx | 0.770 | C | xxxxx | 0.770 | + 0.000 V/C |
| # 80 Americanos Blvd/ Douglas Rd | C | xxxxx | 0.778 | C | xxxxx | 0.778 | + 0.000 V/C |
| # 81 Grant Line Rd/ Chrysanthy Blvd | B | xxxxx | 0.638 | B | xxxxx | 0.638 | + 0.000 V/C |
| # 82 Grant Line Rd/ Rancho Cordova | A | xxxxx | 0.385 | A | xxxxx | 0.385 | + 0.000 V/C |
| # 83 White Rock Rd/ Carson Crossing | C | 22.6 | 0.744 | C | 22.6 | 0.744 | + 0.000 D/V |
| # 84 White Rock Rd/ Stonebriar Rd | B | 11.2 | 0.405 | B | 11.2 | 0.405 | + 0.000 D/V |
| # 85 White Rock Rd/ Windfield Way | C | 29.6 | 0.813 | C | 29.6 | 0.813 | + 0.000 D/V |
| # 86 White Rock Rd/ Latrobe Rd | C | 32.0 | 0.740 | C | 32.0 | 0.740 | + 0.000 D/V |
| # 87 White Rock Rd/ Valley View Pkw | F | 81.1 | 1.126 | F | 81.1 | 1.126 | + 0.000 D/V |
| # 88 El Dorado Hills Blvd/Serrano P | C | 25.6 | 0.781 | C | 25.6 | 0.781 | + 0.000 D/V |
| # 89 El Dorado Hills Blvd/Saratoga | D | 40.2 | 0.910 | D | 40.2 | 0.910 | + 0.000 D/V |
| # 90 El Dorado Hills Blvd/Park Driv | C | 29.5 | 0.846 | C | 29.5 | 0.846 | + 0.000 D/V |
| # 91 Latrobe Rd/ Town Center Blvd | F | 95.5 | 1.190 | F | 95.5 | 1.190 | + 0.000 D/V |
| # 92 Hazel Blvd/ Tributary- WB US 5 | F | 94.1 | 1.269 | F | 94.1 | 1.269 | + 0.000 D/V |
| # 93 Hazel Ave/ EB US-50 Ramps | F | 152.4 | 1.401 | F | 152.4 | 1.401 | + 0.000 D/V |
| # 94 Folsom Blvd/ WB US 50 Ramps | B | 13.3 | 0.619 | B | 13.3 | 0.619 | + 0.000 D/V |
| # 95 Folsom Blvd/ EB US 50 Ramps | D | 39.1 | 0.872 | D | 39.1 | 0.872 | + 0.000 D/V |
| # 96 Prairie City/ WB US 50 Ramps | C | 30.2 | 0.905 | C | 30.2 | 0.905 | + 0.000 D/V |
| # 97 Prairie City/ EB US 50 Ramps | B | 15.9 | 0.738 | B | 15.9 | 0.738 | + 0.000 D/V |
| # 98 East Bidwell St/ WB US 50 Ramp | C | 22.7 | 0.812 | C | 22.7 | 0.812 | + 0.000 D/V |
| # 99 East Bidwell St/ EB US 50 Ramp | C | 23.6 | 0.677 | C | 23.6 | 0.677 | + 0.000 D/V |





Folsom South of US-50 Annexation
Cumulative No Project PM

| Intersection | Base LOS | Base Del/ Veh | Base V/ C | Future LOS | Future Del/ Veh | Future V/ C | Change in |
|---|---|---|---|---|---|---|---|
| #100 El Dorado Hills Blvd/ WB US 50 | A | 0.3 | 0.704 | A | 0.3 | 0.704 | + 0.000 D/V |
| #101 El Dorado Hills Blvd/ EB US 50 | A | 5.0 | 0.811 | A | 5.0 | 0.811 | + 0.000 D/V |
| #102 Sunrise Rd/ Jackson Hwy-SR16 | C | 29.9 | 0.823 | C | 29.9 | 0.823 | + 0.000 D/V |
| #103 Grant Line Rd/ Jackson Rd- SR1 | C | 26.3 | 0.610 | C | 26.3 | 0.610 | + 0.000 D/V |
| #104 Oak Ave Pkwy/ WB US 50 Ramps | A | 4.9 | 0.530 | A | 4.9 | 0.530 | + 0.000 D/V |
| #105 Oak Ave Pkwy/ EB US 50 Ramps | A | 0.5 | 0.597 | A | 0.5 | 0.597 | + 0.000 D/V |
| #106 Empire Ranch Rd/ WB US 50 Ramp | B | 19.2 | 0.454 | B | 19.2 | 0.454 | + 0.000 D/V |
| #107 Empire Ranch Rd/ EB US 50 Ramp | A | 0.3 | 0.264 | A | 0.3 | 0.264 | + 0.000 D/V |
| #108 Silva Way/ WB US 50 Ramps | C | 25.5 | 0.883 | C | 25.5 | 0.883 | + 0.000 D/V |
| #109 Silva Way/ EB US 50 Ramps | B | 19.3 | 0.783 | B | 19.3 | 0.783 | + 0.000 D/V |

PM Cumulative No Project Fri May 8, 2009 10:42:06 Page 3-1

Folsom South of US-50 Annexation
Cumulative No Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #1 Folsom Blvd/ Blue Ravine Rd

Cycle (sec): 120 Critical Vol./Cap. (X): 1.049
Loss Time (sec): 15 Average Delay (sec/veh): 64.0
Optimal Cycle: 180 Level Of Service: E

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 2 | 0 1 | 1 | 0 | 2 | 0 1 | 1 | 0 | 1 | 0 1 | 2 | 0 | 1 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 71 | 1250 | 293 | | 263 | 1463 | 19 | | 571 | 449 | 234 | | 87 | 103 | 223 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 71 | 1250 | 293 | | 263 | 1463 | 19 | | 571 | 449 | 234 | | 87 | 103 | 223 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 76 | 1330 | 312 | | 280 | 1556 | 20 | | 607 | 478 | 249 | | 93 | 110 | 237 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 76 | 1330 | 312 | | 280 | 1556 | 20 | | 607 | 478 | 249 | | 93 | 110 | 237 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 76 | 1330 | 312 | | 280 | 1556 | 20 | | 607 | 478 | 249 | | 93 | 110 | 237 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.95 | 0.85 | | 0.95 | 0.95 | 0.85 | | 0.95 | 1.00 | 0.85 | | 0.92 | 1.00 | 0.85 | |
| Lanes: | 1.00 | 2.00 | 1.00 | | 1.00 | 2.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 2.00 | 1.00 | 1.00 | |
| Final Sat.: | 1805 | 3610 | 1615 | | 1805 | 3610 | 1615 | | 1805 | 1900 | 1615 | | 3502 | 1900 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.37 | 0.19 | | 0.16 | 0.43 | 0.01 | | 0.34 | 0.25 | 0.15 | | 0.03 | 0.06 | 0.15 | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.04 | 0.35 | 0.39 | | 0.15 | 0.45 | 0.78 | | 0.32 | 0.34 | 0.38 | | 0.04 | 0.05 | 0.20 | |
| Volume/Cap: | 0.95 | 1.05 | 0.50 | | 1.05 | 0.95 | 0.02 | | 1.05 | 0.74 | 0.40 | | 0.74 | 1.05 | 0.72 | |
| Delay/Veh: | 140.1 | 78.0 | 28.6 | | 119.6 | 43.4 | 3.1 | | 91.5 | 39.4 | 27.3 | | 77.9 | 158 | 52.5 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 140.1 | 78.0 | 28.6 | | 119.6 | 43.4 | 3.1 | | 91.5 | 39.4 | 27.3 | | 77.9 | 158 | 52.5 | |
| LOS by Move: | F | E | C | | F | D | A | | F | D | C | | E | F | D | |
| HCM2kAvgQ: | 3 | 30 | 8 | | 16 | 34 | 0 | | 31 | 17 | 7 | | 2 | 6 | 8 | |

Note: Queue reported is the number of cars per lane.





PM Cumulative No Project Fri May 8, 2009 10:42:06 Page 4-1

Folsom South of US-50 Annexation
Cumulative No Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #2 Sibly Street/ Blue Ravine Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.741
Loss Time (sec): 12 Average Delay (sec/veh): 30.3
Optimal Cycle: 66 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 2 | 0 1 | 1 | 0 | 2 | 0 1 | 2 | 0 | 2 | 0 1 | 2 | 0 | 1 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 89 | 1037 | 393 | | 69 | 626 | 134 | | 282 | 632 | 200 | | 395 | 265 | 56 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 89 | 1037 | 393 | | 69 | 626 | 134 | | 282 | 632 | 200 | | 395 | 265 | 56 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 95 | 1103 | 418 | | 73 | 666 | 143 | | 300 | 672 | 213 | | 420 | 282 | 60 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 95 | 1103 | 418 | | 73 | 666 | 143 | | 300 | 672 | 213 | | 420 | 282 | 60 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 95 | 1103 | 418 | | 73 | 666 | 143 | | 300 | 672 | 213 | | 420 | 282 | 60 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.95 | 0.85 | | 0.95 | 0.95 | 0.85 | | 0.92 | 0.95 | 0.85 | | 0.92 | 0.93 | 0.93 | |
| Lanes: | 1.00 | 2.00 | 1.00 | | 1.00 | 2.00 | 1.00 | | 2.00 | 2.00 | 1.00 | | 2.00 | 1.65 | 0.35 | |
| Final Sat.: | 1805 | 3610 | 1615 | | 1805 | 3610 | 1615 | | 3502 | 3610 | 1615 | | 3502 | 2903 | 613 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.05 | 0.31 | 0.26 | | 0.04 | 0.18 | 0.09 | | 0.09 | 0.19 | 0.13 | | 0.12 | 0.10 | 0.10 | |
| Crit Moves: | | **** | | | **** | | | | | **** | | | **** | | | |
| Green/Cycle: | 0.10 | 0.41 | 0.57 | | 0.05 | 0.36 | 0.56 | | 0.19 | 0.25 | 0.35 | | 0.16 | 0.22 | 0.27 | |
| Volume/Cap: | 0.51 | 0.74 | 0.45 | | 0.74 | 0.51 | 0.16 | | 0.44 | 0.74 | 0.37 | | 0.74 | 0.44 | 0.35 | |
| Delay/Veh: | 44.7 | 26.9 | 12.6 | | 72.1 | 25.2 | 10.8 | | 36.0 | 37.8 | 24.4 | | 45.1 | 34.1 | 29.4 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 44.7 | 26.9 | 12.6 | | 72.1 | 25.2 | 10.8 | | 36.0 | 37.8 | 24.4 | | 45.1 | 34.1 | 29.4 | |
| LOS by Move: | D | C | B | | E | C | B | | D | D | C | | D | C | C | |
| HCM2kAvgQ: | 3 | 15 | 7 | | 4 | 9 | 2 | | 4 | 10 | 5 | | 7 | 5 | 4 | |

Note: Queue reported is the number of cars per lane.

PM Cumulative No Project Fri May 8, 2009 10:42:06 Page 5-1

Folsom South of US-50 Annexation
Cumulative No Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #3 Oak Avenue Parkway/ Blue Ravine Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.816
Loss Time (sec): 12 Average Delay (sec/veh): 37.2
Optimal Cycle: 81 Level Of Service: D

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ignore | | | | Include | | | | Ignore | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 3 | 0 1 | 1 | 0 | 2 | 1 0 | 2 | 0 | 2 | 0 1 | 2 | 0 | 1 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 217 | 1193 | 923 | | 66 | 778 | 4 | | 43 | 1036 | 166 | | 409 | 457 | 51 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 217 | 1193 | 923 | | 66 | 778 | 4 | | 43 | 1036 | 166 | | 409 | 457 | 51 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 231 | 1269 | 0 | | 70 | 828 | 4 | | 46 | 1102 | 0 | | 435 | 486 | 54 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 231 | 1269 | 0 | | 70 | 828 | 4 | | 46 | 1102 | 0 | | 435 | 486 | 54 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 231 | 1269 | 0 | | 70 | 828 | 4 | | 46 | 1102 | 0 | | 435 | 486 | 54 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.91 | 1.00 | | 0.95 | 0.91 | 0.91 | | 0.92 | 0.95 | 1.00 | | 0.92 | 0.94 | 0.94 | |
| Lanes: | 1.00 | 3.00 | 1.00 | | 1.00 | 2.98 | 0.02 | | 2.00 | 2.00 | 1.00 | | 2.00 | 1.80 | 0.20 | |
| Final Sat.: | 1805 | 5187 | 1900 | | 1805 | 5155 | 27 | | 3502 | 3610 | 1900 | | 3502 | 3199 | 357 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.13 | 0.24 | 0.00 | | 0.04 | 0.16 | 0.16 | | 0.01 | 0.31 | 0.00 | | 0.12 | 0.15 | 0.15 | |
| Crit Moves: | **** | | | | | **** | | | | **** | | | **** | | | |
| Green/Cycle: | 0.16 | 0.31 | 0.00 | | 0.05 | 0.20 | 0.20 | | 0.04 | 0.37 | 0.00 | | 0.15 | 0.48 | 0.48 | |
| Volume/Cap: | 0.82 | 0.80 | 0.00 | | 0.80 | 0.82 | 0.82 | | 0.31 | 0.82 | 0.00 | | 0.82 | 0.31 | 0.31 | |
| Delay/Veh: | 57.3 | 35.0 | 0.0 | | 86.6 | 43.6 | 43.6 | | 47.8 | 32.2 | 0.0 | | 50.5 | 15.8 | 15.8 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 57.3 | 35.0 | 0.0 | | 86.6 | 43.6 | 43.6 | | 47.8 | 32.2 | 0.0 | | 50.5 | 15.8 | 15.8 | |
| LOS by Move: | E | D | A | | F | D | D | | D | C | A | | D | B | B | |
| HCM2kAvgQ: | 7 | 13 | 0 | | 4 | 11 | 11 | | 1 | 16 | 0 | | 9 | 5 | 5 | |

Note: Queue reported is the number of cars per lane.





PM Cumulative No Project Fri May 8, 2009 10:42:06 Page 6-1

Folsom South of US-50 Annexation
Cumulative No Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #4 Empire Ranch Road/ Natoma Street

Cycle (sec): 100 Critical Vol./Cap. (X): 0.632
Loss Time (sec): 9 Average Delay (sec/veh): 8.8
Optimal Cycle: 44 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Ovl | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 2 | 0 0 | 0 | 0 | 2 | 0 1 | 1 | 0 | 1! | 0 1 | 0 | 0 | 0 | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 852 | 350 | 0 | | 0 | 201 | 51 | | 20 | 0 | 684 | | 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: | 852 | 350 | 0 | | 0 | 201 | 51 | | 20 | 0 | 684 | | 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: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 906 | 372 | 0 | | 0 | 214 | 54 | | 21 | 0 | 728 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 906 | 372 | 0 | | 0 | 214 | 54 | | 21 | 0 | 728 | | 0 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 906 | 372 | 0 | | 0 | 214 | 54 | | 21 | 0 | 728 | | 0 | 0 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.95 | 1.00 | | 1.00 | 0.95 | 0.85 | | 0.81 | 1.00 | 0.81 | | 1.00 | 1.00 | 1.00 | |
| Lanes: | 1.00 | 2.00 | 0.00 | | 0.00 | 2.00 | 1.00 | | 1.03 | 0.00 | 1.97 | | 0.00 | 0.00 | 0.00 | |
| Final Sat.: | 1805 | 3610 | 0 | | 0 | 3610 | 1615 | | 1580 | 0 | 3030 | | 0 | 0 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.50 | 0.10 | 0.00 | | 0.00 | 0.06 | 0.03 | | 0.01 | 0.00 | 0.24 | | 0.00 | 0.00 | 0.00 | |
| Crit Moves: | **** | | | | | **** | | | **** | | | | | | | |
| Green/Cycle: | 0.79 | 0.89 | 0.00 | | 0.00 | 0.09 | 0.09 | | 0.02 | 0.00 | 0.82 | | 0.00 | 0.00 | 0.00 | |
| Volume/Cap: | 0.63 | 0.12 | 0.00 | | 0.00 | 0.63 | 0.36 | | 0.30 | 0.00 | 0.29 | | 0.00 | 0.00 | 0.00 | |
| Delay/Veh: | 5.1 | 0.7 | 0.0 | | 0.0 | 47.5 | 43.9 | | 48.3 | 0.0 | 2.3 | | 0.0 | 0.0 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 5.1 | 0.7 | 0.0 | | 0.0 | 47.5 | 43.9 | | 48.3 | 0.0 | 2.3 | | 0.0 | 0.0 | 0.0 | |
| LOS by Move: | A | A | A | | A | D | D | | D | A | A | | A | A | A | |
| HCM2kAvgQ: | 12 | 1 | 0 | | 0 | 4 | 2 | | 1 | 0 | 3 | | 0 | 0 | 0 | |

Note: Queue reported is the number of cars per lane.

PM Cumulative No Project Fri May 8, 2009 10:42:06 Page 7-1

Folsom South of US-50 Annexation
Cumulative No Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #5 Oak Avenue Parkway/ Riley Street

Cycle (sec): 100 Critical Vol./Cap. (X): 0.725
Loss Time (sec): 12 Average Delay (sec/veh): 24.7
Optimal Cycle: 63 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 0 | 2 | 1 0 | 1 0 | 1 | 1 0 | 1 0 | 1 | 0 1 | 1 0 | 0 | 1 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 201 | 1119 | 39 | 26 | 827 | 211 | 330 | 4 | 137 | 35 | 8 | 8 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 201 | 1119 | 39 | 26 | 827 | 211 | 330 | 4 | 137 | 35 | 8 | 8 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 214 | 1190 | 41 | 28 | 880 | 224 | 351 | 4 | 146 | 37 | 9 | 9 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 214 | 1190 | 41 | 28 | 880 | 224 | 351 | 4 | 146 | 37 | 9 | 9 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 214 | 1190 | 41 | 28 | 880 | 224 | 351 | 4 | 146 | 37 | 9 | 9 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.91 | 0.91 | 0.95 | 0.92 | 0.92 | 0.95 | 1.00 | 0.85 | 0.95 | 0.93 | 0.93 |
| Lanes: | 1.00 | 2.90 | 0.10 | 1.00 | 1.59 | 0.41 | 1.00 | 1.00 | 1.00 | 1.00 | 0.50 | 0.50 |
| Final Sat.: | 1805 | 4987 | 174 | 1805 | 2790 | 712 | 1805 | 1900 | 1615 | 1805 | 879 | 879 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.12 | 0.24 | 0.24 | 0.02 | 0.32 | 0.32 | 0.19 | 0.00 | 0.09 | 0.02 | 0.01 | 0.01 |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | |
| Green/Cycle: | 0.16 | 0.56 | 0.56 | 0.04 | 0.43 | 0.43 | 0.27 | 0.23 | 0.23 | 0.05 | 0.01 | 0.01 |
| Volume/Cap: | 0.72 | 0.42 | 0.42 | 0.42 | 0.72 | 0.72 | 0.72 | 0.01 | 0.39 | 0.39 | 0.72 | 0.72 |
| Delay/Veh: | 48.3 | 12.7 | 12.7 | 51.6 | 25.1 | 25.1 | 38.6 | 29.8 | 33.3 | 48.5 | 122 | 122.2 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 48.3 | 12.7 | 12.7 | 51.6 | 25.1 | 25.1 | 38.6 | 29.8 | 33.3 | 48.5 | 122 | 122.2 |
| LOS by Move: | D | B | B | D | C | C | D | C | C | D | F | F |
| HCM2kAvgQ: | 6 | 8 | 8 | 1 | 15 | 15 | 11 | 0 | 4 | 2 | 2 | 2 |

Note: Queue reported is the number of cars per lane.





PM Cumulative No Project Fri May 8, 2009 10:42:06 Page 8-1

Folsom South of US-50 Annexation
Cumulative No Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #6 Oak Avenue Parkway/ East Bidwell Street

Cycle (sec): 100 Critical Vol./Cap. (X): 0.897
Loss Time (sec): 12 Average Delay (sec/veh): 40.8
Optimal Cycle: 108 Level Of Service: D

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Ignore | | | Ignore | | | Ignore | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 2 0 | 3 | 0 1 | 2 0 | 3 | 0 1 | 2 0 | 3 | 0 1 | 2 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 126 | 863 | 449 | 669 | 351 | 100 | 103 | 1217 | 200 | 526 | 1258 | 993 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 126 | 863 | 449 | 669 | 351 | 100 | 103 | 1217 | 200 | 526 | 1258 | 993 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 0.94 | 0.94 | 0.00 | 0.94 | 0.94 | 0.00 | 0.94 | 0.94 | 0.00 | 0.94 | 0.94 | 0.00 |
| PHF Volume: | 134 | 918 | 0 | 712 | 373 | 0 | 110 | 1295 | 0 | 560 | 1338 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 134 | 918 | 0 | 712 | 373 | 0 | 110 | 1295 | 0 | 560 | 1338 | 0 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| FinalVolume: | 134 | 918 | 0 | 712 | 373 | 0 | 110 | 1295 | 0 | 560 | 1338 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.91 | 1.00 | 0.92 | 0.91 | 1.00 | 0.92 | 0.91 | 1.00 | 0.92 | 0.91 | 1.00 |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3502 | 5187 | 1900 | 3502 | 5187 | 1900 | 3502 | 5187 | 1900 | 3502 | 5187 | 1900 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.18 | 0.00 | 0.20 | 0.07 | 0.00 | 0.03 | 0.25 | 0.00 | 0.16 | 0.26 | 0.00 |
| Crit Moves: | | **** | | **** | | | | **** | | **** | | |
| Green/Cycle: | 0.15 | 0.20 | 0.00 | 0.23 | 0.28 | 0.00 | 0.05 | 0.28 | 0.00 | 0.18 | 0.41 | 0.00 |
| Volume/Cap: | 0.26 | 0.90 | 0.00 | 0.90 | 0.26 | 0.00 | 0.63 | 0.90 | 0.00 | 0.90 | 0.63 | 0.00 |
| Delay/Veh: | 38.1 | 49.6 | 0.0 | 50.5 | 28.3 | 0.0 | 54.1 | 42.5 | 0.0 | 55.9 | 24.3 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 38.1 | 49.6 | 0.0 | 50.5 | 28.3 | 0.0 | 54.1 | 42.5 | 0.0 | 55.9 | 24.3 | 0.0 |
| LOS by Move: | D | D | A | D | C | A | D | D | A | E | C | A |
| HCM2kAvgQ: | 2 | 11 | 0 | 11 | 3 | 0 | 3 | 18 | 0 | 10 | 12 | 0 |

Note: Queue reported is the number of cars per lane.

PM Cumulative No Project Fri May 8, 2009 10:42:06 Page 9-1

Folsom South of US-50 Annexation
Cumulative No Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #7 East Bidwell St/Nesmith Ct

Cycle (sec): 100 Critical Vol./Cap. (X): 1.066
Loss Time (sec): 12 Average Delay (sec/veh): 54.8
Optimal Cycle: 180 Level Of Service: D

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Split Phase | | | | Split Phase | | | |
| Rights: | Ovl | | | | Include | | | | Include | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 3 | 0 1 | 2 | 0 | 2 | 1 0 | 0 | 0 | 1! | 0 0 | 1 | 1 | 0 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 13 | 1851 | 375 | | 595 | 1655 | 16 | | 57 | 2 | 53 | | 417 | 1 | 743 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 13 | 1851 | 375 | | 595 | 1655 | 16 | | 57 | 2 | 53 | | 417 | 1 | 743 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 14 | 1969 | 399 | | 633 | 1761 | 17 | | 61 | 2 | 56 | | 444 | 1 | 790 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 14 | 1969 | 399 | | 633 | 1761 | 17 | | 61 | 2 | 56 | | 444 | 1 | 790 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 14 | 1969 | 399 | | 633 | 1761 | 17 | | 61 | 2 | 56 | | 444 | 1 | 790 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.91 | 0.85 | | 0.92 | 0.91 | 0.91 | | 0.91 | 0.91 | 0.91 | | 0.95 | 0.95 | 0.85 | |
| Lanes: | 1.00 | 3.00 | 1.00 | | 2.00 | 2.97 | 0.03 | | 0.51 | 0.02 | 0.47 | | 1.99 | 0.01 | 1.00 | |
| Final Sat.: | 1805 | 5187 | 1615 | | 3502 | 5132 | 50 | | 882 | 31 | 821 | | 3609 | 9 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.38 | 0.25 | | 0.18 | 0.34 | 0.34 | | 0.07 | 0.07 | 0.07 | | 0.12 | 0.12 | 0.49 | |
| Crit Moves: | | **** | | | **** | | | | | | **** | | | | **** | |
| Green/Cycle: | 0.01 | 0.36 | 0.65 | | 0.17 | 0.51 | 0.51 | | 0.06 | 0.06 | 0.06 | | 0.29 | 0.29 | 0.46 | |
| Volume/Cap: | 0.67 | 1.07 | 0.38 | | 1.07 | 0.67 | 0.67 | | 1.07 | 1.07 | 1.07 | | 0.42 | 0.42 | 1.07 | |
| Delay/Veh: | 109.6 | 73.1 | 8.6 | | 97.2 | 18.6 | 18.6 | | 150.6 | 151 | 150.6 | | 29.0 | 29.0 | 79.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 109.6 | 73.1 | 8.6 | | 97.2 | 18.6 | 18.6 | | 150.6 | 151 | 150.6 | | 29.0 | 29.0 | 79.0 | |
| LOS by Move: | F | E | A | | F | B | B | | F | F | F | | C | C | E | |
| HCM2kAvgQ: | 1 | 33 | 6 | | 17 | 15 | 15 | | 5 | 5 | 5 | | 6 | 6 | 35 | |

Note: Queue reported is the number of cars per lane.





PM Cumulative No Project Fri May 8, 2009 10:42:06 Page 10-1

Folsom South of US-50 Annexation
Cumulative No Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #8 East Bidwell St/Scholar Way

Cycle (sec): 100 Critical Vol./Cap. (X): 0.627
Loss Time (sec): 12 Average Delay (sec/veh): 14.3
Optimal Cycle: 51 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ignore | | | | Ignore | | | | Ignore | | | | Ignore | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 1 | 0 | 2 | 0 1 | 1 | 0 | 2 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 36 | 1973 | 270 | | 134 | 1845 | 151 | | 157 | 54 | 0 | | 112 | 48 | 126 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 36 | 1973 | 270 | | 134 | 1845 | 151 | | 157 | 54 | 0 | | 112 | 48 | 126 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.00 | |
| PHF Volume: | 38 | 2099 | 0 | | 143 | 1963 | 0 | | 167 | 57 | 0 | | 119 | 51 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 38 | 2099 | 0 | | 143 | 1963 | 0 | | 167 | 57 | 0 | | 119 | 51 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| FinalVolume: | 38 | 2099 | 0 | | 143 | 1963 | 0 | | 167 | 57 | 0 | | 119 | 51 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.91 | 1.00 | | 0.92 | 0.91 | 1.00 | | 0.95 | 0.95 | 1.00 | | 0.95 | 0.95 | 1.00 | |
| Lanes: | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 1.00 | 2.00 | 1.00 | | 1.00 | 2.00 | 1.00 | |
| Final Sat.: | 3502 | 5187 | 1900 | | 3502 | 5187 | 1900 | | 1805 | 3610 | 1900 | | 1805 | 3610 | 1900 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.40 | 0.00 | | 0.04 | 0.38 | 0.00 | | 0.09 | 0.02 | 0.00 | | 0.07 | 0.01 | 0.00 | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.02 | 0.65 | 0.00 | | 0.06 | 0.69 | 0.00 | | 0.15 | 0.03 | 0.00 | | 0.14 | 0.02 | 0.00 | |
| Volume/Cap: | 0.55 | 0.63 | 0.00 | | 0.63 | 0.55 | 0.00 | | 0.63 | 0.48 | 0.00 | | 0.48 | 0.63 | 0.00 | |
| Delay/Veh: | 57.5 | 11.0 | 0.0 | | 51.0 | 7.9 | 0.0 | | 44.7 | 50.6 | 0.0 | | 41.3 | 63.0 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 57.5 | 11.0 | 0.0 | | 51.0 | 7.9 | 0.0 | | 44.7 | 50.6 | 0.0 | | 41.3 | 63.0 | 0.0 | |
| LOS by Move: | E | B | A | | D | A | A | | D | D | A | | D | E | A | |
| HCM2kAvgQ: | 1 | 14 | 0 | | 3 | 11 | 0 | | 4 | 1 | 0 | | 4 | 2 | 0 | |

Note: Queue reported is the number of cars per lane.

PM Cumulative No Project Fri May 8, 2009 10:42:06 Page 11-1

Folsom South of US-50 Annexation
Cumulative No Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #9 East Bidwell St/Power Center Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.722
Loss Time (sec): 12 Average Delay (sec/veh): 18.8
Optimal Cycle: 63 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Split Phase | | | Split Phase | | |
| Rights: | Ovl | | | Ovl | | | Ovl | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 | 0 | 3 | 0 | 1 | 1 | 0 | 3 | 0 | 1 | 1 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 111 | 2088 | 164 | 156 | 1765 | 92 | 154 | 33 | 103 | 98 | 6 | 79 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 111 | 2088 | 164 | 156 | 1765 | 92 | 154 | 33 | 103 | 98 | 6 | 79 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 118 | 2221 | 174 | 166 | 1878 | 98 | 164 | 35 | 110 | 104 | 6 | 84 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 118 | 2221 | 174 | 166 | 1878 | 98 | 164 | 35 | 110 | 104 | 6 | 84 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 118 | 2221 | 174 | 166 | 1878 | 98 | 164 | 35 | 110 | 104 | 6 | 84 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.91 | 0.85 | 0.95 | 0.91 | 0.85 | 0.96 | 0.96 | 0.85 | 0.96 | 0.96 | 0.85 |
| Lanes: | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 | 1.65 | 0.35 | 1.00 | 0.94 | 0.06 | 1.00 |
| Final Sat.: | 1805 | 5187 | 1615 | 1805 | 5187 | 1615 | 3004 | 644 | 1615 | 1710 | 105 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.07 | 0.43 | 0.11 | 0.09 | 0.36 | 0.06 | 0.05 | 0.05 | 0.07 | 0.06 | 0.06 | 0.05 |
| Crit Moves: | | **** | | **** | | | | **** | | | **** | |
| Green/Cycle: | 0.11 | 0.59 | 0.68 | 0.13 | 0.61 | 0.69 | 0.08 | 0.08 | 0.19 | 0.08 | 0.08 | 0.21 |
| Volume/Cap: | 0.59 | 0.72 | 0.16 | 0.72 | 0.59 | 0.09 | 0.72 | 0.72 | 0.37 | 0.72 | 0.72 | 0.25 |
| Delay/Veh: | 47.1 | 15.4 | 5.9 | 52.7 | 12.2 | 5.3 | 54.3 | 54.3 | 36.3 | 60.2 | 60.2 | 33.2 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 47.1 | 15.4 | 5.9 | 52.7 | 12.2 | 5.3 | 54.3 | 54.3 | 36.3 | 60.2 | 60.2 | 33.2 |
| LOS by Move: | D | B | A | D | B | A | D | D | D | E | E | C |
| HCM2kAvgQ: | 4 | 19 | 2 | 6 | 13 | 1 | 3 | 3 | 3 | 5 | 5 | 2 |

Note: Queue reported is the number of cars per lane.





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Folsom South of US-50 Annexation
Cumulative No Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #10 Broadstone Pkwy/ East Bidwell St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.773
Loss Time (sec): 12 Average Delay (sec/veh): 31.5
Optimal Cycle: 71 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Ignore | | | Ignore | | | Ignore | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 2 | 0 | 3 | 0 | 1 | 2 | 0 | 3 | 0 | 1 | 2 | 0 | 3 | 0 | 1 | 2 | 0 | 3 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 71 | 1159 | 73 | 261 | 910 | 162 | 242 | 1126 | 51 | 130 | 1413 | 395 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 71 | 1159 | 73 | 261 | 910 | 162 | 242 | 1126 | 51 | 130 | 1413 | 395 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 0.94 | 0.94 | 0.00 | 0.94 | 0.94 | 0.00 | 0.94 | 0.94 | 0.00 | 0.94 | 0.94 | 0.00 |
| PHF Volume: | 76 | 1233 | 0 | 278 | 968 | 0 | 257 | 1198 | 0 | 138 | 1503 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 76 | 1233 | 0 | 278 | 968 | 0 | 257 | 1198 | 0 | 138 | 1503 | 0 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| FinalVolume: | 76 | 1233 | 0 | 278 | 968 | 0 | 257 | 1198 | 0 | 138 | 1503 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.91 | 1.00 | 0.92 | 0.91 | 1.00 | 0.92 | 0.91 | 1.00 | 0.92 | 0.91 | 1.00 |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3502 | 5187 | 1900 | 3502 | 5187 | 1900 | 3502 | 5187 | 1900 | 3502 | 5187 | 1900 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.24 | 0.00 | 0.08 | 0.19 | 0.00 | 0.07 | 0.23 | 0.00 | 0.04 | 0.29 | 0.00 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green/Cycle: | 0.04 | 0.31 | 0.00 | 0.10 | 0.37 | 0.00 | 0.10 | 0.40 | 0.00 | 0.07 | 0.37 | 0.00 |
| Volume/Cap: | 0.51 | 0.77 | 0.00 | 0.77 | 0.51 | 0.00 | 0.77 | 0.58 | 0.00 | 0.58 | 0.77 | 0.00 |
| Delay/Veh: | 49.7 | 33.9 | 0.0 | 53.7 | 24.8 | 0.0 | 54.9 | 23.7 | 0.0 | 48.6 | 29.5 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 49.7 | 33.9 | 0.0 | 53.7 | 24.8 | 0.0 | 54.9 | 23.7 | 0.0 | 48.6 | 29.5 | 0.0 |
| LOS by Move: | D | C | A | D | C | A | D | C | A | D | C | A |
| HCM2kAvgQ: | 1 | 12 | 0 | 6 | 9 | 0 | 4 | 10 | 0 | 3 | 16 | 0 |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Cumulative No Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #11 Empire Ranch Road/ Broadstone Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.493
Loss Time (sec): 12 Average Delay (sec/veh): 21.7
Optimal Cycle: 40 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Split Phase | | | | Split Phase | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 2 | 1 0 | 1 | 0 | 2 | 1 0 | 2 | 0 | 1 | 0 1 | 0 | 0 | 1! | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 114 | 1197 | 14 | | 11 | 860 | 74 | | 119 | 22 | 229 | | 8 | 28 | 3 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 114 | 1197 | 14 | | 11 | 860 | 74 | | 119 | 22 | 229 | | 8 | 28 | 3 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 121 | 1273 | 15 | | 12 | 915 | 79 | | 127 | 23 | 244 | | 9 | 30 | 3 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 121 | 1273 | 15 | | 12 | 915 | 79 | | 127 | 23 | 244 | | 9 | 30 | 3 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 121 | 1273 | 15 | | 12 | 915 | 79 | | 127 | 23 | 244 | | 9 | 30 | 3 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.91 | 0.91 | | 0.95 | 0.90 | 0.90 | | 0.92 | 1.00 | 0.85 | | 0.98 | 0.98 | 0.98 | |
| Lanes: | 1.00 | 2.97 | 0.03 | | 1.00 | 2.76 | 0.24 | | 2.00 | 1.00 | 1.00 | | 0.20 | 0.72 | 0.08 | |
| Final Sat.: | 1805 | 5117 | 60 | | 1805 | 4719 | 406 | | 3502 | 1900 | 1615 | | 382 | 1337 | 143 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.07 | 0.25 | 0.25 | | 0.01 | 0.19 | 0.19 | | 0.04 | 0.01 | 0.15 | | 0.02 | 0.02 | 0.02 | |
| Crit Moves: | **** | | | | | **** | | | | | **** | **** | | | | |
| Green/Cycle: | 0.14 | 0.52 | 0.52 | | 0.01 | 0.39 | 0.39 | | 0.31 | 0.31 | 0.31 | | 0.05 | 0.05 | 0.05 | |
| Volume/Cap: | 0.49 | 0.48 | 0.48 | | 0.48 | 0.49 | 0.49 | | 0.12 | 0.04 | 0.49 | | 0.49 | 0.49 | 0.49 | |
| Delay/Veh: | 41.6 | 15.8 | 15.8 | | 63.3 | 23.0 | 23.0 | | 25.1 | 24.4 | 29.2 | | 51.1 | 51.1 | 51.1 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 41.6 | 15.8 | 15.8 | | 63.3 | 23.0 | 23.0 | | 25.1 | 24.4 | 29.2 | | 51.1 | 51.1 | 51.1 | |
| LOS by Move: | D | B | B | | E | C | C | | C | C | C | | D | D | D | |
| HCM2kAvgQ: | 3 | 9 | 9 | | 0 | 8 | 8 | | 1 | 0 | 6 | | 2 | 2 | 2 | |

Note: Queue reported is the number of cars per lane.





PM Cumulative No Project Fri May 8, 2009 10:42:06 Page 14-1

Folsom South of US-50 Annexation
Cumulative No Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #12 Oak Avenue Prky / Haverhill Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.560
Loss Time (sec): 9 Average Delay (sec/veh): 9.7
Optimal Cycle: 38 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 1 | 1 0 | 1 | 0 | 1 | 1 0 | 0 | 0 | 1! | 0 0 | 0 | 0 | 1! | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 5 | 1233 | 74 | | 70 | 905 | 1 | | 1 | 5 | 3 | | 21 | 7 | 93 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 5 | 1233 | 74 | | 70 | 905 | 1 | | 1 | 5 | 3 | | 21 | 7 | 93 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 5 | 1312 | 79 | | 74 | 963 | 1 | | 1 | 5 | 3 | | 22 | 7 | 99 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 5 | 1312 | 79 | | 74 | 963 | 1 | | 1 | 5 | 3 | | 22 | 7 | 99 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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 | 1312 | 79 | | 74 | 963 | 1 | | 1 | 5 | 3 | | 22 | 7 | 99 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.94 | 0.94 | | 0.95 | 0.95 | 0.95 | | 0.93 | 0.93 | 0.93 | | 0.85 | 0.85 | 0.85 | |
| Lanes: | 1.00 | 1.89 | 0.11 | | 1.00 | 1.99 | 0.01 | | 0.11 | 0.56 | 0.33 | | 0.17 | 0.06 | 0.77 | |
| Final Sat.: | 1805 | 3375 | 203 | | 1805 | 3606 | 4 | | 197 | 985 | 591 | | 281 | 94 | 1246 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.39 | 0.39 | | 0.04 | 0.27 | 0.27 | | 0.01 | 0.01 | 0.01 | | 0.08 | 0.08 | 0.08 | |
| Crit Moves: | | **** | | | **** | | | | | | | | | **** | | |
| Green/Cycle: | 0.01 | 0.69 | 0.69 | | 0.07 | 0.76 | 0.76 | | 0.14 | 0.14 | 0.14 | | 0.14 | 0.14 | 0.14 | |
| Volume/Cap: | 0.35 | 0.56 | 0.56 | | 0.56 | 0.35 | 0.35 | | 0.04 | 0.04 | 0.04 | | 0.56 | 0.56 | 0.56 | |
| Delay/Veh: | 62.9 | 7.9 | 7.9 | | 50.0 | 4.0 | 4.0 | | 37.1 | 37.1 | 37.1 | | 43.1 | 43.1 | 43.1 | |
| 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: | 62.9 | 7.9 | 7.9 | | 50.0 | 4.0 | 4.0 | | 37.1 | 37.1 | 37.1 | | 43.1 | 43.1 | 43.1 | |
| LOS by Move: | E | A | A | | D | A | A | | D | D | D | | D | D | D | |
| HCM2kAvgQ: | 0 | 11 | 11 | | 2 | 5 | 5 | | 0 | 0 | 0 | | 4 | 4 | 4 | |

Note: Queue reported is the number of cars per lane.

PM Cumulative No Project Fri May 8, 2009 10:42:06 Page 15-1

Folsom South of US-50 Annexation
Cumulative No Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #13 Oak Avenue Prky / Haldion Wy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.582
Loss Time (sec): 9 Average Delay (sec/veh): 11.5
Optimal Cycle: 40 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - | R | L | - T | - | R | L | - T | - | R | L | - T | - | R |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 1! | 0 | 0 | 0 | 1! |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 47 | 1258 | 113 | | 65 | 832 | 23 | | 15 | 5 | 34 | | 65 | 8 | 41 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 47 | 1258 | 113 | | 65 | 832 | 23 | | 15 | 5 | 34 | | 65 | 8 | 41 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 50 | 1338 | 120 | | 69 | 885 | 24 | | 16 | 5 | 36 | | 69 | 9 | 44 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 50 | 1338 | 120 | | 69 | 885 | 24 | | 16 | 5 | 36 | | 69 | 9 | 44 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 50 | 1338 | 120 | | 69 | 885 | 24 | | 16 | 5 | 36 | | 69 | 9 | 44 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.94 | 0.94 | | 0.95 | 0.95 | 0.95 | | 0.85 | 0.85 | 0.85 | | 0.78 | 0.78 | 0.78 | |
| Lanes: | 1.00 | 1.84 | 0.16 | | 1.00 | 1.95 | 0.05 | | 0.28 | 0.09 | 0.63 | | 0.57 | 0.07 | 0.36 | |
| Final Sat.: | 1805 | 3273 | 294 | | 1805 | 3499 | 97 | | 447 | 149 | 1013 | | 840 | 103 | 530 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.41 | 0.41 | | 0.04 | 0.25 | 0.25 | | 0.04 | 0.04 | 0.04 | | 0.08 | 0.08 | 0.08 | |
| Crit Moves: | | **** | | | **** | | | | | | | | | **** | | |
| Green/Cycle: | 0.08 | 0.70 | 0.70 | | 0.07 | 0.69 | 0.69 | | 0.14 | 0.14 | 0.14 | | 0.14 | 0.14 | 0.14 | |
| Volume/Cap: | 0.37 | 0.58 | 0.58 | | 0.58 | 0.37 | 0.37 | | 0.25 | 0.25 | 0.25 | | 0.58 | 0.58 | 0.58 | |
| Delay/Veh: | 45.6 | 7.8 | 7.8 | | 52.5 | 6.4 | 6.4 | | 38.8 | 38.8 | 38.8 | | 44.3 | 44.3 | 44.3 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 45.6 | 7.8 | 7.8 | | 52.5 | 6.4 | 6.4 | | 38.8 | 38.8 | 38.8 | | 44.3 | 44.3 | 44.3 | |
| LOS by Move: | D | A | A | | D | A | A | | D | D | D | | D | D | D | |
| HCM2kAvgQ: | 1 | 11 | 11 | | 2 | 6 | 6 | | 2 | 2 | 2 | | 4 | 4 | 4 | |

Note: Queue reported is the number of cars per lane.





PM Cumulative No Project Fri May 8, 2009 10:42:06 Page 16-1

Folsom South of US-50 Annexation
Cumulative No Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #14 Folsom Blvd/ Iron Point Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.931
Loss Time (sec): 9 Average Delay (sec/veh): 26.3
Optimal Cycle: 122 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - | R | L | - T | - | R | L | - T | - | R | L | - T | - | R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1727 | 744 | | 157 | 1667 | 0 | | 0 | 0 | 0 | | 809 | 0 | 191 | |
| Growth Adj: | 1.00 | 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 | 1727 | 744 | | 157 | 1667 | 0 | | 0 | 0 | 0 | | 809 | 0 | 191 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 0 | 1837 | 791 | | 167 | 1773 | 0 | | 0 | 0 | 0 | | 861 | 0 | 203 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 1837 | 791 | | 167 | 1773 | 0 | | 0 | 0 | 0 | | 861 | 0 | 203 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 0 | 1837 | 791 | | 167 | 1773 | 0 | | 0 | 0 | 0 | | 861 | 0 | 203 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.95 | 0.85 | | 0.95 | 0.95 | 1.00 | | 1.00 | 1.00 | 1.00 | | 0.92 | 1.00 | 0.85 | |
| Lanes: | 0.00 | 2.00 | 1.00 | | 1.00 | 2.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 2.00 | 0.00 | 1.00 | |
| Final Sat.: | 0 | 3610 | 1615 | | 1805 | 3610 | 0 | | 0 | 0 | 0 | | 3502 | 0 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.51 | 0.49 | | 0.09 | 0.49 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.25 | 0.00 | 0.13 | |
| Crit Moves: | | **** | | | **** | | | | | | | | | **** | | |
| Green/Cycle: | 0.00 | 0.55 | 0.81 | | 0.10 | 0.65 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.26 | 0.00 | 0.26 | |
| Volume/Cap: | 0.00 | 0.93 | 0.60 | | 0.93 | 0.76 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.93 | 0.00 | 0.48 | |
| Delay/Veh: | 0.0 | 29.5 | 4.3 | | 92.3 | 13.8 | 0.0 | | 0.0 | 0.0 | 0.0 | | 51.5 | 0.0 | 31.8 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 29.5 | 4.3 | | 92.3 | 13.8 | 0.0 | | 0.0 | 0.0 | 0.0 | | 51.5 | 0.0 | 31.8 | |
| LOS by Move: | A | C | A | | F | B | A | | A | A | A | | D | A | C | |
| HCM2kAvgQ: | 0 | 30 | 9 | | 5 | 19 | 0 | | 0 | 0 | 0 | | 15 | 0 | 5 | |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Cumulative No Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #15 Prairie City Rd/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.744
Loss Time (sec): 12 Average Delay (sec/veh): 32.3
Optimal Cycle: 66 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ignore | | | | Ignore | | | | Ignore | | | | Ignore | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 215 | 1297 | 441 | | 557 | 898 | 3 | | 12 | 794 | 182 | | 186 | 303 | 314 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 215 | 1297 | 441 | | 557 | 898 | 3 | | 12 | 794 | 182 | | 186 | 303 | 314 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.00 | |
| PHF Volume: | 229 | 1380 | 0 | | 593 | 955 | 0 | | 13 | 845 | 0 | | 198 | 322 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 229 | 1380 | 0 | | 593 | 955 | 0 | | 13 | 845 | 0 | | 198 | 322 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| FinalVolume: | 229 | 1380 | 0 | | 593 | 955 | 0 | | 13 | 845 | 0 | | 198 | 322 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.91 | 1.00 | | 0.92 | 0.91 | 1.00 | | 0.92 | 0.91 | 1.00 | | 0.92 | 0.91 | 1.00 | |
| Lanes: | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | |
| Final Sat.: | 3502 | 5187 | 1900 | | 3502 | 5187 | 1900 | | 3502 | 5187 | 1900 | | 3502 | 5187 | 1900 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.07 | 0.27 | 0.00 | | 0.17 | 0.18 | 0.00 | | 0.00 | 0.16 | 0.00 | | 0.06 | 0.06 | 0.00 | |
| Crit Moves: | | **** | | | **** | | | | | **** | | | **** | | | |
| Green/Cycle: | 0.15 | 0.36 | 0.00 | | 0.23 | 0.43 | 0.00 | | 0.02 | 0.22 | 0.00 | | 0.08 | 0.28 | 0.00 | |
| Volume/Cap: | 0.43 | 0.74 | 0.00 | | 0.74 | 0.43 | 0.00 | | 0.22 | 0.74 | 0.00 | | 0.74 | 0.22 | 0.00 | |
| Delay/Veh: | 38.9 | 29.8 | 0.0 | | 39.7 | 19.9 | 0.0 | | 50.5 | 39.1 | 0.0 | | 56.1 | 27.8 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 38.9 | 29.8 | 0.0 | | 39.7 | 19.9 | 0.0 | | 50.5 | 39.1 | 0.0 | | 56.1 | 27.8 | 0.0 | |
| LOS by Move: | D | C | A | | D | B | A | | D | D | A | | E | C | A | |
| HCM2kAvgQ: | 3 | 14 | 0 | | 9 | 7 | 0 | | 0 | 9 | 0 | | 3 | 3 | 0 | |

Note: Queue reported is the number of cars per lane.





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Folsom South of US-50 Annexation
Cumulative No Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #16 Grover Rd/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.473
Loss Time (sec): 12 Average Delay (sec/veh): 11.5
Optimal Cycle: 39 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Split Phase | | | | Split Phase | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 1! | 0 0 | 1 | 0 | 0 | 1 0 | 1 | 0 | 3 | 0 1 | 1 | 0 | 2 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 16 | 0 | 25 | | 58 | 3 | 30 | | 112 | 1661 | 1 | | 35 | 755 | 68 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 16 | 0 | 25 | | 58 | 3 | 30 | | 112 | 1661 | 1 | | 35 | 755 | 68 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 17 | 0 | 27 | | 62 | 3 | 32 | | 119 | 1767 | 1 | | 37 | 803 | 72 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 17 | 0 | 27 | | 62 | 3 | 32 | | 119 | 1767 | 1 | | 37 | 803 | 72 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 17 | 0 | 27 | | 62 | 3 | 32 | | 119 | 1767 | 1 | | 37 | 803 | 72 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.89 | 1.00 | 0.89 | | 0.95 | 0.86 | 0.86 | | 0.95 | 0.91 | 0.85 | | 0.95 | 0.90 | 0.90 | |
| Lanes: | 1.24 | 0.00 | 0.76 | | 1.00 | 0.09 | 0.91 | | 1.00 | 3.00 | 1.00 | | 1.00 | 2.75 | 0.25 | |
| Final Sat.: | 2105 | 0 | 1284 | | 1805 | 149 | 1492 | | 1805 | 5187 | 1615 | | 1805 | 4701 | 423 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.00 | 0.02 | | 0.03 | 0.02 | 0.02 | | 0.07 | 0.34 | 0.00 | | 0.02 | 0.17 | 0.17 | |
| Crit Moves: | | | **** | | **** | | | | | **** | | | **** | | | |
| Green/Cycle: | 0.04 | 0.00 | 0.04 | | 0.07 | 0.07 | 0.07 | | 0.21 | 0.72 | 0.72 | | 0.04 | 0.55 | 0.55 | |
| Volume/Cap: | 0.18 | 0.00 | 0.47 | | 0.47 | 0.30 | 0.30 | | 0.31 | 0.47 | 0.00 | | 0.47 | 0.31 | 0.31 | |
| Delay/Veh: | 46.5 | 0.0 | 50.5 | | 47.2 | 45.4 | 45.4 | | 33.6 | 6.0 | 3.9 | | 51.1 | 12.2 | 12.2 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 46.5 | 0.0 | 50.5 | | 47.2 | 45.4 | 45.4 | | 33.6 | 6.0 | 3.9 | | 51.1 | 12.2 | 12.2 | |
| LOS by Move: | D | A | D | | D | D | D | | C | A | A | | D | B | B | |
| HCM2kAvgQ: | 1 | 0 | 2 | | 2 | 1 | 1 | | 3 | 8 | 0 | | 1 | 5 | 5 | |

Note: Queue reported is the number of cars per lane.

PM Cumulative No Project Fri May 8, 2009 10:42:06 Page 19-1

Folsom South of US-50 Annexation
Cumulative No Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #17 McAdoo Dr/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.466
Loss Time (sec): 12 Average Delay (sec/veh): 15.1
Optimal Cycle: 39 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Permitted | | | Permitted | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 3 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 113 | 0 | 61 | 261 | 1599 | 0 | 0 | 570 | 131 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 113 | 0 | 61 | 261 | 1599 | 0 | 0 | 570 | 131 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 0 | 0 | 0 | 120 | 0 | 65 | 278 | 1701 | 0 | 0 | 606 | 139 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 120 | 0 | 65 | 278 | 1701 | 0 | 0 | 606 | 139 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 0 | 0 | 0 | 120 | 0 | 65 | 278 | 1701 | 0 | 0 | 606 | 139 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 0.77 | 1.00 | 0.85 | 0.95 | 0.91 | 1.00 | 1.00 | 0.88 | 0.88 |
| Lanes: | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 3.00 | 0.00 | 0.00 | 2.44 | 0.56 |
| Final Sat.: | 0 | 0 | 0 | 1461 | 0 | 1615 | 1805 | 5187 | 0 | 0 | 4100 | 942 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.08 | 0.00 | 0.04 | 0.15 | 0.33 | 0.00 | 0.00 | 0.15 | 0.15 |
| Crit Moves: | | | | **** | | | | **** | | **** | | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | 0.18 | 0.00 | 0.18 | 0.36 | 0.70 | 0.00 | 0.00 | 0.34 | 0.34 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.47 | 0.00 | 0.23 | 0.43 | 0.47 | 0.00 | 0.00 | 0.43 | 0.43 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 38.3 | 0.0 | 35.7 | 24.8 | 6.6 | 0.0 | 0.0 | 25.4 | 25.4 |
| 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: | 0.0 | 0.0 | 0.0 | 38.3 | 0.0 | 35.7 | 24.8 | 6.6 | 0.0 | 0.0 | 25.4 | 25.4 |
| LOS by Move: | A | A | A | D | A | D | C | A | A | A | C | C |
| HCM2kAvgQ: | 0 | 0 | 0 | 4 | 0 | 2 | 6 | 8 | 0 | 0 | 6 | 6 |

Note: Queue reported is the number of cars per lane.





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Folsom South of US-50 Annexation
Cumulative No Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #18 Oak Ave Pkwy/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.939
Loss Time (sec): 12 Average Delay (sec/veh): 44.0
Optimal Cycle: 131 Level Of Service: D

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Ignore | | | Include | | | Ignore | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 2 | 0 | 2 | 0 | 1 | 2 | 0 | 2 | 0 | 1 | 2 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 229 | 759 | 422 | 143 | 701 | 158 | 574 | 952 | 545 | 643 | 469 | 207 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 229 | 759 | 422 | 143 | 701 | 158 | 574 | 952 | 545 | 643 | 469 | 207 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.00 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.00 |
| PHF Volume: | 244 | 807 | 449 | 152 | 746 | 0 | 611 | 1013 | 580 | 684 | 499 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 244 | 807 | 449 | 152 | 746 | 0 | 611 | 1013 | 580 | 684 | 499 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| FinalVolume: | 244 | 807 | 449 | 152 | 746 | 0 | 611 | 1013 | 580 | 684 | 499 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.95 | 0.85 | 0.92 | 0.95 | 1.00 | 0.92 | 0.86 | 0.86 | 0.92 | 0.91 | 1.00 |
| Lanes: | 2.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3502 | 3610 | 1615 | 3502 | 3610 | 1900 | 3502 | 3268 | 1634 | 3502 | 5187 | 1900 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.07 | 0.22 | 0.28 | 0.04 | 0.21 | 0.00 | 0.17 | 0.31 | 0.35 | 0.20 | 0.10 | 0.00 |
| Crit Moves: | **** | | | | **** | | | | **** | **** | | |
| Green/Cycle: | 0.07 | 0.25 | 0.45 | 0.05 | 0.22 | 0.00 | 0.38 | 0.38 | 0.38 | 0.21 | 0.21 | 0.00 |
| Volume/Cap: | 0.94 | 0.91 | 0.61 | 0.91 | 0.94 | 0.00 | 0.46 | 0.82 | 0.94 | 0.94 | 0.46 | 0.00 |
| Delay/Veh: | 85.6 | 49.6 | 22.2 | 91.4 | 57.1 | 0.0 | 23.7 | 30.9 | 40.6 | 58.9 | 35.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 85.6 | 49.6 | 22.2 | 91.4 | 57.1 | 0.0 | 23.7 | 30.9 | 40.6 | 58.9 | 35.0 | 0.0 |
| LOS by Move: | F | D | C | F | E | A | C | C | D | E | C | A |
| HCM2kAvgQ: | 5 | 14 | 10 | 3 | 14 | 0 | 7 | 16 | 21 | 13 | 5 | 0 |

Note: Queue reported is the number of cars per lane.

PM Cumulative No Project Fri May 8, 2009 10:42:06 Page 21-1

Folsom South of US-50 Annexation
Cumulative No Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #19 Rowberry Dr/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.416
Loss Time (sec): 12 Average Delay (sec/veh): 9.7
Optimal Cycle: 36 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Split Phase | | | | Split Phase | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 1 | 0 | 0 1 | 1 | 0 | 0 | 1 0 | 1 | 0 | 3 | 0 1 | 2 | 0 | 2 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 103 | | 6 | 92 | 20 | | 1 | 10 | 18 | 1430 | | 61 | 51 | 1209 | | 25 |
| Growth Adj: | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 |
| Initial Bse: | 103 | | 6 | 92 | 20 | | 1 | 10 | 18 | 1430 | | 61 | 51 | 1209 | | 25 |
| User Adj: | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 |
| PHF Adj: | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 |
| PHF Volume: | 110 | | 6 | 98 | 21 | | 1 | 11 | 19 | 1521 | | 65 | 54 | 1286 | | 27 |
| Reduct Vol: | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 |
| Reduced Vol: | 110 | | 6 | 98 | 21 | | 1 | 11 | 19 | 1521 | | 65 | 54 | 1286 | | 27 |
| PCE Adj: | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 |
| 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: | 110 | | 6 | 98 | 21 | | 1 | 11 | 19 | 1521 | | 65 | 54 | 1286 | | 27 |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 |
| Adjustment: | 0.96 | 0.96 | | 0.85 | 0.95 | 0.86 | | 0.86 | 0.95 | 0.91 | | 0.85 | 0.92 | 0.91 | | 0.91 |
| Lanes: | 1.89 | 0.11 | | 1.00 | 1.00 | 0.09 | | 0.91 | 1.00 | 3.00 | | 1.00 | 2.00 | 2.94 | | 0.06 |
| Final Sat.: | 3429 | 200 | | 1615 | 1805 | 149 | | 1492 | 1805 | 5187 | | 1615 | 3502 | 5067 | | 105 |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.03 | | 0.06 | 0.01 | 0.01 | | 0.01 | 0.01 | 0.29 | | 0.04 | 0.02 | 0.25 | | 0.25 |
| Crit Moves: | | | | **** | **** | | | | | **** | | | **** | | | |
| Green/Cycle: | 0.11 | 0.11 | | 0.15 | 0.03 | 0.03 | | 0.03 | 0.03 | 0.71 | | 0.71 | 0.04 | 0.71 | | 0.71 |
| Volume/Cap: | 0.29 | 0.29 | | 0.42 | 0.42 | 0.25 | | 0.25 | 0.36 | 0.42 | | 0.06 | 0.42 | 0.36 | | 0.36 |
| Delay/Veh: | 41.5 | 41.5 | | 40.0 | 53.2 | 50.4 | | 50.4 | 51.6 | 6.2 | | 4.5 | 49.2 | 5.6 | | 5.6 |
| 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: | 41.5 | 41.5 | | 40.0 | 53.2 | 50.4 | | 50.4 | 51.6 | 6.2 | | 4.5 | 49.2 | 5.6 | | 5.6 |
| LOS by Move: | D | D | | D | D | D | | D | D | A | | A | D | A | | A |
| HCM2kAvgQ: | 2 | 2 | | 3 | 1 | 1 | | 1 | 1 | 7 | | 1 | 1 | 6 | | 6 |

Note: Queue reported is the number of cars per lane.





PM Cumulative No Project Fri May 8, 2009 10:42:06 Page 22-1

Folsom South of US-50 Annexation
Cumulative No Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #20 Broadstone Pkwy/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.471
Loss Time (sec): 12 Average Delay (sec/veh): 20.4
Optimal Cycle: 39 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Split Phase | | | | Split Phase | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Ignore | | | | Include | | | | Ignore | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 1 | 0 | 0 1 | 2 | 0 | 1 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 52 | | 38 | 94 | 79 | | 5 | 425 | 509 | 1026 | | 8 | 37 | 847 | | 64 |
| Growth Adj: | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 |
| Initial Bse: | 52 | | 38 | 94 | 79 | | 5 | 425 | 509 | 1026 | | 8 | 37 | 847 | | 64 |
| User Adj: | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 0.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 0.00 |
| PHF Adj: | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.00 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.00 |
| PHF Volume: | 55 | | 40 | 100 | 84 | | 5 | 0 | 541 | 1091 | | 9 | 39 | 901 | | 0 |
| Reduct Vol: | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 |
| Reduced Vol: | 55 | | 40 | 100 | 84 | | 5 | 0 | 541 | 1091 | | 9 | 39 | 901 | | 0 |
| PCE Adj: | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 0.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 0.00 |
| MLF Adj: | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 0.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 0.00 |
| FinalVolume: | 55 | | 40 | 100 | 84 | | 5 | 0 | 541 | 1091 | | 9 | 39 | 901 | | 0 |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 |
| Adjustment: | 0.97 | 0.97 | | 0.85 | 0.92 | 1.00 | | 1.00 | 0.92 | 0.91 | | 0.85 | 0.92 | 0.91 | | 1.00 |
| Lanes: | 1.16 | 0.84 | | 1.00 | 2.00 | 1.00 | | 1.00 | 2.00 | 3.00 | | 1.00 | 2.00 | 3.00 | | 1.00 |
| Final Sat.: | 2134 | 1560 | | 1615 | 3502 | 1900 | | 1900 | 3502 | 5187 | | 1615 | 3502 | 5187 | | 1900 |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.03 | | 0.06 | 0.02 | 0.00 | | 0.00 | 0.15 | 0.21 | | 0.01 | 0.01 | 0.17 | | 0.00 |
| Crit Moves: | | | | **** | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.13 | 0.13 | | 0.13 | 0.05 | 0.05 | | 0.00 | 0.33 | 0.66 | | 0.66 | 0.04 | 0.37 | | 0.00 |
| Volume/Cap: | 0.20 | 0.20 | | 0.47 | 0.47 | 0.05 | | 0.00 | 0.47 | 0.32 | | 0.01 | 0.32 | 0.47 | | 0.00 |
| Delay/Veh: | 38.9 | 38.9 | | 41.8 | 48.1 | 45.4 | | 0.0 | 27.0 | 7.3 | | 5.7 | 48.5 | 24.3 | | 0.0 |
| User DelAdj: | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 |
| AdjDel/Veh: | 38.9 | 38.9 | | 41.8 | 48.1 | 45.4 | | 0.0 | 27.0 | 7.3 | | 5.7 | 48.5 | 24.3 | | 0.0 |
| LOS by Move: | D | D | | D | D | D | | A | C | A | | A | D | C | | A |
| HCM2kAvgQ: | 1 | 1 | | 3 | 2 | 0 | | 0 | 7 | 5 | | 0 | 1 | 7 | | 0 |

Note: Queue reported is the number of cars per lane.

PM Cumulative No Project Fri May 8, 2009 10:42:06 Page 23-1

Folsom South of US-50 Annexation
Cumulative No Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #21 East Bidwell St/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 1.056
Loss Time (sec): 12 Average Delay (sec/veh): 60.6
Optimal Cycle: 180 Level Of Service: E

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ignore | | | | Ignore | | | | Ovl | | | | Ignore | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 623 | 1960 | 500 | | 734 | 1155 | 206 | | 232 | 766 | 446 | | 485 | 402 | 443 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 623 | 1960 | 500 | | 734 | 1155 | 206 | | 232 | 766 | 446 | | 485 | 402 | 443 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.00 | |
| PHF Volume: | 663 | 2085 | 0 | | 781 | 1229 | 0 | | 247 | 815 | 474 | | 516 | 428 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 663 | 2085 | 0 | | 781 | 1229 | 0 | | 247 | 815 | 474 | | 516 | 428 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| FinalVolume: | 663 | 2085 | 0 | | 781 | 1229 | 0 | | 247 | 815 | 474 | | 516 | 428 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.91 | 1.00 | | 0.92 | 0.91 | 1.00 | | 0.92 | 0.91 | 0.85 | | 0.92 | 0.91 | 1.00 | |
| Lanes: | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | |
| Final Sat.: | 3502 | 5187 | 1900 | | 3502 | 5187 | 1900 | | 3502 | 5187 | 1615 | | 3502 | 5187 | 1900 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.19 | 0.40 | 0.00 | | 0.22 | 0.24 | 0.00 | | 0.07 | 0.16 | 0.29 | | 0.15 | 0.08 | 0.00 | |
| Crit Moves: | | **** | | | **** | | | | | **** | | | **** | | | |
| Green/Cycle: | 0.26 | 0.38 | 0.00 | | 0.21 | 0.33 | 0.00 | | 0.13 | 0.15 | 0.41 | | 0.14 | 0.16 | 0.00 | |
| Volume/Cap: | 0.72 | 1.06 | 0.00 | | 1.06 | 0.72 | 0.00 | | 0.53 | 1.06 | 0.71 | | 1.06 | 0.53 | 0.00 | |
| Delay/Veh: | 36.3 | 68.0 | 0.0 | | 88.4 | 31.0 | 0.0 | | 41.6 | 90.8 | 28.2 | | 99.4 | 39.5 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 36.3 | 68.0 | 0.0 | | 88.4 | 31.0 | 0.0 | | 41.6 | 90.8 | 28.2 | | 99.4 | 39.5 | 0.0 | |
| LOS by Move: | D | E | A | | F | C | A | | D | F | C | | F | D | A | |
| HCM2kAvgQ: | 9 | 30 | 0 | | 17 | 12 | 0 | | 4 | 13 | 12 | | 11 | 4 | 0 | |

Note: Queue reported is the number of cars per lane.





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Folsom South of US-50 Annexation
Cumulative No Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #22 Cavitt Dr/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.622
Loss Time (sec): 12 Average Delay (sec/veh): 21.5
Optimal Cycle: 50 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 1 | 0 | 0 1 | 1 | 1 | 0 | 0 1 | 1 | 0 | 3 | 0 1 | 1 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 337 | 55 | 88 | | 219 | 45 | 21 | | 70 | 1500 | 443 | | 51 | 975 | 180 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 337 | 55 | 88 | | 219 | 45 | 21 | | 70 | 1500 | 443 | | 51 | 975 | 180 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 359 | 59 | 94 | | 233 | 48 | 22 | | 74 | 1596 | 471 | | 54 | 1037 | 191 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 359 | 59 | 94 | | 233 | 48 | 22 | | 74 | 1596 | 471 | | 54 | 1037 | 191 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 359 | 59 | 94 | | 233 | 48 | 22 | | 74 | 1596 | 471 | | 54 | 1037 | 191 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.52 | 0.52 | 0.85 | | 0.52 | 0.52 | 0.85 | | 0.95 | 0.91 | 0.85 | | 0.95 | 0.91 | 0.85 | |
| Lanes: | 1.72 | 0.28 | 1.00 | | 1.66 | 0.34 | 1.00 | | 1.00 | 3.00 | 1.00 | | 1.00 | 3.00 | 1.00 | |
| Final Sat.: | 1709 | 279 | 1615 | | 1649 | 339 | 1615 | | 1805 | 5187 | 1615 | | 1805 | 5187 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.21 | 0.21 | 0.06 | | 0.14 | 0.14 | 0.01 | | 0.04 | 0.31 | 0.29 | | 0.03 | 0.20 | 0.12 | |
| Crit Moves: | | **** | | | | | | | | **** | | | **** | | | |
| Green/Cycle: | 0.34 | 0.34 | 0.34 | | 0.34 | 0.34 | 0.34 | | 0.09 | 0.49 | 0.49 | | 0.05 | 0.45 | 0.45 | |
| Volume/Cap: | 0.62 | 0.62 | 0.17 | | 0.42 | 0.42 | 0.04 | | 0.44 | 0.62 | 0.59 | | 0.62 | 0.44 | 0.26 | |
| Delay/Veh: | 29.6 | 29.6 | 23.5 | | 26.0 | 26.0 | 22.3 | | 44.8 | 18.9 | 19.2 | | 59.8 | 19.0 | 17.4 | |
| 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: | 29.6 | 29.6 | 23.5 | | 26.0 | 26.0 | 22.3 | | 44.8 | 18.9 | 19.2 | | 59.8 | 19.0 | 17.4 | |
| LOS by Move: | C | C | C | | C | C | C | | D | B | B | | E | B | B | |
| HCM2kAvgQ: | 6 | 6 | 2 | | 4 | 4 | 0 | | 2 | 12 | 9 | | 2 | 8 | 4 | |

Note: Queue reported is the number of cars per lane.

PM Cumulative No Project Fri May 8, 2009 10:42:06 Page 25-1

Folsom South of US-50 Annexation
Cumulative No Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #23 Serpa Way / Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.940
Loss Time (sec): 12 Average Delay (sec/veh): 39.2
Optimal Cycle: 132 Level Of Service: D

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Include | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 1 | 0 | 1 | 2 | 0 | 0 | 1 | 0 | 1 | 0 | 3 | 0 | 1 | |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 717 | 31 | 305 | | 108 | 21 | 48 | | 81 | 1205 | 543 | | 194 | 550 | 84 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 717 | 31 | 305 | | 108 | 21 | 48 | | 81 | 1205 | 543 | | 194 | 550 | 84 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 763 | 33 | 324 | | 115 | 22 | 51 | | 86 | 1282 | 578 | | 206 | 585 | 89 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 763 | 33 | 324 | | 115 | 22 | 51 | | 86 | 1282 | 578 | | 206 | 585 | 89 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 763 | 33 | 324 | | 115 | 22 | 51 | | 86 | 1282 | 578 | | 206 | 585 | 89 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 1.00 | 0.85 | | 0.92 | 0.90 | 0.90 | | 0.95 | 0.91 | 0.85 | | 0.95 | 0.91 | 0.85 | |
| Lanes: | 1.00 | 1.00 | 1.00 | | 2.00 | 0.30 | 0.70 | | 1.00 | 3.00 | 1.00 | | 1.00 | 3.00 | 1.00 | |
| Final Sat.: | 1805 | 1900 | 1615 | | 3502 | 518 | 1184 | | 1805 | 5187 | 1615 | | 1805 | 5187 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.42 | 0.02 | 0.20 | | 0.03 | 0.04 | 0.04 | | 0.05 | 0.25 | 0.36 | | 0.11 | 0.11 | 0.06 | |
| Crit Moves: | **** | | | | | **** | | | | **** | | | **** | | | |
| Green/Cycle: | 0.45 | 0.36 | 0.48 | | 0.14 | 0.05 | 0.05 | | 0.11 | 0.26 | 0.71 | | 0.12 | 0.27 | 0.41 | |
| Volume/Cap: | 0.94 | 0.05 | 0.42 | | 0.24 | 0.94 | 0.94 | | 0.42 | 0.94 | 0.50 | | 0.94 | 0.42 | 0.14 | |
| Delay/Veh: | 44.8 | 20.9 | 17.2 | | 38.8 | 129 | 128.9 | | 42.6 | 48.8 | 6.8 | | 87.6 | 30.2 | 18.7 | |
| 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: | 44.8 | 20.9 | 17.2 | | 38.8 | 129 | 128.9 | | 42.6 | 48.8 | 6.8 | | 87.6 | 30.2 | 18.7 | |
| LOS by Move: | D | C | B | | D | F | F | | D | D | A | | F | C | B | |
| HCM2kAvgQ: | 27 | 1 | 7 | | 2 | 5 | 5 | | 2 | 16 | 8 | | 7 | 5 | 2 | |

Note: Queue reported is the number of cars per lane.





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Folsom South of US-50 Annexation
Cumulative No Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #24 Empire Ranch Road/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 1.033
Loss Time (sec): 12 Average Delay (sec/veh): 60.7
Optimal Cycle: 180 Level Of Service: E

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 3 | 0 | 1 | 1 | 0 | 3 | 0 | 1 | 1 | 1 | 0 | 1 | 0 | 1 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | | |
| Base Vol: | 135 | 851 | 179 | | 475 | 700 | 139 | | 132 | 1026 | 339 | | 62 | 509 | 563 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 135 | 851 | 179 | | 475 | 700 | 139 | | 132 | 1026 | 339 | | 62 | 509 | 563 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 144 | 905 | 190 | | 505 | 745 | 148 | | 140 | 1091 | 361 | | 66 | 541 | 599 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 144 | 905 | 190 | | 505 | 745 | 148 | | 140 | 1091 | 361 | | 66 | 541 | 599 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 144 | 905 | 190 | | 505 | 745 | 148 | | 140 | 1091 | 361 | | 66 | 541 | 599 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.91 | 0.85 | | 0.95 | 0.91 | 0.85 | | 0.95 | 0.91 | 0.91 | | 0.95 | 0.87 | 0.87 | |
| Lanes: | 1.00 | 3.00 | 1.00 | | 1.00 | 3.00 | 1.00 | | 1.00 | 1.50 | 0.50 | | 1.00 | 1.00 | 1.00 | |
| Final Sat.: | 1805 | 5187 | 1615 | | 1805 | 5187 | 1615 | | 1805 | 2613 | 863 | | 1805 | 1662 | 1662 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.08 | 0.17 | 0.12 | | 0.28 | 0.14 | 0.09 | | 0.08 | 0.42 | 0.42 | | 0.04 | 0.33 | 0.36 | |
| Crit Moves: | | **** | | | **** | | | | | **** | | | **** | | | |
| Green/Cycle: | 0.16 | 0.17 | 0.20 | | 0.27 | 0.28 | 0.36 | | 0.08 | 0.40 | 0.40 | | 0.04 | 0.36 | 0.36 | |
| Volume/Cap: | 0.51 | 1.03 | 0.58 | | 1.03 | 0.51 | 0.25 | | 1.00 | 1.03 | 1.03 | | 1.03 | 0.90 | 1.00 | |
| Delay/Veh: | 40.1 | 80.6 | 38.4 | | 85.8 | 30.3 | 22.7 | | 120.6 | 62.6 | 62.6 | | 170.3 | 39.2 | 57.4 | |
| 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: | 40.1 | 80.6 | 38.4 | | 85.8 | 30.3 | 22.7 | | 120.6 | 62.6 | 62.6 | | 170.3 | 39.2 | 57.4 | |
| LOS by Move: | D | F | D | | F | C | C | | F | E | E | | F | D | E | |
| HCM2kAvgQ: | 4 | 14 | 5 | | 20 | 7 | 3 | | 5 | 27 | 27 | | 3 | 18 | 24 | |

Note: Queue reported is the number of cars per lane.

PM Cumulative No Project Fri May 8, 2009 10:42:06 Page 27-1

Folsom South of US-50 Annexation
Cumulative No Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #25 Prairie City Rd/ High School

Cycle (sec): 100 Critical Vol./Cap. (X): 0.563
Loss Time (sec): 12 Average Delay (sec/veh): 24.3
Optimal Cycle: 45 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 2 | 1 | 0 | 2 | 0 | 2 | 1 | 0 | 2 | 0 | 0 | 1 | 1 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 260 | 1223 | 50 | | 38 | 988 | 238 | | 700 | 2 | 407 | | 35 | 2 | 30 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 260 | 1223 | 50 | | 38 | 988 | 238 | | 700 | 2 | 407 | | 35 | 2 | 30 | |
| User Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Volume: | 244 | 1150 | 47 | | 36 | 929 | 224 | | 658 | 2 | 383 | | 33 | 2 | 28 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 244 | 1150 | 47 | | 36 | 929 | 224 | | 658 | 2 | 383 | | 33 | 2 | 28 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 244 | 1150 | 47 | | 36 | 929 | 224 | | 658 | 2 | 383 | | 33 | 2 | 28 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.90 | 0.90 | | 0.92 | 0.88 | 0.88 | | 0.92 | 0.85 | 0.85 | | 0.95 | 0.86 | 0.86 | |
| Lanes: | 2.00 | 2.88 | 0.12 | | 2.00 | 2.42 | 0.58 | | 2.00 | 0.01 | 1.99 | | 1.00 | 0.13 | 1.87 | |
| Final Sat.: | 3502 | 4953 | 203 | | 3502 | 4059 | 978 | | 3502 | 16 | 3218 | | 1805 | 204 | 3060 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.07 | 0.23 | 0.23 | | 0.01 | 0.23 | 0.23 | | 0.19 | 0.12 | 0.12 | | 0.02 | 0.01 | 0.01 | |
| Crit Moves: | **** | | | | | **** | | | **** | | | | | **** | | |
| Green/Cycle: | 0.12 | 0.51 | 0.51 | | 0.02 | 0.41 | 0.41 | | 0.33 | 0.30 | 0.30 | | 0.05 | 0.02 | 0.02 | |
| Volume/Cap: | 0.56 | 0.46 | 0.46 | | 0.46 | 0.56 | 0.56 | | 0.56 | 0.39 | 0.39 | | 0.39 | 0.56 | 0.56 | |
| Delay/Veh: | 43.0 | 15.9 | 15.9 | | 52.5 | 23.2 | 23.2 | | 28.0 | 27.8 | 27.8 | | 49.3 | 61.9 | 61.9 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 43.0 | 15.9 | 15.9 | | 52.5 | 23.2 | 23.2 | | 28.0 | 27.8 | 27.8 | | 49.3 | 61.9 | 61.9 | |
| LOS by Move: | D | B | B | | D | C | C | | C | C | C | | D | E | E | |
| HCM2kAvgQ: | 3 | 8 | 8 | | 1 | 10 | 10 | | 9 | 5 | 5 | | 1 | 1 | 1 | |

Note: Queue reported is the number of cars per lane.





PM Cumulative No Project Fri May 8, 2009 10:42:06 Page 28-1

Folsom South of US-50 Annexation
Cumulative No Project PM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #26 East Bidwell Street / Placerville Road

Average Delay (sec/veh): 217.6 Worst Case Level Of Service: F[1328.8]

| 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 | 2 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 2638 | 60 | | 0 | 2087 | 0 | | 0 | 0 | 0 | | 0 | 0 | 937 | |
| Growth Adj: | 1.00 | 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 | 2638 | 60 | | 0 | 2087 | 0 | | 0 | 0 | 0 | | 0 | 0 | 937 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 0 | 2806 | 64 | | 0 | 2220 | 0 | | 0 | 0 | 0 | | 0 | 0 | 997 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| FinalVolume: | 0 | 2806 | 64 | | 0 | 2220 | 0 | | 0 | 0 | 0 | | 0 | 0 | 997 | |
| Critical Gap Module: | | | | | | | | | | | | | | | | |
| Critical Gp: | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | 6.9 | |
| FollowUpTim: | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | 3.3 | |
| Capacity Module: | | | | | | | | | | | | | | | | |
| Cnflict Vol: | xxxx | xxxx | xxxxx | | xxxx | xxxx | xxxxx | | xxxx | xxxx | xxxxx | | xxxx | xxxx | 967 | |
| Potent Cap.: | xxxx | xxxx | xxxxx | | xxxx | xxxx | xxxxx | | xxxx | xxxx | xxxxx | | xxxx | xxxx | 258 | |
| Move Cap.: | xxxx | xxxx | xxxxx | | xxxx | xxxx | xxxxx | | xxxx | xxxx | xxxxx | | xxxx | xxxx | 258 | |
| Volume/Cap: | xxxx | xxxx | xxxx | | xxxx | xxxx | xxxx | | xxxx | xxxx | xxxx | | xxxx | xxxx | 3.87 | |
| Level Of Service Module: | | | | | | | | | | | | | | | | |
| 2Way95thQ: | xxxx | xxxx | xxxxx | | xxxx | xxxx | xxxxx | | xxxx | xxxx | xxxxx | | xxxx | xxxx | 96.3 | |
| Control Del: | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | 1329 | |
| LOS by Move: | * | * | * | | * | * | * | | * | * | * | | * | * | F | |
| Movement: | LT - | LTR - | RT | | LT - | LTR - | RT | | LT - | LTR - | RT | | LT - | LTR - | RT | |
| Shared Cap.: | xxxx | xxxx | xxxxx | | xxxx | xxxx | xxxxx | | xxxx | xxxx | xxxxx | | xxxx | xxxx | xxxxx | |
| SharedQueue: | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | |
| Shrd ConDel: | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | |
| Shared LOS: | * | * | * | | * | * | * | | * | * | * | | * | * | * | |
| ApproachDel: | xxxxxx | | | | xxxxxx | | | | xxxxxx | | | | 1328.8 | | | |
| ApproachLOS: | * | | | | * | | | | * | | | | F | | | |

Note: Queue reported is the number of cars per lane.

PM Cumulative No Project Fri May 8, 2009 10:42:06 Page 29-1

Folsom South of US-50 Annexation
Cumulative No Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #27 Prairie City Rd/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.900
Loss Time (sec): 12 Average Delay (sec/veh): 26.4
Optimal Cycle: 110 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Split Phase | | | | Split Phase | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Ovl | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 1! | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 2 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | | |
| Base Vol: | 1 | 2 | 1 | | 166 | 1 | 717 | | 581 | 1652 | 1 | | 1 | 1747 | 136 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 1 | 2 | 1 | | 166 | 1 | 717 | | 581 | 1652 | 1 | | 1 | 1747 | 136 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 1 | 2 | 1 | | 177 | 1 | 763 | | 618 | 1757 | 1 | | 1 | 1859 | 145 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 1 | 2 | 1 | | 177 | 1 | 763 | | 618 | 1757 | 1 | | 1 | 1859 | 145 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 1 | 2 | 1 | | 177 | 1 | 763 | | 618 | 1757 | 1 | | 1 | 1859 | 145 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.95 | 0.95 | | 0.95 | 0.95 | 0.75 | | 0.92 | 0.95 | 0.85 | | 0.95 | 0.95 | 0.85 | |
| Lanes: | 0.25 | 0.50 | 0.25 | | 0.99 | 0.01 | 2.00 | | 2.00 | 2.00 | 1.00 | | 1.00 | 2.00 | 1.00 | |
| Final Sat.: | 453 | 907 | 453 | | 1800 | 11 | 2842 | | 3502 | 3610 | 1615 | | 1805 | 3610 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | | 0.10 | 0.10 | 0.27 | | 0.18 | 0.49 | 0.00 | | 0.00 | 0.51 | 0.09 | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | | 0.11 | 0.11 | 0.31 | | 0.20 | 0.77 | 0.77 | | 0.00 | 0.57 | 0.57 | |
| Volume/Cap: | 0.90 | 0.90 | 0.90 | | 0.90 | 0.90 | 0.88 | | 0.90 | 0.63 | 0.00 | | 0.63 | 0.90 | 0.16 | |
| Delay/Veh: | 387.7 | 388 | 387.7 | | 81.5 | 81.5 | 43.2 | | 54.1 | 5.8 | 2.7 | | 341.9 | 24.7 | 10.1 | |
| 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: | 387.7 | 388 | 387.7 | | 81.5 | 81.5 | 43.2 | | 54.1 | 5.8 | 2.7 | | 341.9 | 24.7 | 10.1 | |
| LOS by Move: | F | F | F | | F | F | D | | D | A | A | | F | C | B | |
| HCM2kAvgQ: | 1 | 1 | 1 | | 6 | 6 | 14 | | 10 | 12 | 0 | | 0 | 28 | 2 | |

Note: Queue reported is the number of cars per lane.





PM Cumulative No Project Fri May 8, 2009 10:42:06 Page 30-1

Folsom South of US-50 Annexation
Cumulative No Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #28 Scott Rd (South)/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.725
Loss Time (sec): 9 Average Delay (sec/veh): 9.8
Optimal Cycle: 55 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 2 | 0 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | | |
| Base Vol: | 41 | 0 | 35 | | 0 | 0 | 0 | | 0 | 1673 | 97 | | 262 | 1746 | 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: | 41 | 0 | 35 | | 0 | 0 | 0 | | 0 | 1673 | 97 | | 262 | 1746 | 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: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 44 | 0 | 37 | | 0 | 0 | 0 | | 0 | 1780 | 103 | | 279 | 1857 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 44 | 0 | 37 | | 0 | 0 | 0 | | 0 | 1780 | 103 | | 279 | 1857 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 44 | 0 | 37 | | 0 | 0 | 0 | | 0 | 1780 | 103 | | 279 | 1857 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 1.00 | 0.85 | | 1.00 | 1.00 | 1.00 | | 1.00 | 0.95 | 0.85 | | 0.95 | 0.95 | 1.00 | |
| Lanes: | 2.00 | 0.00 | 1.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 2.00 | 1.00 | | 1.00 | 2.00 | 0.00 | |
| Final Sat.: | 3502 | 0 | 1615 | | 0 | 0 | 0 | | 0 | 3610 | 1615 | | 1805 | 3610 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.00 | 0.02 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.49 | 0.06 | | 0.15 | 0.51 | 0.00 | |
| Crit Moves: | **** | | | | | | | | | **** | | | **** | | | |
| Green/Cycle: | 0.02 | 0.00 | 0.23 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.68 | 0.68 | | 0.21 | 0.89 | 0.00 | |
| Volume/Cap: | 0.73 | 0.00 | 0.10 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.73 | 0.09 | | 0.73 | 0.58 | 0.00 | |
| Delay/Veh: | 84.2 | 0.0 | 30.5 | | 0.0 | 0.0 | 0.0 | | 0.0 | 11.2 | 5.5 | | 43.4 | 1.4 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 84.2 | 0.0 | 30.5 | | 0.0 | 0.0 | 0.0 | | 0.0 | 11.2 | 5.5 | | 43.4 | 1.4 | 0.0 | |
| LOS by Move: | F | A | C | | A | A | A | | A | B | A | | D | A | A | |
| HCM2kAvgQ: | 2 | 0 | 1 | | 0 | 0 | 0 | | 0 | 18 | 1 | | 8 | 7 | 0 | |

Note: Queue reported is the number of cars per lane.

Folsom South of US-50 Annexation
Cumulative No Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

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Intersection #29 Scott Rd (North)/ White Rock Rd

**********

Cycle (sec): 100 Critical Vol./Cap. (X): 0.886
Loss Time (sec): 9 Average Delay (sec/veh): 27.2
Optimal Cycle: 96 Level of Service: C

**********

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 1 | 0 1 | 1 | 0 | 1 | 0 2 | 2 | 0 | 2 | 0 1 | 1 | 0 | 2 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 3 | 1 | | 244 | 3 | 610 | | 790 | 917 | 1 | | 1 | 1428 | 228 | |
| Growth Adj: | 1.00 | 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 | 1 | | 244 | 3 | 610 | | 790 | 917 | 1 | | 1 | 1428 | 228 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 0 | 3 | 1 | | 260 | 3 | 649 | | 840 | 976 | 1 | | 1 | 1519 | 243 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 3 | 1 | | 260 | 3 | 649 | | 840 | 976 | 1 | | 1 | 1519 | 243 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 3 | 1 | | 260 | 3 | 649 | | 840 | 976 | 1 | | 1 | 1519 | 243 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 1.00 | 0.85 | | 0.95 | 1.00 | 0.75 | | 0.92 | 0.95 | 0.85 | | 0.95 | 0.95 | 0.85 | |
| Lanes: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 2.00 | | 2.00 | 2.00 | 1.00 | | 1.00 | 2.00 | 1.00 | |
| Final Sat.: | 1900 | 1900 | 1615 | | 1805 | 1900 | 2842 | | 3502 | 3610 | 1615 | | 1805 | 3610 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | | 0.14 | 0.00 | 0.23 | | 0.24 | 0.27 | 0.00 | | 0.00 | 0.42 | 0.15 | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | | 0.16 | 0.16 | 0.44 | | 0.27 | 0.74 | 0.74 | | 0.00 | 0.47 | 0.64 | |
| Volume/Cap: | 0.00 | 0.89 | 0.19 | | 0.89 | 0.01 | 0.52 | | 0.89 | 0.36 | 0.00 | | 0.36 | 0.89 | 0.24 | |
| Delay/Veh: | 0.0 | 429 | 65.1 | | 66.9 | 35.0 | 21.1 | | 45.1 | 4.6 | 3.3 | | 113.0 | 29.8 | 7.9 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 429 | 65.1 | | 66.9 | 35.0 | 21.1 | | 45.1 | 4.6 | 3.3 | | 113.0 | 29.8 | 7.9 | |
| LOS by Move: | A | F | E | | E | D | C | | D | A | A | | F | C | A | |
| HCM2kAvgQ: | 0 | 1 | 0 | | 9 | 0 | 8 | | 14 | 5 | 0 | | 0 | 24 | 3 | |

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Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Cumulative No Project PM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

**********

Intersection #30 Placerville Rd/ White Rock Rd

**********

Average Delay (sec/veh): 0.1 Worst Case Level Of Service: C[ 21.4]

**********

| 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 | 0 1 | 0 | 0 | 0 | 0 1 | 0 | 1 | 1 | 0 1 | 0 | 0 | 2 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 2 | | 0 | 0 | 22 | | 2 | 1031 | 1 | | 0 | 1663 | 499 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 0 | 0 | 2 | | 0 | 0 | 22 | | 2 | 1031 | 1 | | 0 | 1663 | 499 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 0 | 0 | 2 | | 0 | 0 | 23 | | 2 | 1097 | 1 | | 0 | 1769 | 531 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| FinalVolume: | 0 | 0 | 2 | | 0 | 0 | 23 | | 2 | 1097 | 1 | | 0 | 1769 | 531 | |
| Critical Gap Module: | | | | | | | | | | | | | | | | |
| Critical Gp: | xxxxx | xxxx | 6.9 | | xxxxx | xxxx | 6.9 | | 4.1 | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | |
| FollowUpTim: | xxxxx | xxxx | 3.3 | | xxxxx | xxxx | 3.3 | | 2.2 | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | |
| Capacity Module: | | | | | | | | | | | | | | | | |
| Cnflict Vol: | xxxx | xxxx | 548 | | xxxx | xxxx | 885 | | 2300 | xxxx | xxxxx | | xxxx | xxxx | xxxxx | |
| Potent Cap.: | xxxx | xxxx | 485 | | xxxx | xxxx | 292 | | 222 | xxxx | xxxxx | | xxxx | xxxx | xxxxx | |
| Move Cap.: | xxxx | xxxx | 485 | | xxxx | xxxx | 292 | | 222 | xxxx | xxxxx | | xxxx | xxxx | xxxxx | |
| Volume/Cap: | xxxx | xxxx | 0.00 | | xxxx | xxxx | 0.08 | | 0.01 | xxxx | xxxx | | xxxx | xxxx | xxxx | |
| Level Of Service Module: | | | | | | | | | | | | | | | | |
| 2Way95thQ: | xxxx | xxxx | 0.0 | | xxxx | xxxx | 0.3 | | 0.0 | xxxx | xxxxx | | xxxx | xxxx | xxxxx | |
| Control Del: | xxxxx | xxxx | 12.5 | | xxxxx | xxxx | 18.4 | | 21.4 | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | |
| LOS by Move: | * | * | B | | * | * | C | | C | * | * | | * | * | * | |
| Movement: | LT - | LTR - | RT | | LT - | LTR - | RT | | LT - | LTR - | RT | | LT - | LTR - | RT | |
| Shared Cap.: | xxxx | xxxx | xxxxx | | xxxx | xxxx | xxxxx | | xxxx | xxxx | xxxxx | | xxxx | xxxx | xxxxx | |
| SharedQueue: | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | 0.0 | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | |
| Shrd ConDel: | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | 21.4 | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | |
| Shared LOS: | * | * | * | | * | * | * | | C | * | * | | * | * | * | |
| ApproachDel: | 12.5 | | | | 18.4 | | | | xxxxxx | | | | xxxxxx | | | |
| ApproachLOS: | B | | | | C | | | | * | | | | * | | | |

**********

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Cumulative No Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #32 Prairie City Rd/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.604
Loss Time (sec): 9 Average Delay (sec/veh): 18.5
Optimal Cycle: 41 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 1 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 72 | 599 | 0 | | 0 | 710 | 646 | | 1096 | 0 | 113 | | 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: | 72 | 599 | 0 | | 0 | 710 | 646 | | 1096 | 0 | 113 | | 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: | 72 | 599 | 0 | | 0 | 710 | 646 | | 1096 | 0 | 113 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 72 | 599 | 0 | | 0 | 710 | 646 | | 1096 | 0 | 113 | | 0 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 72 | 599 | 0 | | 0 | 710 | 646 | | 1096 | 0 | 113 | | 0 | 0 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.95 | 1.00 | | 1.00 | 0.95 | 0.85 | | 0.92 | 1.00 | 0.85 | | 1.00 | 1.00 | 1.00 | |
| Lanes: | 1.00 | 2.00 | 0.00 | | 0.00 | 2.00 | 1.00 | | 2.00 | 0.00 | 1.00 | | 0.00 | 0.00 | 0.00 | |
| Final Sat.: | 1805 | 3610 | 0 | | 0 | 3610 | 1615 | | 3502 | 0 | 1615 | | 0 | 0 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.17 | 0.00 | | 0.00 | 0.20 | 0.40 | | 0.31 | 0.00 | 0.07 | | 0.00 | 0.00 | 0.00 | |
| Crit Moves: | **** | | | | | **** | | | **** | | | | | | | |
| Green/Cycle: | 0.07 | 0.39 | 0.00 | | 0.00 | 0.33 | 0.84 | | 0.52 | 0.00 | 0.58 | | 0.00 | 0.00 | 0.00 | |
| Volume/Cap: | 0.60 | 0.42 | 0.00 | | 0.00 | 0.60 | 0.47 | | 0.60 | 0.00 | 0.12 | | 0.00 | 0.00 | 0.00 | |
| Delay/Veh: | 53.9 | 22.4 | 0.0 | | 0.0 | 29.2 | 2.3 | | 17.5 | 0.0 | 9.3 | | 0.0 | 0.0 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 53.9 | 22.4 | 0.0 | | 0.0 | 29.2 | 2.3 | | 17.5 | 0.0 | 9.3 | | 0.0 | 0.0 | 0.0 | |
| LOS by Move: | D | C | A | | A | C | A | | B | A | A | | A | A | A | |
| HCM2kAvgQ: | 2 | 7 | 0 | | 0 | 9 | 5 | | 12 | 0 | 1 | | 0 | 0 | 0 | |

Note: Queue reported is the number of cars per lane.





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Folsom South of US-50 Annexation
Cumulative No Project PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #57 Hazel Blvd/ Gold Country

Cycle (sec): 100 Critical Vol./Cap. (X): 1.250
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Split Phase | | | | Split Phase | | | |
| Rights: | Ovl | | | | Include | | | | Ovl | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 3 | 0 | 1 | 1 | 0 | 3 | 1 | 0 | 2 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 80 | 4885 | 48 | | 16 | 2794 | 232 | | 407 | 18 | 175 | | 24 | 14 | 13 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 80 | 4885 | 48 | | 16 | 2794 | 232 | | 407 | 18 | 175 | | 24 | 14 | 13 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Volume: | 80 | 4885 | 48 | | 16 | 2794 | 232 | | 407 | 18 | 175 | | 24 | 14 | 13 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 80 | 4885 | 48 | | 16 | 2794 | 232 | | 407 | 18 | 175 | | 24 | 14 | 13 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 80 | 4885 | 48 | | 16 | 2794 | 232 | | 407 | 18 | 175 | | 24 | 14 | 13 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | |
| 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: | 2.00 | 3.00 | 1.00 | | 1.00 | 3.69 | 0.31 | | 2.00 | 0.19 | 1.81 | | 1.00 | 0.52 | 0.48 | |
| Final Sat.: | 3000 | 4500 | 1500 | | 1500 | 5540 | 460 | | 3000 | 280 | 2720 | | 1500 | 778 | 722 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 1.09 | 0.03 | | 0.01 | 0.50 | 0.50 | | 0.14 | 0.06 | 0.06 | | 0.02 | 0.02 | 0.02 | |
| Crit Volume: | | 1628 | | | 16 | | | | 204 | | | | | | 27 | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | | **** | |

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Folsom South of US-50 Annexation
Cumulative No Project PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #58 Hazel Ave/ Folsom Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.808
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 119 Level Of Service: D

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 2 | 0 1 | 2 | 0 | 2 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 351 | 1952 | 0 | 0 | 2013 | 614 | 812 | 0 | 230 | 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: | 351 | 1952 | 0 | 0 | 2013 | 614 | 812 | 0 | 230 | 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: | 351 | 1952 | 0 | 0 | 2013 | 614 | 812 | 0 | 230 | 0 | 0 | 0 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 351 | 1952 | 0 | 0 | 2013 | 614 | 812 | 0 | 230 | 0 | 0 | 0 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| FinalVolume: | 351 | 1952 | 0 | 0 | 2013 | 614 | 812 | 0 | 230 | 0 | 0 | 0 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | | | | |
| 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: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 | | | | |
| Final Sat.: | 3100 | 4650 | 1550 | 3100 | 4650 | 1550 | 3100 | 3100 | 1550 | 3100 | 3100 | 1550 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.11 | 0.42 | 0.00 | 0.00 | 0.43 | 0.40 | 0.26 | 0.00 | 0.15 | 0.00 | 0.00 | 0.00 | | | | |
| Crit Volume: | 176 | | | | 671 | | 406 | | | | 0 | | | | | |
| Crit Moves: | **** | | | | **** | | **** | | | | | | | | | |





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Folsom South of US-50 Annexation
Cumulative No Project PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #59 Grant Line Rd/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.898
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 0 | 0 2 | 0 | 0 | 0 | 0 0 | 0 | 0 | 2 | 0 1 | 2 | 0 | 2 | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 1395 | 0 | 0 | 0 | 0 | 0 | 819 | 123 | 1966 | 502 | 0 | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 0 | 0 | 1395 | 0 | 0 | 0 | 0 | 819 | 123 | 1966 | 502 | 0 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Volume: | 0 | 0 | 1395 | 0 | 0 | 0 | 0 | 819 | 123 | 1966 | 502 | 0 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 0 | 0 | 1395 | 0 | 0 | 0 | 0 | 819 | 123 | 1966 | 502 | 0 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| FinalVolume: | 0 | 0 | 1395 | 0 | 0 | 0 | 0 | 819 | 123 | 1966 | 502 | 0 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | | | | |
| 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 | 0.00 | 2.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 | 1.00 | 2.00 | 2.00 | 0.00 | | | | |
| Final Sat.: | 1550 | 0 | 3100 | 0 | 0 | 0 | 0 | 3100 | 1550 | 3100 | 3100 | 0 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.45 | 0.00 | 0.00 | 0.00 | 0.00 | 0.26 | 0.08 | 0.63 | 0.16 | 0.00 | | | | |
| Crit Volume: | 0 | | | | 0 | | | 410 | | 983 | | | | | | |
| Crit Moves: | **** | | | | | | | **** | | **** | | | | | | |

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Folsom South of US-50 Annexation
Cumulative No Project PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #60 Grant Line Rd/ Sunrise Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.690
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 74 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Split Phase | | | | Split Phase | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 1! | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 2 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | | |
| Base Vol: | 6 | 3 | 20 | | 8 | 19 | 1064 | | 197 | 951 | 247 | | 25 | 948 | 5 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 6 | 3 | 20 | | 8 | 19 | 1064 | | 197 | 951 | 247 | | 25 | 948 | 5 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Volume: | 6 | 3 | 20 | | 8 | 19 | 1064 | | 197 | 951 | 247 | | 25 | 948 | 5 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 6 | 3 | 20 | | 8 | 19 | 1064 | | 197 | 951 | 247 | | 25 | 948 | 5 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 6 | 3 | 20 | | 8 | 19 | 1064 | | 197 | 951 | 247 | | 25 | 948 | 5 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | |
| 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: | 0.21 | 0.10 | 0.69 | | 0.30 | 0.70 | 2.00 | | 2.00 | 2.00 | 1.00 | | 1.00 | 2.00 | 1.00 | |
| Final Sat.: | 310 | 155 | 1034 | | 444 | 1056 | 3000 | | 3000 | 3000 | 1500 | | 1500 | 3000 | 1500 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.02 | 0.02 | | 0.02 | 0.02 | 0.35 | | 0.07 | 0.32 | 0.16 | | 0.02 | 0.32 | 0.00 | |
| Crit Volume: | | 29 | | | | | 532 | | 0 | | | | | 474 | | |
| Crit Moves: | | **** | | | | | **** | | **** | | | | | **** | | |





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Folsom South of US-50 Annexation
Cumulative No Project PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #61 Hazel Ave/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.675
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 70 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Split Phase | | | | Split Phase | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 1 | 0 | 1 | 2 | 0 | 1 | 0 | 1 | 2 | 0 | 1 | 1 | 0 | 3 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | | |
| Base Vol: | 197 | 129 | 117 | | 632 | 121 | 387 | | 256 | 939 | 140 | | 98 | 1115 | 420 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 197 | 129 | 117 | | 632 | 121 | 387 | | 256 | 939 | 140 | | 98 | 1115 | 420 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Volume: | 197 | 129 | 117 | | 632 | 121 | 387 | | 256 | 939 | 140 | | 98 | 1115 | 420 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 197 | 129 | 117 | | 632 | 121 | 387 | | 256 | 939 | 140 | | 98 | 1115 | 420 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 197 | 129 | 117 | | 632 | 121 | 387 | | 256 | 939 | 140 | | 98 | 1115 | 420 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | |
| 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 | | 2.00 | 1.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 1.00 | 3.00 | 1.00 | |
| Final Sat.: | 1500 | 1500 | 1500 | | 3000 | 1500 | 1500 | | 3000 | 4500 | 1500 | | 1500 | 4500 | 1500 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.13 | 0.09 | 0.08 | | 0.21 | 0.08 | 0.26 | | 0.09 | 0.21 | 0.09 | | 0.07 | 0.25 | 0.28 | |
| Crit Volume: | 197 | | | | 316 | | | | 128 | | | | | 372 | | |
| Crit Moves: | **** | | | | **** | | | | **** | | | | | **** | | |

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #62 Aerojet Road/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.592
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Ovl | | | Ovl | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 0 | 1 0 | 1 | 1 0 | 1 0 | 1 | 1 0 | 3 0 | 1 | 1 0 | 3 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 102 | 49 | 220 | 351 | 77 | 44 | 15 | 731 | 134 | 245 | 446 | 231 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 102 | 49 | 220 | 351 | 77 | 44 | 15 | 731 | 134 | 245 | 446 | 231 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 102 | 49 | 220 | 351 | 77 | 44 | 15 | 731 | 134 | 245 | 446 | 231 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 102 | 49 | 220 | 351 | 77 | 44 | 15 | 731 | 134 | 245 | 446 | 231 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 102 | 49 | 220 | 351 | 77 | 44 | 15 | 731 | 134 | 245 | 446 | 231 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 |
| 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 | 1.00 | 1.00 | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 |
| Final Sat.: | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 4500 | 1500 | 1500 | 4500 | 1500 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.07 | 0.03 | 0.15 | 0.23 | 0.05 | 0.03 | 0.01 | 0.16 | 0.09 | 0.16 | 0.10 | 0.15 |
| Crit Volume: | | 49 | | 351 | | | | 244 | | 245 | | |
| Crit Moves: | | **** | | **** | | | | **** | | **** | | |





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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #63 Alabama Ave/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.314
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Ovl | | | Ovl | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 0 | 1 0 | 1 | 1 0 | 1 0 | 1 | 1 0 | 3 0 | 1 | 1 0 | 3 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 10 | 0 | 194 | 100 | 1176 | 0 | 0 | 709 | 4 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 10 | 0 | 194 | 100 | 1176 | 0 | 0 | 709 | 4 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 0 | 10 | 0 | 194 | 100 | 1176 | 0 | 0 | 709 | 4 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 10 | 0 | 194 | 100 | 1176 | 0 | 0 | 709 | 4 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 0 | 0 | 0 | 10 | 0 | 194 | 100 | 1176 | 0 | 0 | 709 | 4 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 |
| 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 | 1.00 | 1.00 | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 |
| Final Sat.: | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 4650 | 1550 | 1550 | 4650 | 1550 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.13 | 0.06 | 0.25 | 0.00 | 0.00 | 0.15 | 0.00 |
| Crit Volume: | | 0 | | | | 194 | | 392 | | 0 | | |
| Crit Moves: | | | | | | **** | | **** | | **** | | |

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Cumulative No Project PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #64 Glenborough Rd/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.347
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Ovl | | | Ovl | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 | 0 1 | 0 1 | 1 | 0 1 | 0 1 | 1 | 0 3 | 0 1 | 1 | 0 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 20 | 8 | 9 | 140 | 18 | 68 | 162 | 1006 | 25 | 11 | 632 | 70 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 20 | 8 | 9 | 140 | 18 | 68 | 162 | 1006 | 25 | 11 | 632 | 70 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 20 | 8 | 9 | 140 | 18 | 68 | 162 | 1006 | 25 | 11 | 632 | 70 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 20 | 8 | 9 | 140 | 18 | 68 | 162 | 1006 | 25 | 11 | 632 | 70 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 20 | 8 | 9 | 140 | 18 | 68 | 162 | 1006 | 25 | 11 | 632 | 70 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 |
| 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 | 1.00 | 1.00 | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 |
| Final Sat.: | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 4500 | 1500 | 1500 | 4500 | 1500 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.01 | 0.01 | 0.09 | 0.01 | 0.05 | 0.11 | 0.22 | 0.02 | 0.01 | 0.14 | 0.05 |
| Crit Volume: | | 8 | | 140 | | | 162 | | | | 211 | |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |





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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #65 Sunrise Blvd/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.681
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 72 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Ovl | | | Ovl | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 2 | 0 3 | 0 1 | 2 | 0 3 | 0 1 | 2 | 0 3 | 0 1 | 2 | 0 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 4 | 826 | 323 | 80 | 1515 | 66 | 385 | 851 | 113 | 463 | 477 | 131 |
| Growth Adj: | 1.00 | 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 | 826 | 323 | 80 | 1515 | 66 | 385 | 851 | 113 | 463 | 477 | 131 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 4 | 826 | 323 | 80 | 1515 | 66 | 385 | 851 | 113 | 463 | 477 | 131 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 4 | 826 | 323 | 80 | 1515 | 66 | 385 | 851 | 113 | 463 | 477 | 131 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 4 | 826 | 323 | 80 | 1515 | 66 | 385 | 851 | 113 | 463 | 477 | 131 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 |
| 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: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3000 | 4500 | 1500 | 3000 | 4500 | 1500 | 3000 | 4500 | 1500 | 3000 | 4500 | 1500 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.18 | 0.22 | 0.03 | 0.34 | 0.04 | 0.13 | 0.19 | 0.08 | 0.15 | 0.11 | 0.09 |
| Crit Volume: | 2 | | | | 505 | | | 284 | | 231 | | |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |

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Cumulative No Project PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #66 Fitzgerald Road / White Rock Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.340
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Permitted | | | | Permitted | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 1! | 0 | 0 | 0 | 1! | 0 | 0 | 1 | 0 | 3 | 0 | 1 | 0 | 3 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 173 | 38 | 38 | | 25 | 13 | 48 | | 19 | 738 | 65 | | 7 | 301 | 26 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 173 | 38 | 38 | | 25 | 13 | 48 | | 19 | 738 | 65 | | 7 | 301 | 26 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Volume: | 173 | 38 | 38 | | 25 | 13 | 48 | | 19 | 738 | 65 | | 7 | 301 | 26 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 173 | 38 | 38 | | 25 | 13 | 48 | | 19 | 738 | 65 | | 7 | 301 | 26 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 173 | 38 | 38 | | 25 | 13 | 48 | | 19 | 738 | 65 | | 7 | 301 | 26 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1550 | 1550 | 1550 | | 1550 | 1550 | 1550 | | 1550 | 1550 | 1550 | | 1550 | 1550 | 1550 | |
| 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: | 0.70 | 0.15 | 0.15 | | 0.29 | 0.15 | 0.56 | | 1.00 | 3.00 | 1.00 | | 1.00 | 3.00 | 1.00 | |
| Final Sat.: | 1077 | 237 | 237 | | 451 | 234 | 865 | | 1550 | 4650 | 1550 | | 1550 | 4650 | 1550 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.16 | 0.16 | 0.16 | | 0.06 | 0.06 | 0.06 | | 0.01 | 0.16 | 0.04 | | 0.00 | 0.06 | 0.02 | |
| Crit Volume: | | 249 | | | | 25 | | | | 246 | | | | 7 | | |
| Crit Moves: | | **** | | | | **** | | | | **** | | | | **** | | |





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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #67 Sunrise Blvd/ Douglas Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.810
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 120 Level Of Service: D

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 3 | 0 | 1 | 2 | 0 | 3 | 0 | 1 | 2 | 0 | 3 | 0 | 1 | 2 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 22 | 598 | 365 | | 231 | 1520 | 16 | | 11 | 858 | 348 | | 721 | 402 | 201 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 22 | 598 | 365 | | 231 | 1520 | 16 | | 11 | 858 | 348 | | 721 | 402 | 201 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Volume: | 22 | 598 | 365 | | 231 | 1520 | 16 | | 11 | 858 | 348 | | 721 | 402 | 201 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 22 | 598 | 365 | | 231 | 1520 | 16 | | 11 | 858 | 348 | | 721 | 402 | 201 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 22 | 598 | 365 | | 231 | 1520 | 16 | | 11 | 858 | 348 | | 721 | 402 | 201 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | |
| 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: | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | |
| Final Sat.: | 3000 | 4500 | 1500 | | 3000 | 4500 | 1500 | | 3000 | 4500 | 1500 | | 3000 | 4500 | 1500 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.13 | 0.24 | | 0.08 | 0.34 | 0.01 | | 0.00 | 0.19 | 0.23 | | 0.24 | 0.09 | 0.13 | |
| Crit Volume: | | 0 | | | | 507 | | | | | 348 | | 361 | | | |
| Crit Moves: | **** | | | | | **** | | | | | **** | | **** | | | |

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Folsom South of US-50 Annexation
Cumulative No Project PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #68 Grant Line Rd/ Douglas Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.608
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 2 | 0 0 | 0 | 0 | 2 | 0 1 | 2 | 0 | 0 | 0 2 | 0 | 0 | 0 | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 211 | 1032 | 0 | 0 | 1457 | 290 | 216 | 0 | 415 | 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: | 211 | 1032 | 0 | 0 | 1457 | 290 | 216 | 0 | 415 | 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: | 211 | 1032 | 0 | 0 | 1457 | 290 | 216 | 0 | 415 | 0 | 0 | 0 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 211 | 1032 | 0 | 0 | 1457 | 290 | 216 | 0 | 415 | 0 | 0 | 0 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| FinalVolume: | 211 | 1032 | 0 | 0 | 1457 | 290 | 216 | 0 | 415 | 0 | 0 | 0 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | | | | |
| 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: | 2.00 | 2.00 | 0.00 | 0.00 | 2.00 | 1.00 | 2.00 | 0.00 | 2.00 | 0.00 | 0.00 | 0.00 | | | | |
| Final Sat.: | 3100 | 3100 | 0 | 0 | 3100 | 1550 | 3100 | 0 | 3100 | 0 | 0 | 0 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.07 | 0.33 | 0.00 | 0.00 | 0.47 | 0.19 | 0.07 | 0.00 | 0.13 | 0.00 | 0.00 | 0.00 | | | | |
| Crit Volume: | 106 | | | | 729 | | 108 | | | | 0 | | | | | |
| Crit Moves: | **** | | | | **** | | **** | | | | | | | | | |

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Folsom South of US-50 Annexation
Cumulative No Project PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #69 Grant Line Rd/ Kiefer Boulevard

Cycle (sec): 100 Critical Vol./Cap. (X): 0.629
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 62 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 2 | 0 1 | 1 | 0 | 2 | 0 1 | 1 | 0 | 2 | 0 1 | 1 | 0 | 2 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 271 | 1018 | 26 | 210 | 1124 | 141 | 134 | 367 | 307 | 28 | 182 | 136 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 271 | 1018 | 26 | 210 | 1124 | 141 | 134 | 367 | 307 | 28 | 182 | 136 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Volume: | 271 | 1018 | 26 | 210 | 1124 | 141 | 134 | 367 | 307 | 28 | 182 | 136 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 271 | 1018 | 26 | 210 | 1124 | 141 | 134 | 367 | 307 | 28 | 182 | 136 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| FinalVolume: | 271 | 1018 | 26 | 210 | 1124 | 141 | 134 | 367 | 307 | 28 | 182 | 136 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | | | | |
| 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: | 2.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | | | | |
| Final Sat.: | 3000 | 3000 | 1500 | 1500 | 3000 | 1500 | 1500 | 3000 | 1500 | 1500 | 3000 | 1500 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.09 | 0.34 | 0.02 | 0.14 | 0.37 | 0.09 | 0.09 | 0.12 | 0.20 | 0.02 | 0.06 | 0.09 | | | | |
| Crit Volume: | 509 | | | 210 | | | 134 | | | | 91 | | | | | |
| Crit Moves: | **** | | | **** | | | **** | | | | **** | | | | | |

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Folsom South of US-50 Annexation
Cumulative No Project PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #70 Rancho Cordova Pkwy/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.988
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 3 | 0 2 | 2 | 0 | 3 | 0 1 | 1 | 0 | 1 | 0 1 | 2 | 0 | 1 | 0 2 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 60 | 1238 | 953 | | 670 | 1357 | 141 | | 181 | 64 | 75 | | 1340 | 60 | 1192 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 60 | 1238 | 953 | | 670 | 1357 | 141 | | 181 | 64 | 75 | | 1340 | 60 | 1192 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Volume: | 60 | 1238 | 953 | | 670 | 1357 | 141 | | 181 | 64 | 75 | | 1340 | 60 | 1192 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 60 | 1238 | 953 | | 670 | 1357 | 141 | | 181 | 64 | 75 | | 1340 | 60 | 1192 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 60 | 1238 | 953 | | 670 | 1357 | 141 | | 181 | 64 | 75 | | 1340 | 60 | 1192 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | |
| 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: | 2.00 | 3.00 | 2.00 | | 2.00 | 3.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 2.00 | 1.00 | 2.00 | |
| Final Sat.: | 3000 | 4500 | 3000 | | 3000 | 4500 | 1500 | | 1500 | 1500 | 1500 | | 3000 | 1500 | 3000 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.28 | 0.32 | | 0.22 | 0.30 | 0.09 | | 0.12 | 0.04 | 0.05 | | 0.45 | 0.04 | 0.40 | |
| Crit Volume: | | 413 | | | 335 | | | | | 64 | | | 670 | | | |
| Crit Moves: | | **** | | | **** | | | | | **** | | | **** | | | |





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Folsom South of US-50 Annexation
Cumulative No Project PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #71 Rancho Cordova Pkwy/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.866
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 170 Level Of Service: D

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 3 | 0 1 | 1 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 1 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 317 | 1069 | 0 | | 21 | 1476 | 443 | | 979 | 988 | 191 | | 0 | 475 | 24 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 317 | 1069 | 0 | | 21 | 1476 | 443 | | 979 | 988 | 191 | | 0 | 475 | 24 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Volume: | 317 | 1069 | 0 | | 21 | 1476 | 443 | | 979 | 988 | 191 | | 0 | 475 | 24 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 317 | 1069 | 0 | | 21 | 1476 | 443 | | 979 | 988 | 191 | | 0 | 475 | 24 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 317 | 1069 | 0 | | 21 | 1476 | 443 | | 979 | 988 | 191 | | 0 | 475 | 24 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | |
| 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: | 2.00 | 3.00 | 1.00 | | 1.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 1.00 | 3.00 | 1.00 | |
| Final Sat.: | 3000 | 4500 | 1500 | | 1500 | 4500 | 1500 | | 3000 | 4500 | 1500 | | 1500 | 4500 | 1500 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.11 | 0.24 | 0.00 | | 0.01 | 0.33 | 0.30 | | 0.33 | 0.22 | 0.13 | | 0.00 | 0.11 | 0.02 | |
| Crit Volume: | 159 | | | | | 492 | | | 489 | | | | | 158 | | |
| Crit Moves: | **** | | | | | **** | | | **** | | | | | **** | | |

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Folsom South of US-50 Annexation
Cumulative No Project PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #72 International Drive/White Rock Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.659
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 67 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 2 | 0 1 | 2 | 0 | 2 | 0 1 | 1 | 0 | 2 | 0 1 | 2 | 0 | 2 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 225 | 441 | 77 | | 119 | 779 | 0 | | 0 | 552 | 455 | | 62 | 274 | 94 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 225 | 441 | 77 | | 119 | 779 | 0 | | 0 | 552 | 455 | | 62 | 274 | 94 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Volume: | 225 | 441 | 77 | | 119 | 779 | 0 | | 0 | 552 | 455 | | 62 | 274 | 94 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 225 | 441 | 77 | | 119 | 779 | 0 | | 0 | 552 | 455 | | 62 | 274 | 94 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 225 | 441 | 77 | | 119 | 779 | 0 | | 0 | 552 | 455 | | 62 | 274 | 94 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | |
| 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: | 2.00 | 2.00 | 1.00 | | 2.00 | 2.00 | 1.00 | | 1.00 | 2.00 | 1.00 | | 2.00 | 2.00 | 1.00 | |
| Final Sat.: | 3000 | 3000 | 1500 | | 3000 | 3000 | 1500 | | 1500 | 3000 | 1500 | | 3000 | 3000 | 1500 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.08 | 0.15 | 0.05 | | 0.04 | 0.26 | 0.00 | | 0.00 | 0.18 | 0.30 | | 0.02 | 0.09 | 0.06 | |
| Crit Volume: | 113 | | | | | 390 | | | | | 455 | | 31 | | | |
| Crit Moves: | **** | | | | | **** | | | | | **** | | **** | | | |

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Folsom South of US-50 Annexation
Cumulative No Project PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #73 Rio Del Oro Prky/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.362
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 1 | 0 | 0 1 | 0 | 1 | 0 | 0 1 | 1 | 0 | 1 | 1 0 | 1 | 0 | 1 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 57 | 88 | | 81 | 143 | 247 | | 171 | 484 | 93 | | 49 | 182 | 32 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 0 | 57 | 88 | | 81 | 143 | 247 | | 171 | 484 | 93 | | 49 | 182 | 32 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Volume: | 0 | 57 | 88 | | 81 | 143 | 247 | | 171 | 484 | 93 | | 49 | 182 | 32 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 57 | 88 | | 81 | 143 | 247 | | 171 | 484 | 93 | | 49 | 182 | 32 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 57 | 88 | | 81 | 143 | 247 | | 171 | 484 | 93 | | 49 | 182 | 32 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1550 | 1550 | 1550 | | 1550 | 1550 | 1550 | | 1550 | 1550 | 1550 | | 1550 | 1550 | 1550 | |
| 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: | 0.00 | 1.00 | 1.00 | | 0.36 | 0.64 | 1.00 | | 1.00 | 1.68 | 0.32 | | 1.00 | 1.70 | 0.30 | |
| Final Sat.: | 0 | 1550 | 1550 | | 560 | 990 | 1550 | | 1550 | 2600 | 500 | | 1550 | 2636 | 464 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.04 | 0.06 | | 0.14 | 0.14 | 0.16 | | 0.11 | 0.19 | 0.19 | | 0.03 | 0.07 | 0.07 | |
| Crit Volume: | 0 | | | | | 224 | | | | 289 | | | 49 | | | |
| Crit Moves: | **** | | | | | **** | | | | **** | | | **** | | | |

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Folsom South of US-50 Annexation
Cumulative No Project PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #74 Villagio Prky/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.435
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 0 | 0 1 | 0 | 0 | 0 | 0 0 | 0 | 0 | 1 | 1 0 | 1 | 0 | 2 | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 43 | 0 | 217 | | 0 | 0 | 0 | | 0 | 614 | 81 | | 284 | 273 | 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: | 43 | 0 | 217 | | 0 | 0 | 0 | | 0 | 614 | 81 | | 284 | 273 | 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: | 43 | 0 | 217 | | 0 | 0 | 0 | | 0 | 614 | 81 | | 284 | 273 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 43 | 0 | 217 | | 0 | 0 | 0 | | 0 | 614 | 81 | | 284 | 273 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 43 | 0 | 217 | | 0 | 0 | 0 | | 0 | 614 | 81 | | 284 | 273 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1550 | 1550 | 1550 | | 1550 | 1550 | 1550 | | 1550 | 1550 | 1550 | | 1550 | 1550 | 1550 | |
| 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 | 0.00 | 1.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 1.77 | 0.23 | | 1.00 | 2.00 | 0.00 | |
| Final Sat.: | 1550 | 0 | 1550 | | 0 | 0 | 0 | | 0 | 2739 | 361 | | 1550 | 3100 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.00 | 0.14 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.22 | 0.22 | | 0.18 | 0.09 | 0.00 | |
| Crit Volume: | 43 | | | | | 0 | | | | | 348 | | 284 | | | |
| Crit Moves: | **** | | | | | | | | | | **** | | **** | | | |





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Folsom South of US-50 Annexation
Cumulative No Project PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #75 Sunrise Rd/ International Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.719
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 81 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 413 | 434 | 10 | | 459 | 1247 | 384 | | 289 | 1261 | 587 | | 7 | 937 | 244 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 413 | 434 | 10 | | 459 | 1247 | 384 | | 289 | 1261 | 587 | | 7 | 937 | 244 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Volume: | 413 | 434 | 10 | | 459 | 1247 | 384 | | 289 | 1261 | 587 | | 7 | 937 | 244 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 413 | 434 | 10 | | 459 | 1247 | 384 | | 289 | 1261 | 587 | | 7 | 937 | 244 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 413 | 434 | 10 | | 459 | 1247 | 384 | | 289 | 1261 | 587 | | 7 | 937 | 244 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | |
| 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: | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | |
| Final Sat.: | 3000 | 4500 | 1500 | | 3000 | 4500 | 1500 | | 3000 | 4500 | 1500 | | 3000 | 4500 | 1500 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.14 | 0.10 | 0.01 | | 0.15 | 0.28 | 0.26 | | 0.10 | 0.28 | 0.39 | | 0.00 | 0.21 | 0.16 | |
| Crit Volume: | 207 | | | | | 416 | | | 145 | | | | | 312 | | |
| Crit Moves: | **** | | | | | **** | | | **** | | | | | **** | | |

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Folsom South of US-50 Annexation
Cumulative No Project PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #76 Villagio Prky/Americanos Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.559
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 2 | 0 | 1 | 1 | 0 | 2 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | | | |
| Base Vol: | 18 | 214 | 0 | | 49 | 243 | 31 | | 49 | 1094 | 60 | | 0 | 474 | 32 | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | | |
| Initial Bse: | 18 | 214 | 0 | | 49 | 243 | 31 | | 49 | 1094 | 60 | | 0 | 474 | 32 | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | | |
| PHF Volume: | 18 | 214 | 0 | | 49 | 243 | 31 | | 49 | 1094 | 60 | | 0 | 474 | 32 | | | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | | |
| Reduced Vol: | 18 | 214 | 0 | | 49 | 243 | 31 | | 49 | 1094 | 60 | | 0 | 474 | 32 | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | | |
| FinalVolume: | 18 | 214 | 0 | | 49 | 243 | 31 | | 49 | 1094 | 60 | | 0 | 474 | 32 | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | | |
| 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 | 0.00 | | 1.00 | 0.89 | 0.11 | | 1.00 | 2.00 | 1.00 | | 1.00 | 2.00 | 1.00 | | | |
| Final Sat.: | 1500 | 1500 | 0 | | 1500 | 1330 | 170 | | 1500 | 3000 | 1500 | | 1500 | 3000 | 1500 | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.14 | 0.00 | | 0.03 | 0.18 | 0.18 | | 0.03 | 0.36 | 0.04 | | 0.00 | 0.16 | 0.02 | | | |
| Crit Volume: | 18 | | | | | 274 | | | | 547 | | | 0 | | | | | |
| Crit Moves: | **** | | | | | **** | | | | **** | | | **** | | | | | |

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Folsom South of US-50 Annexation
Cumulative No Project PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #77 Grant Line Rd/Centenial

Cycle (sec): 100 Critical Vol./Cap. (X): 0.670
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | | | |
| Base Vol: | 48 | 1202 | 0 | | 0 | 1675 | 160 | | 153 | 0 | 79 | | 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: | 48 | 1202 | 0 | | 0 | 1675 | 160 | | 153 | 0 | 79 | | 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: | 48 | 1202 | 0 | | 0 | 1675 | 160 | | 153 | 0 | 79 | | 0 | 0 | 0 | | | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | | |
| Reduced Vol: | 48 | 1202 | 0 | | 0 | 1675 | 160 | | 153 | 0 | 79 | | 0 | 0 | 0 | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | | |
| FinalVolume: | 48 | 1202 | 0 | | 0 | 1675 | 160 | | 153 | 0 | 79 | | 0 | 0 | 0 | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1550 | 1550 | 1550 | | 1550 | 1550 | 1550 | | 1550 | 1550 | 1550 | | 1550 | 1550 | 1550 | | | |
| 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 | 2.00 | 0.00 | | 0.00 | 2.00 | 1.00 | | 1.00 | 0.00 | 1.00 | | 0.00 | 0.00 | 0.00 | | | |
| Final Sat.: | 1550 | 3100 | 0 | | 0 | 3100 | 1550 | | 1550 | 0 | 1550 | | 0 | 0 | 0 | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.39 | 0.00 | | 0.00 | 0.54 | 0.10 | | 0.10 | 0.00 | 0.05 | | 0.00 | 0.00 | 0.00 | | | |
| Crit Volume: | 48 | | | | | 838 | | | 153 | | | | | 0 | | | | |
| Crit Moves: | **** | | | | | **** | | | **** | | | | | | | | | |

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Folsom South of US-50 Annexation
Cumulative No Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #78 Villagio Prky/ Rancho Cordova Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.535
Loss Time (sec): 0 Average Delay (sec/veh): 22.2
Optimal Cycle: 49 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 2 | 0 | 1 | 0 | 2 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | | |
| Base Vol: | 142 | 335 | 1 | | 110 | 334 | 75 | | 41 | 848 | 456 | | 1 | 325 | 63 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 142 | 335 | 1 | | 110 | 334 | 75 | | 41 | 848 | 456 | | 1 | 325 | 63 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Volume: | 142 | 335 | 1 | | 110 | 334 | 75 | | 41 | 848 | 456 | | 1 | 325 | 63 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 142 | 335 | 1 | | 110 | 334 | 75 | | 41 | 848 | 456 | | 1 | 325 | 63 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 142 | 335 | 1 | | 110 | 334 | 75 | | 41 | 848 | 456 | | 1 | 325 | 63 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 1.00 | 1.00 | | 0.95 | 0.97 | 0.97 | | 0.95 | 0.95 | 0.85 | | 0.95 | 0.95 | 0.85 | |
| Lanes: | 1.00 | 0.99 | 0.01 | | 1.00 | 0.82 | 0.18 | | 1.00 | 2.00 | 1.00 | | 1.00 | 2.00 | 1.00 | |
| Final Sat.: | 1805 | 1894 | 6 | | 1805 | 1510 | 339 | | 1805 | 3610 | 1615 | | 1805 | 3610 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.08 | 0.18 | 0.18 | | 0.06 | 0.22 | 0.22 | | 0.02 | 0.23 | 0.28 | | 0.00 | 0.09 | 0.04 | |
| Crit Moves: | **** | | | | | **** | | | | **** | | | **** | | | |
| Green/Cycle: | 0.15 | 0.42 | 0.42 | | 0.14 | 0.41 | 0.41 | | 0.09 | 0.44 | 0.59 | | 0.00 | 0.35 | 0.49 | |
| Volume/Cap: | 0.54 | 0.42 | 0.42 | | 0.42 | 0.54 | 0.54 | | 0.26 | 0.54 | 0.48 | | 0.54 | 0.26 | 0.08 | |
| Delay/Veh: | 41.6 | 21.0 | 21.0 | | 40.2 | 22.9 | 22.9 | | 43.3 | 20.9 | 12.3 | | 219.5 | 23.2 | 13.3 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 41.6 | 21.0 | 21.0 | | 40.2 | 22.9 | 22.9 | | 43.3 | 20.9 | 12.3 | | 219.5 | 23.2 | 13.3 | |
| LOS by Move: | D | C | C | | D | C | C | | D | C | B | | F | C | B | |
| HCM2kAvgQ: | 4 | 7 | 7 | | 3 | 10 | 10 | | 1 | 10 | 8 | | 0 | 4 | 1 | |

Note: Queue reported is the number of cars per lane.





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Folsom South of US-50 Annexation
Cumulative No Project PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #79 Rancho Cordova Pkwy/ Douglas Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.770
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 99 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 2 | 0 | 1 | 1 | 0 | 2 | 0 | 1 | 1 | 0 | 3 | 0 | 1 | 1 | 0 | 3 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | | |
| Base Vol: | 420 | 354 | 91 | | 63 | 913 | 14 | | 10 | 570 | 645 | | 53 | 242 | 15 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 420 | 354 | 91 | | 63 | 913 | 14 | | 10 | 570 | 645 | | 53 | 242 | 15 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Volume: | 420 | 354 | 91 | | 63 | 913 | 14 | | 10 | 570 | 645 | | 53 | 242 | 15 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 420 | 354 | 91 | | 63 | 913 | 14 | | 10 | 570 | 645 | | 53 | 242 | 15 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 420 | 354 | 91 | | 63 | 913 | 14 | | 10 | 570 | 645 | | 53 | 242 | 15 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | |
| 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: | 2.00 | 2.00 | 1.00 | | 1.00 | 2.00 | 1.00 | | 1.00 | 3.00 | 1.00 | | 1.00 | 3.00 | 1.00 | |
| Final Sat.: | 3000 | 3000 | 1500 | | 1500 | 3000 | 1500 | | 1500 | 4500 | 1500 | | 1500 | 4500 | 1500 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.14 | 0.12 | 0.06 | | 0.04 | 0.30 | 0.01 | | 0.01 | 0.13 | 0.43 | | 0.04 | 0.05 | 0.01 | |
| Crit Volume: | 0 | | | | | 457 | | | | | 645 | | 53 | | | |
| Crit Moves: | **** | | | | | **** | | | | | **** | | **** | | | |

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #80 Americanos Blvd/ Douglas Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.778
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 103 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 2 0 | 2 0 | 1 | 1 0 | 2 0 | 1 | 1 0 | 3 0 | 1 | 2 0 | 3 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 189 | 473 | 159 | 208 | 1048 | 59 | 85 | 269 | 418 | 262 | 110 | 133 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 189 | 473 | 159 | 208 | 1048 | 59 | 85 | 269 | 418 | 262 | 110 | 133 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 189 | 473 | 159 | 208 | 1048 | 59 | 85 | 269 | 418 | 262 | 110 | 133 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 189 | 473 | 159 | 208 | 1048 | 59 | 85 | 269 | 418 | 262 | 110 | 133 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 189 | 473 | 159 | 208 | 1048 | 59 | 85 | 269 | 418 | 262 | 110 | 133 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 |
| 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: | 2.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3000 | 3000 | 1500 | 1500 | 3000 | 1500 | 1500 | 4500 | 1500 | 3000 | 4500 | 1500 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.06 | 0.16 | 0.11 | 0.14 | 0.35 | 0.04 | 0.06 | 0.06 | 0.28 | 0.09 | 0.02 | 0.09 |
| Crit Volume: | 94 | | | | 524 | | | | 418 | 131 | | |
| Crit Moves: | **** | | | | **** | | | | **** | **** | | |

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Folsom South of US-50 Annexation
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #81 Grant Line Rd/ Chrysanthy Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.638
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 63 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Ovl | | | Ovl | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 2 0 | 2 0 | 1 | 1 0 | 2 0 | 1 | 2 0 | 2 0 | 1 | 1 0 | 2 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 96 | 814 | 147 | 83 | 1071 | 348 | 228 | 476 | 133 | 135 | 402 | 89 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 96 | 814 | 147 | 83 | 1071 | 348 | 228 | 476 | 133 | 135 | 402 | 89 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 96 | 814 | 147 | 83 | 1071 | 348 | 228 | 476 | 133 | 135 | 402 | 89 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 96 | 814 | 147 | 83 | 1071 | 348 | 228 | 476 | 133 | 135 | 402 | 89 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 96 | 814 | 147 | 83 | 1071 | 348 | 228 | 476 | 133 | 135 | 402 | 89 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 |
| 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: | 2.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 3000 | 3000 | 1500 | 1500 | 3000 | 1500 | 3000 | 3000 | 1500 | 1500 | 3000 | 1500 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.27 | 0.10 | 0.06 | 0.36 | 0.23 | 0.08 | 0.16 | 0.09 | 0.09 | 0.13 | 0.06 |
| Crit Volume: | 48 | | | | 536 | | | 238 | | 135 | | |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |

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Cumulative No Project PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #82 Grant Line Rd/ Rancho Cordova Parkway

Cycle (sec): 100 Critical Vol./Cap. (X): 0.385
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Ovl | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 1 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | | | |
| Base Vol: | 37 | 826 | 0 | | 0 | 766 | 415 | | 288 | 0 | 17 | | 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: | 37 | 826 | 0 | | 0 | 766 | 415 | | 288 | 0 | 17 | | 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: | 37 | 826 | 0 | | 0 | 766 | 415 | | 288 | 0 | 17 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 37 | 826 | 0 | | 0 | 766 | 415 | | 288 | 0 | 17 | | 0 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 37 | 826 | 0 | | 0 | 766 | 415 | | 288 | 0 | 17 | | 0 | 0 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1550 | 1550 | 1550 | | 1550 | 1550 | 1550 | | 1550 | 1550 | 1550 | | 1550 | 1550 | 1550 | |
| 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 | 2.00 | 0.00 | | 0.00 | 2.00 | 1.00 | | 2.00 | 0.00 | 1.00 | | 0.00 | 0.00 | 0.00 | |
| Final Sat.: | 1550 | 3100 | 0 | | 0 | 3100 | 1550 | | 3100 | 0 | 1550 | | 0 | 0 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.27 | 0.00 | | 0.00 | 0.25 | 0.27 | | 0.09 | 0.00 | 0.01 | | 0.00 | 0.00 | 0.00 | |
| Crit Volume: | 37 | | | | | | 415 | | 144 | | | | 0 | | | |
| Crit Moves: | **** | | | | | | **** | | **** | | | | | | | |

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Folsom South of US-50 Annexation
Cumulative No Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #83 White Rock Rd/ Carson Crossing Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.744
Loss Time (sec): 12 Average Delay (sec/veh): 22.6
Optimal Cycle: 66 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Split Phase | | | | Split Phase | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Include | | | | Ovl | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 1! | 0 | 0 | 1 | 0 | 2 | 0 | 1 | 1 | 0 | 1 | 1 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | | | |
| Base Vol: | 1222 | 5 | 157 | | 4 | 3 | 4 | | 5 | 464 | 568 | | 61 | 959 | 7 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 1222 | 5 | 157 | | 4 | 3 | 4 | | 5 | 464 | 568 | | 61 | 959 | 7 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 1300 | 5 | 167 | | 4 | 3 | 4 | | 5 | 494 | 604 | | 65 | 1020 | 7 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 1300 | 5 | 167 | | 4 | 3 | 4 | | 5 | 494 | 604 | | 65 | 1020 | 7 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 1300 | 5 | 167 | | 4 | 3 | 4 | | 5 | 494 | 604 | | 65 | 1020 | 7 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.95 | 0.85 | | 0.93 | 0.93 | 0.93 | | 0.95 | 0.95 | 0.85 | | 0.95 | 0.95 | 0.95 | |
| Lanes: | 1.99 | 0.01 | 1.00 | | 0.37 | 0.27 | 0.36 | | 1.00 | 2.00 | 1.00 | | 1.00 | 1.99 | 0.01 | |
| Final Sat.: | 3607 | 15 | 1615 | | 645 | 484 | 645 | | 1805 | 3610 | 1615 | | 1805 | 3580 | 26 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.36 | 0.36 | 0.10 | | 0.01 | 0.01 | 0.01 | | 0.00 | 0.14 | 0.37 | | 0.04 | 0.28 | 0.28 | |
| Crit Moves: | | **** | | | | **** | | | **** | | | | | **** | | |
| Green/Cycle: | 0.48 | 0.48 | 0.56 | | 0.01 | 0.01 | 0.01 | | 0.00 | 0.31 | 0.79 | | 0.08 | 0.38 | 0.38 | |
| Volume/Cap: | 0.74 | 0.74 | 0.18 | | 0.74 | 0.74 | 0.74 | | 0.74 | 0.45 | 0.47 | | 0.45 | 0.74 | 0.74 | |
| Delay/Veh: | 22.6 | 22.6 | 10.7 | | 154.4 | 154 | 154.4 | | 224.8 | 28.2 | 3.8 | | 46.0 | 28.9 | 28.9 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 22.6 | 22.6 | 10.7 | | 154.4 | 154 | 154.4 | | 224.8 | 28.2 | 3.8 | | 46.0 | 28.9 | 28.9 | |
| LOS by Move: | C | C | B | | F | F | F | | F | C | A | | D | C | C | |
| HCM2kAvgQ: | 17 | 17 | 2 | | 1 | 1 | 1 | | 0 | 6 | 6 | | 2 | 14 | 14 | |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Cumulative No Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #84 White Rock Rd/ Stonebriar Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.405
Loss Time (sec): 12 Average Delay (sec/veh): 11.2
Optimal Cycle: 35 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Split Phase | | | Split Phase | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 2 | 0 | 1 | 1 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 54 | 638 | 22 | 42 | 937 | 70 | 40 | 3 | 28 | 15 | 2 | 23 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 54 | 638 | 22 | 42 | 937 | 70 | 40 | 3 | 28 | 15 | 2 | 23 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 57 | 679 | 23 | 45 | 997 | 74 | 43 | 3 | 30 | 16 | 2 | 24 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 57 | 679 | 23 | 45 | 997 | 74 | 43 | 3 | 30 | 16 | 2 | 24 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 57 | 679 | 23 | 45 | 997 | 74 | 43 | 3 | 30 | 16 | 2 | 24 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.85 | 0.95 | 0.87 | 0.87 | 0.91 | 0.91 | 0.91 |
| Lanes: | 1.00 | 1.93 | 0.07 | 1.00 | 2.00 | 1.00 | 1.00 | 0.10 | 0.90 | 0.38 | 0.05 | 0.57 |
| Final Sat.: | 1805 | 3472 | 120 | 1805 | 3610 | 1615 | 1805 | 159 | 1484 | 645 | 86 | 989 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.20 | 0.20 | 0.02 | 0.28 | 0.05 | 0.02 | 0.02 | 0.02 | 0.02 | 0.02 | 0.02 |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | |
| Green/Cycle: | 0.08 | 0.68 | 0.68 | 0.09 | 0.68 | 0.68 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 | 0.06 |
| Volume/Cap: | 0.40 | 0.29 | 0.29 | 0.29 | 0.40 | 0.07 | 0.40 | 0.34 | 0.34 | 0.40 | 0.40 | 0.40 |
| Delay/Veh: | 45.7 | 6.6 | 6.6 | 43.9 | 7.1 | 5.3 | 48.0 | 47.4 | 47.4 | 47.7 | 47.7 | 47.7 |
| 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: | 45.7 | 6.6 | 6.6 | 43.9 | 7.1 | 5.3 | 48.0 | 47.4 | 47.4 | 47.7 | 47.7 | 47.7 |
| LOS by Move: | D | A | A | D | A | A | D | D | D | D | D | D |
| HCM2kAvgQ: | 2 | 5 | 5 | 2 | 7 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |

Note: Queue reported is the number of cars per lane.





PM Cumulative No Project Fri May 8, 2009 10:42:07 Page 62-1

Folsom South of US-50 Annexation
Cumulative No Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #85 White Rock Rd/ Windfield Way

Cycle (sec): 100 Critical Vol./Cap. (X): 0.813
Loss Time (sec): 9 Average Delay (sec/veh): 29.6
Optimal Cycle: 72 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Permitted | | | Permitted | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 344 | 93 | 318 | 6 | 143 | 71 | 32 | 350 | 145 | 343 | 737 | 2 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 344 | 93 | 318 | 6 | 143 | 71 | 32 | 350 | 145 | 343 | 737 | 2 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 366 | 99 | 338 | 6 | 152 | 76 | 34 | 372 | 154 | 365 | 784 | 2 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 366 | 99 | 338 | 6 | 152 | 76 | 34 | 372 | 154 | 365 | 784 | 2 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 366 | 99 | 338 | 6 | 152 | 76 | 34 | 372 | 154 | 365 | 784 | 2 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.64 | 0.64 | 0.85 | 0.99 | 0.99 | 0.85 | 0.95 | 0.91 | 0.91 | 0.95 | 0.95 | 0.95 |
| Lanes: | 0.79 | 0.21 | 1.00 | 0.04 | 0.96 | 1.00 | 1.00 | 1.41 | 0.59 | 1.00 | 1.99 | 0.01 |
| Final Sat.: | 950 | 257 | 1615 | 75 | 1798 | 1615 | 1805 | 2440 | 1011 | 1805 | 3600 | 10 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.39 | 0.39 | 0.21 | 0.08 | 0.08 | 0.05 | 0.02 | 0.15 | 0.15 | 0.20 | 0.22 | 0.22 |
| Crit Moves: | | **** | | | | | | **** | | **** | | |
| Green/Cycle: | 0.47 | 0.47 | 0.72 | 0.47 | 0.47 | 0.47 | 0.03 | 0.19 | 0.19 | 0.25 | 0.40 | 0.40 |
| Volume/Cap: | 0.81 | 0.81 | 0.29 | 0.18 | 0.18 | 0.10 | 0.54 | 0.81 | 0.81 | 0.81 | 0.54 | 0.54 |
| Delay/Veh: | 31.2 | 31.2 | 5.0 | 15.2 | 15.2 | 14.6 | 56.8 | 46.7 | 46.7 | 46.2 | 23.3 | 23.3 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 31.2 | 31.2 | 5.0 | 15.2 | 15.2 | 14.6 | 56.8 | 46.7 | 46.7 | 46.2 | 23.3 | 23.3 |
| LOS by Move: | C | C | A | B | B | B | E | D | D | D | C | C |
| HCM2kAvgQ: | 15 | 15 | 4 | 3 | 3 | 1 | 1 | 9 | 9 | 11 | 9 | 9 |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Cumulative No Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #86 White Rock Rd/ Latrobe Rd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.740
Loss Time (sec): 12 Average Delay (sec/veh): 32.0
Optimal Cycle: 68 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Include | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 4 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 1 | 1 0 | 2 | 0 | 2 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 96 | 1841 | 664 | | 186 | 1376 | 452 | | 232 | 548 | 31 | | 331 | 505 | 169 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 96 | 1841 | 664 | | 186 | 1376 | 452 | | 232 | 548 | 31 | | 331 | 505 | 169 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 102 | 1959 | 706 | | 198 | 1464 | 481 | | 247 | 583 | 33 | | 352 | 537 | 180 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 102 | 1959 | 706 | | 198 | 1464 | 481 | | 247 | 583 | 33 | | 352 | 537 | 180 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 102 | 1959 | 706 | | 198 | 1464 | 481 | | 247 | 583 | 33 | | 352 | 537 | 180 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.91 | 0.85 | | 0.92 | 0.91 | 0.85 | | 0.92 | 0.94 | 0.94 | | 0.92 | 0.95 | 0.85 | |
| Lanes: | 1.00 | 4.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 1.89 | 0.11 | | 2.00 | 2.00 | 1.00 | |
| Final Sat.: | 1805 | 6916 | 1615 | | 3502 | 5187 | 1615 | | 3502 | 3389 | 192 | | 3502 | 3610 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.06 | 0.28 | 0.44 | | 0.06 | 0.28 | 0.30 | | 0.07 | 0.17 | 0.17 | | 0.10 | 0.15 | 0.11 | |
| Crit Moves: | | | **** | | **** | | | | | **** | | | **** | | | |
| Green/Cycle: | 0.09 | 0.46 | 0.59 | | 0.08 | 0.44 | 0.56 | | 0.12 | 0.23 | 0.23 | | 0.14 | 0.25 | 0.33 | |
| Volume/Cap: | 0.64 | 0.62 | 0.74 | | 0.74 | 0.64 | 0.53 | | 0.60 | 0.74 | 0.74 | | 0.74 | 0.60 | 0.34 | |
| Delay/Veh: | 61.1 | 25.2 | 20.9 | | 64.7 | 26.6 | 17.0 | | 52.5 | 46.2 | 46.2 | | 55.9 | 40.7 | 31.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 61.1 | 25.2 | 20.9 | | 64.7 | 26.6 | 17.0 | | 52.5 | 46.2 | 46.2 | | 55.9 | 40.7 | 31.0 | |
| LOS by Move: | E | C | C | | E | C | B | | D | D | D | | E | D | C | |
| HCM2kAvgQ: | 5 | 15 | 20 | | 4 | 14 | 10 | | 4 | 11 | 11 | | 7 | 9 | 5 | |

Note: Queue reported is the number of cars per lane.





PM Cumulative No Project Fri May 8, 2009 10:42:07 Page 64-1

Folsom South of US-50 Annexation
Cumulative No Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #87 White Rock Rd/ Valley View Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 1.126
Loss Time (sec): 12 Average Delay (sec/veh): 81.1
Optimal Cycle: 180 Level Of Service: F

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Split Phase | | | | Split Phase | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 1 | 0 | 0 1 | 1 | 0 | 0 | 1 0 | 1 | 0 | 1 | 1 0 | 1 | 0 | 1 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 154 | 23 | 668 | | 181 | 39 | 53 | | 61 | 1275 | 201 | | 534 | 877 | 84 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 154 | 23 | 668 | | 181 | 39 | 53 | | 61 | 1275 | 201 | | 534 | 877 | 84 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 164 | 24 | 711 | | 193 | 41 | 56 | | 65 | 1356 | 214 | | 568 | 933 | 89 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 164 | 24 | 711 | | 193 | 41 | 56 | | 65 | 1356 | 214 | | 568 | 933 | 89 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 164 | 24 | 711 | | 193 | 41 | 56 | | 65 | 1356 | 214 | | 568 | 933 | 89 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.96 | 0.96 | 0.85 | | 0.95 | 0.91 | 0.91 | | 0.95 | 0.93 | 0.93 | | 0.95 | 0.94 | 0.94 | |
| Lanes: | 0.87 | 0.13 | 1.00 | | 1.00 | 0.42 | 0.58 | | 1.00 | 1.73 | 0.27 | | 1.00 | 1.83 | 0.17 | |
| Final Sat.: | 1584 | 237 | 1615 | | 1805 | 736 | 1000 | | 1805 | 3056 | 482 | | 1805 | 3252 | 311 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.10 | 0.10 | 0.44 | | 0.11 | 0.06 | 0.06 | | 0.04 | 0.44 | 0.44 | | 0.31 | 0.29 | 0.29 | |
| Crit Moves: | | | | | **** | **** | | | | **** | | | **** | | | |
| Green/Cycle: | 0.11 | 0.11 | 0.39 | | 0.09 | 0.09 | 0.09 | | 0.08 | 0.39 | 0.39 | | 0.28 | 0.60 | 0.60 | |
| Volume/Cap: | 0.93 | 0.93 | 1.13 | | 1.13 | 0.59 | 0.59 | | 0.48 | 1.13 | 1.13 | | 1.13 | 0.48 | 0.48 | |
| Delay/Veh: | 87.7 | 87.7 | 106.1 | | 151.8 | 49.2 | 49.2 | | 47.0 | 96.7 | 96.7 | | 115.3 | 11.5 | 11.5 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 87.7 | 87.7 | 106.1 | | 151.8 | 49.2 | 49.2 | | 47.0 | 96.7 | 96.7 | | 115.3 | 11.5 | 11.5 | |
| LOS by Move: | F | F | F | | F | D | D | | D | F | F | | F | B | B | |
| HCM2kAvgQ: | 9 | 9 | 35 | | 12 | 4 | 4 | | 2 | 37 | 37 | | 27 | 9 | 9 | |

Note: Queue reported is the number of cars per lane.

PM Cumulative No Project Fri May 8, 2009 10:42:07 Page 65-1

Folsom South of US-50 Annexation
Cumulative No Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #88 El Dorado Hills Blvd/Serrano Prky

Cycle (sec): 100 Critical Vol./Cap. (X): 0.781
Loss Time (sec): 12 Average Delay (sec/veh): 25.6
Optimal Cycle: 73 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Split Phase | | | | Split Phase | | | |
| Rights: | Ignore | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 2 | 0 1 | 1 | 0 | 1 | 1 0 | 1 | 0 | 0 | 1 0 | 1 | 0 | 1! | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 134 | 1528 | 732 | | 25 | 873 | 38 | | 32 | 48 | 42 | | 389 | 38 | 51 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 134 | 1528 | 732 | | 25 | 873 | 38 | | 32 | 48 | 42 | | 389 | 38 | 51 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 143 | 1626 | 0 | | 27 | 929 | 40 | | 34 | 51 | 45 | | 414 | 40 | 54 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 143 | 1626 | 0 | | 27 | 929 | 40 | | 34 | 51 | 45 | | 414 | 40 | 54 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 143 | 1626 | 0 | | 27 | 929 | 40 | | 34 | 51 | 45 | | 414 | 40 | 54 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.95 | 1.00 | | 0.95 | 0.94 | 0.94 | | 0.95 | 0.93 | 0.93 | | 0.95 | 0.95 | 0.95 | |
| Lanes: | 1.00 | 2.00 | 1.00 | | 1.00 | 1.92 | 0.08 | | 1.00 | 0.53 | 0.47 | | 1.69 | 0.13 | 0.18 | |
| Final Sat.: | 1805 | 3610 | 1900 | | 1805 | 3439 | 150 | | 1805 | 942 | 825 | | 3029 | 241 | 323 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.08 | 0.45 | 0.00 | | 0.01 | 0.27 | 0.27 | | 0.02 | 0.05 | 0.05 | | 0.14 | 0.17 | 0.17 | |
| Crit Moves: | | **** | | | **** | | | | | **** | | | | **** | | |
| Green/Cycle: | 0.13 | 0.58 | 0.00 | | 0.02 | 0.46 | 0.46 | | 0.07 | 0.07 | 0.07 | | 0.21 | 0.21 | 0.21 | |
| Volume/Cap: | 0.59 | 0.78 | 0.00 | | 0.78 | 0.59 | 0.59 | | 0.27 | 0.78 | 0.78 | | 0.64 | 0.78 | 0.78 | |
| Delay/Veh: | 44.3 | 18.3 | 0.0 | | 120.2 | 20.5 | 20.5 | | 45.3 | 72.6 | 72.6 | | 37.4 | 43.1 | 43.1 | |
| 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: | 44.3 | 18.3 | 0.0 | | 120.2 | 20.5 | 20.5 | | 45.3 | 72.6 | 72.6 | | 37.4 | 43.1 | 43.1 | |
| LOS by Move: | D | B | A | | F | C | C | | D | E | E | | D | D | D | |
| HCM2kAvgQ: | 4 | 20 | 0 | | 2 | 12 | 12 | | 1 | 5 | 5 | | 8 | 11 | 11 | |

Note: Queue reported is the number of cars per lane.





PM Cumulative No Project Fri May 8, 2009 10:42:07 Page 66-1

Folsom South of US-50 Annexation
Cumulative No Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #89 El Dorado Hills Blvd/Saratoga Way

Cycle (sec): 100 Critical Vol./Cap. (X): 0.910
Loss Time (sec): 12 Average Delay (sec/veh): 40.2
Optimal Cycle: 115 Level Of Service: D

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Split Phase | | | | Split Phase | | | |
| Rights: | Include | | | | Include | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 2 | 1 0 | 1 | 0 | 2 | 1 0 | 1 | 1 | 0 | 0 2 | 0 | 1 | 0 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 810 | 1270 | 0 | | 262 | 832 | 237 | | 745 | 47 | 629 | | 0 | 49 | 380 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 810 | 1270 | 0 | | 262 | 832 | 237 | | 745 | 47 | 629 | | 0 | 49 | 380 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 862 | 1351 | 0 | | 279 | 885 | 252 | | 793 | 50 | 669 | | 0 | 52 | 404 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 862 | 1351 | 0 | | 279 | 885 | 252 | | 793 | 50 | 669 | | 0 | 52 | 404 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 862 | 1351 | 0 | | 279 | 885 | 252 | | 793 | 50 | 669 | | 0 | 52 | 404 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.91 | 0.91 | | 0.95 | 0.88 | 0.88 | | 0.96 | 0.96 | 0.75 | | 1.00 | 1.00 | 0.85 | |
| Lanes: | 2.00 | 3.00 | 0.00 | | 1.00 | 2.33 | 0.67 | | 1.88 | 0.12 | 2.00 | | 0.00 | 1.00 | 1.00 | |
| Final Sat.: | 3502 | 5187 | 0 | | 1805 | 3904 | 1112 | | 3414 | 215 | 2842 | | 0 | 1900 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.25 | 0.26 | 0.00 | | 0.15 | 0.23 | 0.23 | | 0.23 | 0.23 | 0.24 | | 0.00 | 0.03 | 0.25 | |
| Crit Moves: | **** | | | | | **** | | | | **** | | | | | **** | |
| Green/Cycle: | 0.27 | 0.33 | 0.00 | | 0.19 | 0.25 | 0.25 | | 0.26 | 0.26 | 0.53 | | 0.00 | 0.11 | 0.30 | |
| Volume/Cap: | 0.91 | 0.80 | 0.00 | | 0.80 | 0.91 | 0.91 | | 0.91 | 0.91 | 0.45 | | 0.00 | 0.26 | 0.84 | |
| Delay/Veh: | 47.9 | 33.5 | 0.0 | | 50.7 | 46.5 | 46.5 | | 48.9 | 48.9 | 14.9 | | 0.0 | 41.8 | 45.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 47.9 | 33.5 | 0.0 | | 50.7 | 46.5 | 46.5 | | 48.9 | 48.9 | 14.9 | | 0.0 | 41.8 | 45.0 | |
| LOS by Move: | D | C | A | | D | D | D | | D | D | B | | A | D | D | |
| HCM2kAvgQ: | 14 | 14 | 0 | | 8 | 14 | 14 | | 12 | 12 | 7 | | 0 | 2 | 14 | |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Cumulative No Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #90 El Dorado Hills Blvd/Park Drive

Cycle (sec): 100 Critical Vol./Cap. (X): 0.846
Loss Time (sec): 12 Average Delay (sec/veh): 29.5
Optimal Cycle: 89 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Split Phase | | | | Split Phase | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 2 | 1 0 | 1 | 0 | 3 | 0 1 | 1 | 1 | 0 | 0 2 | 1 | 1 | 1 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 1287 | 1711 | 336 | | 82 | 883 | 320 | | 193 | 19 | 91 | | 245 | 39 | 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: | 1287 | 1711 | 336 | | 82 | 883 | 320 | | 193 | 19 | 91 | | 245 | 39 | 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: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 1369 | 1820 | 357 | | 87 | 939 | 340 | | 205 | 20 | 97 | | 261 | 41 | 131 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 1369 | 1820 | 357 | | 87 | 939 | 340 | | 205 | 20 | 97 | | 261 | 41 | 131 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 1369 | 1820 | 357 | | 87 | 939 | 340 | | 205 | 20 | 97 | | 261 | 41 | 131 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.89 | 0.89 | | 0.95 | 0.91 | 0.85 | | 0.96 | 0.96 | 0.75 | | 0.91 | 0.91 | 0.85 | |
| Lanes: | 2.00 | 2.51 | 0.49 | | 1.00 | 3.00 | 1.00 | | 1.82 | 0.18 | 2.00 | | 2.00 | 1.00 | 1.00 | |
| Final Sat.: | 3502 | 4227 | 830 | | 1805 | 5187 | 1615 | | 3307 | 326 | 2842 | | 3462 | 1731 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.39 | 0.43 | 0.43 | | 0.05 | 0.18 | 0.21 | | 0.06 | 0.06 | 0.03 | | 0.08 | 0.02 | 0.08 | |
| Crit Moves: | **** | | | | | | **** | | **** | | | | | | **** | |
| Green/Cycle: | 0.46 | 0.64 | 0.64 | | 0.07 | 0.25 | 0.25 | | 0.07 | 0.07 | 0.07 | | 0.10 | 0.10 | 0.10 | |
| Volume/Cap: | 0.85 | 0.67 | 0.67 | | 0.67 | 0.73 | 0.85 | | 0.85 | 0.85 | 0.46 | | 0.79 | 0.25 | 0.85 | |
| Delay/Veh: | 28.1 | 12.0 | 12.0 | | 58.4 | 36.5 | 51.0 | | 67.2 | 67.2 | 46.1 | | 54.5 | 42.0 | 77.3 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 28.1 | 12.0 | 12.0 | | 58.4 | 36.5 | 51.0 | | 67.2 | 67.2 | 46.1 | | 54.5 | 42.0 | 77.3 | |
| LOS by Move: | C | B | B | | E | D | D | | E | E | D | | D | D | E | |
| HCM2kAvgQ: | 19 | 15 | 15 | | 2 | 9 | 10 | | 6 | 6 | 2 | | 6 | 1 | 6 | |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Cumulative No Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #91 Latrobe Rd/ Town Center Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 1.190
Loss Time (sec): 12 Average Delay (sec/veh): 95.5
Optimal Cycle: 180 Level Of Service: F

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 4 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 1 | 1 0 | 1 | 0 | 0 | 1 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 14 | 2224 | 148 | | 611 | 1830 | 224 | | 789 | 89 | 88 | | 165 | 24 | 830 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 14 | 2224 | 148 | | 611 | 1830 | 224 | | 789 | 89 | 88 | | 165 | 24 | 830 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 15 | 2366 | 157 | | 650 | 1947 | 238 | | 839 | 95 | 94 | | 176 | 26 | 883 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 15 | 2366 | 157 | | 650 | 1947 | 238 | | 839 | 95 | 94 | | 176 | 26 | 883 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 15 | 2366 | 157 | | 650 | 1947 | 238 | | 839 | 95 | 94 | | 176 | 26 | 883 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.91 | 0.85 | | 0.92 | 0.91 | 0.85 | | 0.92 | 0.88 | 0.88 | | 0.95 | 0.85 | 0.85 | |
| Lanes: | 2.00 | 4.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 1.01 | 0.99 | | 1.00 | 0.06 | 1.94 | |
| Final Sat.: | 3502 | 6916 | 1615 | | 3502 | 5187 | 1615 | | 3502 | 1679 | 1660 | | 1805 | 91 | 3154 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.34 | 0.10 | | 0.19 | 0.38 | 0.15 | | 0.24 | 0.06 | 0.06 | | 0.10 | 0.28 | 0.28 | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.00 | 0.29 | 0.29 | | 0.16 | 0.44 | 0.44 | | 0.20 | 0.16 | 0.16 | | 0.28 | 0.24 | 0.24 | |
| Volume/Cap: | 0.86 | 1.19 | 0.34 | | 1.19 | 0.86 | 0.34 | | 1.19 | 0.35 | 0.35 | | 0.35 | 1.19 | 1.19 | |
| Delay/Veh: | 195.5 | 127 | 28.6 | | 145.0 | 28.7 | 18.8 | | 139.3 | 37.8 | 37.8 | | 29.4 | 137 | 136.7 | |
| 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: | 195.5 | 127 | 28.6 | | 145.0 | 28.7 | 18.8 | | 139.3 | 37.8 | 37.8 | | 29.4 | 137 | 136.7 | |
| LOS by Move: | F | F | C | | F | C | B | | F | D | D | | C | F | F | |
| HCM2kAvgQ: | 0 | 33 | 4 | | 18 | 21 | 5 | | 25 | 3 | 3 | | 4 | 26 | 26 | |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Cumulative No Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #92 Hazel Blvd/ Tributary- WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 1.269
Loss Time (sec): 9 Average Delay (sec/veh): 94.1
Optimal Cycle: 180 Level Of Service: F

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Ignore | | | | Include | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 3 | 0 1 | 0 | 0 | 3 | 1 0 | 0 | 0 | 0 | 0 1 | 1 | 1 | 0 | 0 2 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 210 | 3969 | 323 | | 0 | 2325 | 83 | | 0 | 0 | 625 | | 86 | 219 | 823 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 210 | 3969 | 323 | | 0 | 2325 | 83 | | 0 | 0 | 625 | | 86 | 219 | 823 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 223 | 4222 | 0 | | 0 | 2473 | 88 | | 0 | 0 | 665 | | 91 | 233 | 876 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 223 | 4222 | 0 | | 0 | 2473 | 88 | | 0 | 0 | 665 | | 91 | 233 | 876 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 223 | 4222 | 0 | | 0 | 2473 | 88 | | 0 | 0 | 665 | | 91 | 233 | 876 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.91 | 1.00 | | 1.00 | 0.91 | 0.91 | | 1.00 | 1.00 | 0.87 | | 0.87 | 0.87 | 0.75 | |
| Lanes: | 2.00 | 3.00 | 1.00 | | 0.00 | 3.86 | 0.14 | | 0.00 | 0.00 | 1.00 | | 1.00 | 1.00 | 2.00 | |
| Final Sat.: | 3502 | 5187 | 1900 | | 0 | 6644 | 237 | | 0 | 0 | 1644 | | 1645 | 1645 | 2842 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.06 | 0.81 | 0.00 | | 0.00 | 0.37 | 0.37 | | 0.00 | 0.00 | 0.40 | | 0.06 | 0.14 | 0.31 | |
| Crit Moves: | | **** | | | **** | | | | | | **** | | | | | |
| Green/Cycle: | 0.09 | 0.64 | 0.00 | | 0.00 | 0.55 | 0.55 | | 0.00 | 0.00 | 0.36 | | 0.27 | 0.27 | 0.27 | |
| Volume/Cap: | 0.68 | 1.27 | 0.00 | | 0.00 | 0.68 | 0.68 | | 0.00 | 0.00 | 1.12 | | 0.21 | 0.53 | 1.15 | |
| Delay/Veh: | 49.5 | 141 | 0.0 | | 0.0 | 16.8 | 16.8 | | 0.0 | 0.0 | 105.0 | | 28.4 | 32.0 | 117.8 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 49.5 | 141 | 0.0 | | 0.0 | 16.8 | 16.8 | | 0.0 | 0.0 | 105.0 | | 28.4 | 32.0 | 117.8 | |
| LOS by Move: | D | F | A | | A | B | B | | A | A | F | | C | C | F | |
| HCM2kAvgQ: | 3 | 84 | 0 | | 0 | 15 | 15 | | 0 | 0 | 33 | | 2 | 7 | 27 | |

Note: Queue reported is the number of cars per lane.





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Folsom South of US-50 Annexation
Cumulative No Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #93 Hazel Ave/ EB US-50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 1.401
Loss Time (sec): 6 Average Delay (sec/veh): 152.4
Optimal Cycle: 180 Level Of Service: F

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Ignore | | | | Ignore | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 3 | 0 1 | 0 | 0 | 3 | 0 1 | 3 | 0 | 0 | 0 2 | 0 | 0 | 0 | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 2256 | 164 | | 0 | 1197 | 688 | | 2206 | 0 | 813 | | 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 | 2256 | 164 | | 0 | 1197 | 688 | | 2206 | 0 | 813 | | 0 | 0 | 0 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 0 | 2400 | 0 | | 0 | 1273 | 0 | | 2347 | 0 | 865 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 2400 | 0 | | 0 | 1273 | 0 | | 2347 | 0 | 865 | | 0 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 2400 | 0 | | 0 | 1273 | 0 | | 2347 | 0 | 865 | | 0 | 0 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.91 | 1.00 | | 1.00 | 0.91 | 1.00 | | 0.48 | 1.00 | 0.75 | | 1.00 | 1.00 | 1.00 | |
| Lanes: | 0.00 | 3.00 | 1.00 | | 0.00 | 3.00 | 1.00 | | 3.00 | 0.00 | 2.00 | | 0.00 | 0.00 | 0.00 | |
| Final Sat.: | 0 | 5187 | 1900 | | 0 | 5187 | 1900 | | 2748 | 0 | 2842 | | 0 | 0 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.46 | 0.00 | | 0.00 | 0.25 | 0.00 | | 0.85 | 0.00 | 0.30 | | 0.00 | 0.00 | 0.00 | |
| Crit Moves: | | **** | | | | | | | **** | | | | | | | |
| Green/Cycle: | 0.00 | 0.33 | 0.00 | | 0.00 | 0.33 | 0.00 | | 0.61 | 0.00 | 0.61 | | 0.00 | 0.00 | 0.00 | |
| Volume/Cap: | 0.00 | 1.40 | 0.00 | | 0.00 | 0.74 | 0.00 | | 1.40 | 0.00 | 0.50 | | 0.00 | 0.00 | 0.00 | |
| Delay/Veh: | 0.0 | 217 | 0.0 | | 0.0 | 31.5 | 0.0 | | 203.5 | 0.0 | 11.2 | | 0.0 | 0.0 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 217 | 0.0 | | 0.0 | 31.5 | 0.0 | | 203.5 | 0.0 | 11.2 | | 0.0 | 0.0 | 0.0 | |
| LOS by Move: | A | F | A | | A | C | A | | F | A | B | | A | A | A | |
| HCM2kAvgQ: | 0 | 57 | 0 | | 0 | 13 | 0 | | 54 | 0 | 9 | | 0 | 0 | 0 | |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Cumulative No Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #94 Folsom Blvd/ WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.619
Loss Time (sec): 9 Average Delay (sec/veh): 13.3
Optimal Cycle: 43 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Ignore | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 3 | 0 0 | 0 | 0 | 3 | 0 1 | 1 | 0 | 1! | 0 1 | 0 | 0 | 0 | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 145 | 2215 | 0 | | 0 | 1074 | 1626 | | 166 | 0 | 233 | | 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: | 145 | 2215 | 0 | | 0 | 1074 | 1626 | | 166 | 0 | 233 | | 0 | 0 | 0 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 154 | 2356 | 0 | | 0 | 1143 | 0 | | 177 | 0 | 248 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 154 | 2356 | 0 | | 0 | 1143 | 0 | | 177 | 0 | 248 | | 0 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 154 | 2356 | 0 | | 0 | 1143 | 0 | | 177 | 0 | 248 | | 0 | 0 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.91 | 1.00 | | 1.00 | 0.91 | 1.00 | | 0.76 | 1.00 | 0.76 | | 1.00 | 1.00 | 1.00 | |
| Lanes: | 1.00 | 3.00 | 0.00 | | 0.00 | 3.00 | 1.00 | | 1.42 | 0.00 | 1.58 | | 0.00 | 0.00 | 0.00 | |
| Final Sat.: | 1805 | 5187 | 0 | | 0 | 5187 | 1900 | | 2032 | 0 | 2273 | | 0 | 0 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.09 | 0.45 | 0.00 | | 0.00 | 0.22 | 0.00 | | 0.09 | 0.00 | 0.11 | | 0.00 | 0.00 | 0.00 | |
| Crit Moves: | | **** | | | **** | | | | | | **** | | | | | |
| Green/Cycle: | 0.21 | 0.73 | 0.00 | | 0.00 | 0.53 | 0.00 | | 0.18 | 0.00 | 0.18 | | 0.00 | 0.00 | 0.00 | |
| Volume/Cap: | 0.42 | 0.62 | 0.00 | | 0.00 | 0.42 | 0.00 | | 0.49 | 0.00 | 0.62 | | 0.00 | 0.00 | 0.00 | |
| Delay/Veh: | 35.3 | 6.8 | 0.0 | | 0.0 | 14.3 | 0.0 | | 37.6 | 0.0 | 39.8 | | 0.0 | 0.0 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 35.3 | 6.8 | 0.0 | | 0.0 | 14.3 | 0.0 | | 37.6 | 0.0 | 39.8 | | 0.0 | 0.0 | 0.0 | |
| LOS by Move: | D | A | A | | A | B | A | | D | A | D | | A | A | A | |
| HCM2kAvgQ: | 4 | 13 | 0 | | 0 | 7 | 0 | | 4 | 0 | 5 | | 0 | 0 | 0 | |

Note: Queue reported is the number of cars per lane.





PM Cumulative No Project Fri May 8, 2009 10:42:07 Page 72-1

Folsom South of US-50 Annexation
Cumulative No Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #95 Folsom Blvd/ EB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.872
Loss Time (sec): 12 Average Delay (sec/veh): 39.1
Optimal Cycle: 98 Level Of Service: D

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Ignore | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 2 | 0 1 | 1 | 0 | 2 | 0 1 | 3 | 0 | 1 | 0 1 | 1 | 0 | 0 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 284 | 989 | 69 | | 151 | 918 | 238 | | 1087 | 128 | 25 | | 73 | 0 | 301 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 284 | 989 | 69 | | 151 | 918 | 238 | | 1087 | 128 | 25 | | 73 | 0 | 301 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 302 | 1052 | 73 | | 161 | 977 | 253 | | 1156 | 136 | 0 | | 78 | 0 | 320 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 302 | 1052 | 73 | | 161 | 977 | 253 | | 1156 | 136 | 0 | | 78 | 0 | 320 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 302 | 1052 | 73 | | 161 | 977 | 253 | | 1156 | 136 | 0 | | 78 | 0 | 320 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.95 | 0.85 | | 0.95 | 0.95 | 0.85 | | 0.92 | 1.00 | 1.00 | | 0.95 | 1.00 | 0.85 | |
| Lanes: | 1.00 | 2.00 | 1.00 | | 1.00 | 2.00 | 1.00 | | 3.00 | 1.00 | 1.00 | | 1.00 | 0.00 | 1.00 | |
| Final Sat.: | 1805 | 3610 | 1615 | | 1805 | 3610 | 1615 | | 5253 | 1900 | 1900 | | 1805 | 0 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.17 | 0.29 | 0.05 | | 0.09 | 0.27 | 0.16 | | 0.22 | 0.07 | 0.00 | | 0.04 | 0.00 | 0.20 | |
| Crit Moves: | **** | | | | | **** | | | **** | | | | | | **** | |
| Green/Cycle: | 0.19 | 0.38 | 0.38 | | 0.12 | 0.31 | 0.31 | | 0.25 | 0.24 | 0.00 | | 0.14 | 0.00 | 0.26 | |
| Volume/Cap: | 0.87 | 0.76 | 0.12 | | 0.76 | 0.87 | 0.51 | | 0.87 | 0.30 | 0.00 | | 0.30 | 0.00 | 0.76 | |
| Delay/Veh: | 59.9 | 29.2 | 19.9 | | 57.3 | 40.3 | 29.0 | | 42.4 | 31.8 | 0.0 | | 39.2 | 0.0 | 42.4 | |
| 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: | 59.9 | 29.2 | 19.9 | | 57.3 | 40.3 | 29.0 | | 42.4 | 31.8 | 0.0 | | 39.2 | 0.0 | 42.4 | |
| LOS by Move: | E | C | B | | E | D | C | | D | C | A | | D | A | D | |
| HCM2kAvgQ: | 12 | 16 | 1 | | 5 | 16 | 6 | | 13 | 3 | 0 | | 2 | 0 | 9 | |

Note: Queue reported is the number of cars per lane.

PM Cumulative No Project Fri May 8, 2009 10:42:07 Page 73-1

Folsom South of US-50 Annexation
Cumulative No Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #96 Prairie City/ WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.905
Loss Time (sec): 6 Average Delay (sec/veh): 30.2
Optimal Cycle: 97 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Ignore | | | | Ignore | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 2 | 0 1 | 0 | 0 | 2 | 0 1 | 0 | 0 | 0 | 0 0 | 1 | 0 | 0 | 0 2 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1371 | 110 | | 0 | 1177 | 733 | | 0 | 0 | 0 | | 614 | 0 | 277 | |
| Growth Adj: | 1.00 | 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 | 1371 | 110 | | 0 | 1177 | 733 | | 0 | 0 | 0 | | 614 | 0 | 277 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 0 | 1459 | 0 | | 0 | 1252 | 0 | | 0 | 0 | 0 | | 653 | 0 | 295 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 1459 | 0 | | 0 | 1252 | 0 | | 0 | 0 | 0 | | 653 | 0 | 295 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 1459 | 0 | | 0 | 1252 | 0 | | 0 | 0 | 0 | | 653 | 0 | 295 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.95 | 1.00 | | 1.00 | 0.95 | 1.00 | | 1.00 | 1.00 | 1.00 | | 0.77 | 1.00 | 0.75 | |
| Lanes: | 0.00 | 2.00 | 1.00 | | 0.00 | 2.00 | 1.00 | | 0.00 | 0.00 | 0.00 | | 1.00 | 0.00 | 2.00 | |
| Final Sat.: | 0 | 3610 | 1900 | | 0 | 3610 | 1900 | | 0 | 0 | 0 | | 1461 | 0 | 2842 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.40 | 0.00 | | 0.00 | 0.35 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.45 | 0.00 | 0.10 | |
| Crit Moves: | | **** | | | | | | | | | | | **** | | | |
| Green/Cycle: | 0.00 | 0.45 | 0.00 | | 0.00 | 0.45 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.49 | 0.00 | 0.49 | |
| Volume/Cap: | 0.00 | 0.91 | 0.00 | | 0.00 | 0.78 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.91 | 0.00 | 0.21 | |
| Delay/Veh: | 0.0 | 33.4 | 0.0 | | 0.0 | 25.9 | 0.0 | | 0.0 | 0.0 | 0.0 | | 38.2 | 0.0 | 14.4 | |
| 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: | 0.0 | 33.4 | 0.0 | | 0.0 | 25.9 | 0.0 | | 0.0 | 0.0 | 0.0 | | 38.2 | 0.0 | 14.4 | |
| LOS by Move: | A | C | A | | A | C | A | | A | A | A | | D | A | B | |
| HCM2kAvgQ: | 0 | 23 | 0 | | 0 | 17 | 0 | | 0 | 0 | 0 | | 22 | 0 | 3 | |

Note: Queue reported is the number of cars per lane.





PM Cumulative No Project Fri May 8, 2009 10:42:07 Page 74-1

Folsom South of US-50 Annexation
Cumulative No Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #97 Prairie City/ EB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.738
Loss Time (sec): 6 Average Delay (sec/veh): 15.9
Optimal Cycle: 47 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 2 | 0 1 | 0 | 0 | 2 | 0 1 | 1 | 1 | 0 | 0 2 | 0 | 0 | 0 | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1646 | 13 | | 0 | 1362 | 0 | | 637 | 2 | 28 | | 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 | 1646 | 13 | | 0 | 1362 | 0 | | 637 | 2 | 28 | | 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: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 0 | 1751 | 14 | | 0 | 1449 | 0 | | 678 | 2 | 30 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 1751 | 14 | | 0 | 1449 | 0 | | 678 | 2 | 30 | | 0 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 1751 | 14 | | 0 | 1449 | 0 | | 678 | 2 | 30 | | 0 | 0 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.95 | 0.85 | | 1.00 | 0.95 | 1.00 | | 0.86 | 0.86 | 0.75 | | 1.00 | 1.00 | 1.00 | |
| Lanes: | 0.00 | 2.00 | 1.00 | | 0.00 | 2.00 | 1.00 | | 1.99 | 0.01 | 2.00 | | 0.00 | 0.00 | 0.00 | |
| Final Sat.: | 0 | 3610 | 1615 | | 0 | 3610 | 1900 | | 3246 | 10 | 2842 | | 0 | 0 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.49 | 0.01 | | 0.00 | 0.40 | 0.00 | | 0.21 | 0.21 | 0.01 | | 0.00 | 0.00 | 0.00 | |
| Crit Moves: | | **** | | | | | | | | **** | | | | | | |
| Green/Cycle: | 0.00 | 0.66 | 0.66 | | 0.00 | 0.66 | 0.00 | | 0.28 | 0.28 | 0.28 | | 0.00 | 0.00 | 0.00 | |
| Volume/Cap: | 0.00 | 0.74 | 0.01 | | 0.00 | 0.61 | 0.00 | | 0.74 | 0.74 | 0.04 | | 0.00 | 0.00 | 0.00 | |
| Delay/Veh: | 0.0 | 12.7 | 5.9 | | 0.0 | 10.3 | 0.0 | | 35.7 | 35.7 | 26.0 | | 0.0 | 0.0 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 12.7 | 5.9 | | 0.0 | 10.3 | 0.0 | | 35.7 | 35.7 | 26.0 | | 0.0 | 0.0 | 0.0 | |
| LOS by Move: | A | B | A | | A | B | A | | D | D | C | | A | A | A | |
| HCM2kAvgQ: | 0 | 19 | 0 | | 0 | 13 | 0 | | 11 | 11 | 0 | | 0 | 0 | 0 | |

Note: Queue reported is the number of cars per lane.

PM Cumulative No Project Fri May 8, 2009 10:42:07 Page 75-1

Folsom South of US-50 Annexation
Cumulative No Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #98 East Bidwell St/ WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.812
Loss Time (sec): 6 Average Delay (sec/veh): 22.7
Optimal Cycle: 61 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Ignore | | | | Ignore | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 2 | 0 1 | 0 | 0 | 3 | 0 1 | 0 | 0 | 0 | 0 0 | 2 | 0 | 0 | 0 2 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1378 | 155 | | 0 | 1388 | 661 | | 0 | 0 | 0 | | 48 | 0 | 955 | |
| Growth Adj: | 1.00 | 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 | 1378 | 155 | | 0 | 1388 | 661 | | 0 | 0 | 0 | | 48 | 0 | 955 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 0 | 1466 | 0 | | 0 | 1477 | 0 | | 0 | 0 | 0 | | 51 | 0 | 1016 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 1466 | 0 | | 0 | 1477 | 0 | | 0 | 0 | 0 | | 51 | 0 | 1016 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 1466 | 0 | | 0 | 1477 | 0 | | 0 | 0 | 0 | | 51 | 0 | 1016 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.95 | 1.00 | | 1.00 | 0.91 | 1.00 | | 1.00 | 1.00 | 1.00 | | 0.69 | 1.00 | 0.75 | |
| Lanes: | 0.00 | 2.00 | 1.00 | | 0.00 | 3.00 | 1.00 | | 0.00 | 0.00 | 0.00 | | 2.00 | 0.00 | 2.00 | |
| Final Sat.: | 0 | 3610 | 1900 | | 0 | 5187 | 1900 | | 0 | 0 | 0 | | 2617 | 0 | 2842 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.41 | 0.00 | | 0.00 | 0.28 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.02 | 0.00 | 0.36 | |
| Crit Moves: | | **** | | | | | | | | | | | | | **** | |
| Green/Cycle: | 0.00 | 0.50 | 0.00 | | 0.00 | 0.50 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.44 | 0.00 | 0.44 | |
| Volume/Cap: | 0.00 | 0.81 | 0.00 | | 0.00 | 0.57 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.04 | 0.00 | 0.81 | |
| Delay/Veh: | 0.0 | 24.0 | 0.0 | | 0.0 | 17.8 | 0.0 | | 0.0 | 0.0 | 0.0 | | 16.0 | 0.0 | 28.5 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 24.0 | 0.0 | | 0.0 | 17.8 | 0.0 | | 0.0 | 0.0 | 0.0 | | 16.0 | 0.0 | 28.5 | |
| LOS by Move: | A | C | A | | A | B | A | | A | A | A | | B | A | C | |
| HCM2kAvgQ: | 0 | 20 | 0 | | 0 | 11 | 0 | | 0 | 0 | 0 | | 0 | 0 | 18 | |

Note: Queue reported is the number of cars per lane.





PM Cumulative No Project Fri May 8, 2009 10:42:07 Page 76-1

Folsom South of US-50 Annexation
Cumulative No Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #99 East Bidwell St/ EB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.677
Loss Time (sec): 6 Average Delay (sec/veh): 23.6
Optimal Cycle: 40 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Ignore | | | | Ignore | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 2 | 0 1 | 0 | 0 | 2 | 0 1 | 2 | 0 | 0 | 0 1 | 0 | 0 | 0 | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 659 | 383 | | 0 | 743 | 691 | | 874 | 0 | 54 | | 0 | 0 | 0 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 0 | 659 | 383 | | 0 | 743 | 691 | | 874 | 0 | 54 | | 0 | 0 | 0 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 0 | 701 | 0 | | 0 | 790 | 0 | | 930 | 0 | 57 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 701 | 0 | | 0 | 790 | 0 | | 930 | 0 | 57 | | 0 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 701 | 0 | | 0 | 790 | 0 | | 930 | 0 | 57 | | 0 | 0 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.95 | 1.00 | | 1.00 | 0.95 | 1.00 | | 0.59 | 1.00 | 0.85 | | 1.00 | 1.00 | 1.00 | |
| Lanes: | 0.00 | 2.00 | 1.00 | | 0.00 | 2.00 | 1.00 | | 2.00 | 0.00 | 1.00 | | 0.00 | 0.00 | 0.00 | |
| Final Sat.: | 0 | 3610 | 1900 | | 0 | 3610 | 1900 | | 2226 | 0 | 1615 | | 0 | 0 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.19 | 0.00 | | 0.00 | 0.22 | 0.00 | | 0.42 | 0.00 | 0.04 | | 0.00 | 0.00 | 0.00 | |
| Crit Moves: | | | | | | **** | | | **** | | | | | | | |
| Green/Cycle: | 0.00 | 0.32 | 0.00 | | 0.00 | 0.32 | 0.00 | | 0.62 | 0.00 | 0.62 | | 0.00 | 0.00 | 0.00 | |
| Volume/Cap: | 0.00 | 0.60 | 0.00 | | 0.00 | 0.68 | 0.00 | | 0.68 | 0.00 | 0.06 | | 0.00 | 0.00 | 0.00 | |
| Delay/Veh: | 0.0 | 29.3 | 0.0 | | 0.0 | 30.9 | 0.0 | | 14.0 | 0.0 | 7.6 | | 0.0 | 0.0 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 29.3 | 0.0 | | 0.0 | 30.9 | 0.0 | | 14.0 | 0.0 | 7.6 | | 0.0 | 0.0 | 0.0 | |
| LOS by Move: | A | C | A | | A | C | A | | B | A | A | | A | A | A | |
| HCM2kAvgQ: | 0 | 9 | 0 | | 0 | 11 | 0 | | 11 | 0 | 1 | | 0 | 0 | 0 | |

Note: Queue reported is the number of cars per lane.

PM Cumulative No Project Fri May 8, 2009 10:42:07 Page 77-1

Folsom South of US-50 Annexation
Cumulative No Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #100 El Dorado Hills Blvd/ WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.704
Loss Time (sec): 0 Average Delay (sec/veh): 0.3
Optimal Cycle: 49 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - | R | L | - T | - | R | L | - T | - | R | L | - T | - | R |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 3432 | 0 | | 0 | 1413 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 0 | 3432 | 0 | | 0 | 1413 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 0 | 3651 | 0 | | 0 | 1503 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 3651 | 0 | | 0 | 1503 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 3651 | 0 | | 0 | 1503 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.91 | 1.00 | | 1.00 | 0.91 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Lanes: | 0.00 | 3.00 | 0.00 | | 0.00 | 3.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | |
| Final Sat.: | 0 | 5187 | 0 | | 0 | 5187 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.70 | 0.00 | | 0.00 | 0.29 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | |
| Crit Moves: | | **** | | | | | | | | | | | | | | |
| Green/Cycle: | 0.00 | 1.00 | 0.00 | | 0.00 | 1.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | |
| Volume/Cap: | 0.00 | 0.70 | 0.00 | | 0.00 | 0.29 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | |
| Delay/Veh: | 0.0 | 0.4 | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 0.4 | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | |
| LOS by Move: | A | A | A | | A | A | A | | A | A | A | | A | A | A | |
| HCM2kAvgQ: | 0 | 1 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |

Note: Queue reported is the number of cars per lane.





PM Cumulative No Project Fri May 8, 2009 10:42:07 Page 78-1

Folsom South of US-50 Annexation
Cumulative No Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #101 El Dorado Hills Blvd/ EB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.811
Loss Time (sec): 6 Average Delay (sec/veh): 5.0
Optimal Cycle: 61 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - | R | L | - T | - | R | L | - T | - | R | L | - T | - | R |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Ignore | | | | Ignore | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 3 | 0 | 1 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 3368 | 322 | | 122 | 1308 | 0 | | 0 | 0 | 1423 | | 0 | 0 | 829 | |
| Growth Adj: | 1.00 | 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 | 3368 | 322 | | 122 | 1308 | 0 | | 0 | 0 | 1423 | | 0 | 0 | 829 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.00 | |
| PHF Volume: | 0 | 3583 | 343 | | 130 | 1391 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 3583 | 343 | | 130 | 1391 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| FinalVolume: | 0 | 3583 | 343 | | 130 | 1391 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.97 | 0.91 | 0.85 | | 0.95 | 0.91 | 1.00 | | 1.00 | 1.00 | 0.88 | | 1.00 | 1.00 | 1.00 | |
| Lanes: | 2.00 | 3.00 | 1.00 | | 1.00 | 3.00 | 0.00 | | 0.00 | 0.00 | 2.00 | | 0.00 | 0.00 | 1.00 | |
| Final Sat.: | 3686 | 5187 | 1615 | | 1805 | 5187 | 0 | | 0 | 0 | 3344 | | 0 | 0 | 1900 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.69 | 0.21 | | 0.07 | 0.27 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | |
| Crit Moves: | | **** | | | **** | | | | | | | | | | | |
| Green/Cycle: | 0.00 | 0.85 | 0.85 | | 0.09 | 0.94 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | |
| Volume/Cap: | 0.00 | 0.81 | 0.25 | | 0.81 | 0.29 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | |
| Delay/Veh: | 0.0 | 4.8 | 1.5 | | 70.6 | 0.3 | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 4.8 | 1.5 | | 70.6 | 0.3 | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | |
| LOS by Move: | A | A | A | | E | A | A | | A | A | A | | A | A | A | |
| HCM2kAvgQ: | 0 | 18 | 2 | | 4 | 2 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |

Note: Queue reported is the number of cars per lane.

PM Cumulative No Project Fri May 8, 2009 10:42:07 Page 79-1

Folsom South of US-50 Annexation
Cumulative No Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #102 Sunrise Rd/ Jackson Hwy-SR16

Cycle (sec): 100 Critical Vol./Cap. (X): 0.823
Loss Time (sec): 12 Average Delay (sec/veh): 29.9
Optimal Cycle: 83 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 2 | 0 1 | 2 | 0 | 2 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 5 | 413 | 238 | | 139 | 1204 | 105 | | 112 | 1428 | 16 | | 182 | 747 | 58 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 5 | 413 | 238 | | 139 | 1204 | 105 | | 112 | 1428 | 16 | | 182 | 747 | 58 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 5 | 439 | 253 | | 148 | 1281 | 112 | | 119 | 1519 | 17 | | 194 | 795 | 62 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 5 | 439 | 253 | | 148 | 1281 | 112 | | 119 | 1519 | 17 | | 194 | 795 | 62 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 5 | 439 | 253 | | 148 | 1281 | 112 | | 119 | 1519 | 17 | | 194 | 795 | 62 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.91 | 0.85 | | 0.92 | 0.91 | 0.85 | | 0.92 | 0.95 | 0.85 | | 0.92 | 0.95 | 0.85 | |
| Lanes: | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 2.00 | 1.00 | | 2.00 | 2.00 | 1.00 | |
| Final Sat.: | 3502 | 5187 | 1615 | | 3502 | 5187 | 1615 | | 3502 | 3610 | 1615 | | 3502 | 3610 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.08 | 0.16 | | 0.04 | 0.25 | 0.07 | | 0.03 | 0.42 | 0.01 | | 0.06 | 0.22 | 0.04 | |
| Crit Moves: | **** | | | | | **** | | | | **** | | | **** | | | |
| Green/Cycle: | 0.00 | 0.21 | 0.28 | | 0.09 | 0.30 | 0.38 | | 0.08 | 0.51 | 0.51 | | 0.07 | 0.50 | 0.59 | |
| Volume/Cap: | 0.82 | 0.40 | 0.56 | | 0.48 | 0.82 | 0.18 | | 0.44 | 0.82 | 0.02 | | 0.82 | 0.44 | 0.06 | |
| Delay/Veh: | 285.2 | 34.1 | 32.3 | | 44.5 | 36.2 | 21.0 | | 45.2 | 23.8 | 12.0 | | 66.4 | 16.1 | 8.8 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 285.2 | 34.1 | 32.3 | | 44.5 | 36.2 | 21.0 | | 45.2 | 23.8 | 12.0 | | 66.4 | 16.1 | 8.8 | |
| LOS by Move: | F | C | C | | D | D | C | | D | C | B | | E | B | A | |
| HCM2kAvgQ: | 0 | 4 | 6 | | 2 | 13 | 2 | | 2 | 23 | 0 | | 3 | 8 | 1 | |

Note: Queue reported is the number of cars per lane.





PM Cumulative No Project Fri May 8, 2009 10:42:07 Page 80-1

Folsom South of US-50 Annexation
Cumulative No Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #103 Grant Line Rd/ Jackson Rd- SR16

Cycle (sec): 100 Critical Vol./Cap. (X): 0.610
Loss Time (sec): 12 Average Delay (sec/veh): 26.3
Optimal Cycle: 49 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 2 | 0 1 | 2 | 0 | 2 | 0 2 | 2 | 0 | 2 | 0 2 | 2 | 0 | 2 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 190 | 709 | 87 | | 2 | 731 | 79 | | 136 | 801 | 176 | | 90 | 405 | 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: | 190 | 709 | 87 | | 2 | 731 | 79 | | 136 | 801 | 176 | | 90 | 405 | 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: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 202 | 754 | 93 | | 2 | 778 | 84 | | 145 | 852 | 187 | | 96 | 431 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 202 | 754 | 93 | | 2 | 778 | 84 | | 145 | 852 | 187 | | 96 | 431 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 202 | 754 | 93 | | 2 | 778 | 84 | | 145 | 852 | 187 | | 96 | 431 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.95 | 0.85 | | 0.92 | 0.95 | 0.75 | | 0.92 | 0.95 | 0.75 | | 0.92 | 0.95 | 1.00 | |
| Lanes: | 2.00 | 2.00 | 1.00 | | 2.00 | 2.00 | 2.00 | | 2.00 | 2.00 | 2.00 | | 2.00 | 2.00 | 1.00 | |
| Final Sat.: | 3502 | 3610 | 1615 | | 3502 | 3610 | 2842 | | 3502 | 3610 | 2842 | | 3502 | 3610 | 1900 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.06 | 0.21 | 0.06 | | 0.00 | 0.22 | 0.03 | | 0.04 | 0.24 | 0.07 | | 0.03 | 0.12 | 0.00 | |
| Crit Moves: | **** | | | | | **** | | | | **** | | | **** | | | |
| Green/Cycle: | 0.09 | 0.45 | 0.49 | | 0.00 | 0.35 | 0.46 | | 0.11 | 0.39 | 0.48 | | 0.04 | 0.32 | 0.00 | |
| Volume/Cap: | 0.61 | 0.47 | 0.12 | | 0.47 | 0.61 | 0.06 | | 0.37 | 0.61 | 0.14 | | 0.61 | 0.37 | 0.00 | |
| Delay/Veh: | 46.8 | 19.6 | 13.8 | | 110.9 | 27.5 | 14.8 | | 41.8 | 25.4 | 14.4 | | 53.7 | 26.4 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 46.8 | 19.6 | 13.8 | | 110.9 | 27.5 | 14.8 | | 41.8 | 25.4 | 14.4 | | 53.7 | 26.4 | 0.0 | |
| LOS by Move: | D | B | B | | F | C | B | | D | C | B | | D | C | A | |
| HCM2kAvgQ: | 4 | 9 | 2 | | 0 | 10 | 1 | | 2 | 11 | 2 | | 3 | 5 | 0 | |

Note: Queue reported is the number of cars per lane.

PM Cumulative No Project Fri May 8, 2009 10:42:07 Page 81-1

Folsom South of US-50 Annexation
Cumulative No Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #104 Oak Ave Pkwy/ WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.530
Loss Time (sec): 6 Average Delay (sec/veh): 4.9
Optimal Cycle: 29 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Ignore | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 | 2 | 0 1 | 0 | 0 | 2 | 0 1 | 0 | 0 | 0 | 0 0 | 0 | 0 | 0 | 0 2 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1240 | 0 | 0 | 1475 | 415 | 0 | 0 | 0 | 0 | 0 | 171 | | | | |
| Growth Adj: | 1.00 | 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 | 1240 | 0 | 0 | 1475 | 415 | 0 | 0 | 0 | 0 | 0 | 171 | | | | |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.94 | 0.94 | 0.00 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | | | | |
| PHF Volume: | 0 | 1319 | 0 | 0 | 1569 | 441 | 0 | 0 | 0 | 0 | 0 | 182 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 0 | 1319 | 0 | 0 | 1569 | 441 | 0 | 0 | 0 | 0 | 0 | 182 | | | | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| FinalVolume: | 0 | 1319 | 0 | 0 | 1569 | 441 | 0 | 0 | 0 | 0 | 0 | 182 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 0.85 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.75 | | | | |
| Lanes: | 0.00 | 2.00 | 1.00 | 0.00 | 2.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 | | | | |
| Final Sat.: | 0 | 3610 | 1900 | 0 | 3610 | 1615 | 0 | 0 | 0 | 0 | 0 | 2842 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.37 | 0.00 | 0.00 | 0.43 | 0.27 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.06 | | | | |
| Crit Moves: | | | | | **** | | | | | | | **** | | | | |
| Green/Cycle: | 0.00 | 0.82 | 0.00 | 0.00 | 0.82 | 0.82 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.12 | | | | |
| Volume/Cap: | 0.00 | 0.45 | 0.00 | 0.00 | 0.53 | 0.33 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.53 | | | | |
| Delay/Veh: | 0.0 | 2.7 | 0.0 | 0.0 | 3.1 | 2.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 42.9 | | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| AdjDel/Veh: | 0.0 | 2.7 | 0.0 | 0.0 | 3.1 | 2.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 42.9 | | | | |
| LOS by Move: | A | A | A | A | A | A | A | A | A | A | A | D | | | | |
| HCM2kAvgQ: | 0 | 6 | 0 | 0 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 4 | | | | |

Note: Queue reported is the number of cars per lane.





PM Cumulative No Project Fri May 8, 2009 10:42:07 Page 82-1

Folsom South of US-50 Annexation
Cumulative No Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #105 Oak Ave Pkwy/ EB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.597
Loss Time (sec): 0 Average Delay (sec/veh): 0.5
Optimal Cycle: 36 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Ignore | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 | 0 | 0 1 | 0 | 0 | 0 | 0 1 | 2 | 0 | 0 | 0 0 | 0 | 0 | 0 | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 415 | 1240 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 0 | 0 | 0 | 0 | 0 | 415 | 1240 | 0 | 0 | 0 | 0 | 0 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.00 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | | | | |
| PHF Volume: | 0 | 0 | 0 | 0 | 0 | 0 | 1319 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 1319 | 0 | 0 | 0 | 0 | 0 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| FinalVolume: | 0 | 0 | 0 | 0 | 0 | 0 | 1319 | 0 | 0 | 0 | 0 | 0 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.58 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Lanes: | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 2.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | | | |
| Final Sat.: | 0 | 0 | 1900 | 0 | 0 | 1900 | 2208 | 0 | 0 | 0 | 0 | 0 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.60 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | | | |
| Crit Moves: | | | | | | | **** | | | | | | | | | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | | | |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.60 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | | | |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | |
| LOS by Move: | A | A | A | A | A | A | A | A | A | A | A | A | | | | |
| HCM2kAvgQ: | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | | | | |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Cumulative No Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #106 Empire Ranch Rd/ WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.454
Loss Time (sec): 6 Average Delay (sec/veh): 19.2
Optimal Cycle: 25 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 | 3 | 0 1 | 0 | 0 | 3 | 0 1 | 0 | 0 | 0 | 0 0 | 2 | 0 | 0 | 0 2 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 515 | 0 | 0 | 822 | 279 | 0 | 0 | 0 | 0 | 0 | 650 | | | | |
| Growth Adj: | 1.00 | 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 | 515 | 0 | 0 | 822 | 279 | 0 | 0 | 0 | 0 | 0 | 650 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | | | | |
| PHF Volume: | 0 | 548 | 0 | 0 | 874 | 297 | 0 | 0 | 0 | 0 | 0 | 691 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 0 | 548 | 0 | 0 | 874 | 297 | 0 | 0 | 0 | 0 | 0 | 691 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| 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: | 0 | 548 | 0 | 0 | 874 | 297 | 0 | 0 | 0 | 0 | 0 | 691 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 1.00 | 0.91 | 1.00 | 1.00 | 0.91 | 0.85 | 1.00 | 1.00 | 1.00 | 0.97 | 1.00 | 0.75 | | | | |
| Lanes: | 0.00 | 3.00 | 1.00 | 0.00 | 3.00 | 1.00 | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 2.00 | | | | |
| Final Sat.: | 0 | 5187 | 1900 | 0 | 5187 | 1615 | 0 | 0 | 0 | 3686 | 0 | 2842 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.11 | 0.00 | 0.00 | 0.17 | 0.18 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.24 | | | | |
| Crit Moves: | | | | | | **** | | | | | | **** | | | | |
| Green/Cycle: | 0.00 | 0.40 | 0.00 | 0.00 | 0.40 | 0.40 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.54 | | | | |
| Volume/Cap: | 0.00 | 0.26 | 0.00 | 0.00 | 0.42 | 0.45 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.45 | | | | |
| Delay/Veh: | 0.0 | 19.9 | 0.0 | 0.0 | 21.5 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14.5 | | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| AdjDel/Veh: | 0.0 | 19.9 | 0.0 | 0.0 | 21.5 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14.5 | | | | |
| LOS by Move: | A | B | A | A | C | C | A | A | A | A | A | B | | | | |
| HCM2kAvgQ: | 0 | 4 | 0 | 0 | 7 | 6 | 0 | 0 | 0 | 0 | 0 | 8 | | | | |

Note: Queue reported is the number of cars per lane.





PM Cumulative No Project Fri May 8, 2009 10:42:07 Page 84-1

Folsom South of US-50 Annexation
Cumulative No Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #107 Empire Ranch Rd/ EB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.264
Loss Time (sec): 6 Average Delay (sec/veh): 0.3
Optimal Cycle: 19 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Ignore | | | | Ignore | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 | 0 | 0 0 | 0 | 0 | 0 | 0 1 | 2 | 0 | 0 | 0 0 | 0 | 0 | 0 | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 0 | 0 | 822 | 515 | 0 | 0 | 0 | 0 | 0 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 0 | 0 | 0 | 0 | 0 | 822 | 515 | 0 | 0 | 0 | 0 | 0 | | | | |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.94 | 0.94 | 0.00 | 0.94 | 0.94 | 0.00 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | | | | |
| PHF Volume: | 0 | 0 | 0 | 0 | 0 | 0 | 548 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 548 | 0 | 0 | 0 | 0 | 0 | | | | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| FinalVolume: | 0 | 0 | 0 | 0 | 0 | 0 | 548 | 0 | 0 | 0 | 0 | 0 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.58 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Lanes: | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.00 | 2.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | | | |
| Final Sat.: | 0 | 0 | 0 | 0 | 0 | 1900 | 2208 | 0 | 0 | 0 | 0 | 0 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.25 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | | | |
| Crit Moves: | | | | | | | **** | | | | | | | | | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.94 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | | | |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.26 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | | | |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | |
| LOS by Move: | A | A | A | A | A | A | A | A | A | A | A | A | | | | |
| HCM2kAvgQ: | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | | | | |

Note: Queue reported is the number of cars per lane.

PM Cumulative No Project Fri May 8, 2009 10:42:07 Page 85-1

Folsom South of US-50 Annexation
Cumulative No Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #108 Silva Way/ WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.883
Loss Time (sec): 6 Average Delay (sec/veh): 25.5
Optimal Cycle: 85 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - | R | L | - T | - | R | L | - T | - | R | L | - T | - | R |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Ignore | | | | Ignore | | | | Include | | | | Ignore | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1627 | 212 | | 0 | 731 | 248 | | 0 | 0 | 0 | | 739 | 0 | 284 | |
| Growth Adj: | 1.00 | 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 | 1627 | 212 | | 0 | 731 | 248 | | 0 | 0 | 0 | | 739 | 0 | 284 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.00 | |
| PHF Volume: | 0 | 1731 | 0 | | 0 | 778 | 0 | | 0 | 0 | 0 | | 786 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 1731 | 0 | | 0 | 778 | 0 | | 0 | 0 | 0 | | 786 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| FinalVolume: | 0 | 1731 | 0 | | 0 | 778 | 0 | | 0 | 0 | 0 | | 786 | 0 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.95 | 1.00 | | 1.00 | 0.95 | 1.00 | | 1.00 | 1.00 | 1.00 | | 0.59 | 1.00 | 1.00 | |
| Lanes: | 0.00 | 2.00 | 1.00 | | 0.00 | 2.00 | 1.00 | | 0.00 | 0.00 | 0.00 | | 2.00 | 0.00 | 1.00 | |
| Final Sat.: | 0 | 3610 | 1900 | | 0 | 3610 | 1900 | | 0 | 0 | 0 | | 2245 | 0 | 1900 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.48 | 0.00 | | 0.00 | 0.22 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.35 | 0.00 | 0.00 | |
| Crit Moves: | | **** | | | | | | | | | | | **** | | | |
| Green/Cycle: | 0.00 | 0.54 | 0.00 | | 0.00 | 0.54 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.40 | 0.00 | 0.00 | |
| Volume/Cap: | 0.00 | 0.88 | 0.00 | | 0.00 | 0.40 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.88 | 0.00 | 0.00 | |
| Delay/Veh: | 0.0 | 25.2 | 0.0 | | 0.0 | 13.4 | 0.0 | | 0.0 | 0.0 | 0.0 | | 38.3 | 0.0 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 25.2 | 0.0 | | 0.0 | 13.4 | 0.0 | | 0.0 | 0.0 | 0.0 | | 38.3 | 0.0 | 0.0 | |
| LOS by Move: | A | C | A | | A | B | A | | A | A | A | | D | A | A | |
| HCM2kAvgQ: | 0 | 25 | 0 | | 0 | 7 | 0 | | 0 | 0 | 0 | | 15 | 0 | 0 | |

Note: Queue reported is the number of cars per lane.





PM Cumulative No Project Fri May 8, 2009 10:42:07 Page 86-1

Folsom South of US-50 Annexation
Cumulative No Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #109 Silva Way/ EB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.783
Loss Time (sec): 6 Average Delay (sec/veh): 19.3
Optimal Cycle: 54 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - | R | L | - T | - | R | L | - T | - | R | L | - T | - | R |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Ovl | | | | Ovl | | | | Ignore | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1440 | 683 | | 0 | 1314 | 156 | | 604 | 0 | 182 | | 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 | 1440 | 683 | | 0 | 1314 | 156 | | 604 | 0 | 182 | | 0 | 0 | 0 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 0 | 1532 | 727 | | 0 | 1398 | 166 | | 643 | 0 | 0 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 1532 | 727 | | 0 | 1398 | 166 | | 643 | 0 | 0 | | 0 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 1532 | 727 | | 0 | 1398 | 166 | | 643 | 0 | 0 | | 0 | 0 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.95 | 0.85 | | 1.00 | 0.95 | 0.85 | | 0.59 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Lanes: | 0.00 | 2.00 | 1.00 | | 0.00 | 2.00 | 1.00 | | 2.00 | 0.00 | 1.00 | | 0.00 | 0.00 | 0.00 | |
| Final Sat.: | 0 | 3610 | 1615 | | 0 | 3610 | 1615 | | 2248 | 0 | 1900 | | 0 | 0 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.42 | 0.45 | | 0.00 | 0.39 | 0.10 | | 0.29 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | |
| Crit Moves: | | | **** | | | | | | **** | | | | | | | |
| Green/Cycle: | 0.00 | 0.57 | 0.57 | | 0.00 | 0.57 | 0.57 | | 0.37 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | |
| Volume/Cap: | 0.00 | 0.74 | 0.78 | | 0.00 | 0.67 | 0.18 | | 0.78 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | |
| Delay/Veh: | 0.0 | 17.1 | 20.8 | | 0.0 | 15.6 | 10.2 | | 33.1 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 17.1 | 20.8 | | 0.0 | 15.6 | 10.2 | | 33.1 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | |
| LOS by Move: | A | B | C | | A | B | B | | C | A | A | | A | A | A | |
| HCM2kAvgQ: | 0 | 19 | 19 | | 0 | 16 | 2 | | 8 | 0 | 0 | | 0 | 0 | 0 | |

Note: Queue reported is the number of cars per lane.

LEVEL OF SERVICE WORKSHEETS

# CUMULATIVE CONDITIONS
# PROPOSED PROJECT (PP) ALTERNATIVE
# AM PEAK HOUR

Folsom South of US-50 Annexation
Cumulative Plus Project AM

Impact Analysis Report
Level Of Service

| Intersection | Base LOS | Base Del/ Veh | Base V/ C | Future LOS | Future Del/ Veh | Future V/ C | Change in |
|---|---|---|---|---|---|---|---|
| # 1 Folsom Blvd/ Blue Ravine Rd | D | 49.5 | 0.988 | D | 49.5 | 0.988 | + 0.000 D/V |
| # 2 Sibly Street/ Blue Ravine Road | D | 55.0 | 1.032 | D | 55.0 | 1.032 | + 0.000 D/V |
| # 3 Oak Avenue Parkway/ Blue Ravin | D | 35.9 | 0.849 | D | 35.9 | 0.849 | + 0.000 D/V |
| # 4 Empire Ranch Road/ Natoma Stre | C | 24.9 | 0.849 | C | 24.9 | 0.849 | + 0.000 D/V |
| # 5 Oak Avenue Parkway/ Riley Stre | B | 19.6 | 0.730 | B | 19.6 | 0.730 | + 0.000 D/V |
| # 6 Oak Avenue Parkway/ East Bidwe | C | 32.2 | 0.728 | C | 32.2 | 0.728 | + 0.000 D/V |
| # 7 East Bidwell St/Nesmith Ct | C | 24.7 | 0.865 | C | 24.7 | 0.865 | + 0.000 D/V |
| # 8 East Bidwell St/Scholar Way | B | 12.4 | 0.565 | B | 12.4 | 0.565 | + 0.000 D/V |
| # 9 East Bidwell St/Power Center D | A | 7.0 | 0.562 | A | 7.0 | 0.562 | + 0.000 D/V |
| # 10 Broadstone Pkwy/ East Bidwell | C | 28.2 | 0.674 | C | 28.2 | 0.674 | + 0.000 D/V |
| # 11 Empire Ranch Road/ Broadstone | B | 19.9 | 0.609 | B | 19.9 | 0.609 | + 0.000 D/V |
| # 12 Oak Avenue Prky / Haverhill Dr | B | 15.0 | 0.606 | B | 15.0 | 0.606 | + 0.000 D/V |
| # 13 Oak Avenue Prky / Haldion Wy | B | 14.6 | 0.630 | B | 14.6 | 0.630 | + 0.000 D/V |
| # 14 Folsom Blvd/ Iron Point Road | C | 20.3 | 0.863 | C | 20.3 | 0.863 | + 0.000 D/V |
| # 15 Prairie City Rd/ Iron Point Rd | C | 24.9 | 0.700 | C | 24.9 | 0.700 | + 0.000 D/V |
| # 16 Grover Rd/ Iron Point Rd | B | 18.8 | 0.462 | B | 18.8 | 0.462 | + 0.000 D/V |
| # 17 McAdoo Dr/ Iron Point Rd | C | 20.8 | 0.518 | C | 20.8 | 0.518 | + 0.000 D/V |
| # 18 Oak Ave Pkwy/ Iron Point Rd | C | 32.6 | 0.706 | C | 32.6 | 0.706 | + 0.000 D/V |
| # 19 Rowberry Dr/ Iron Point Rd | C | 27.1 | 0.642 | C | 27.1 | 0.642 | + 0.000 D/V |
| # 20 Broadstone Pkwy/ Iron Point Rd | B | 18.2 | 0.344 | B | 18.2 | 0.344 | + 0.000 D/V |
| # 21 East Bidwell St/ Iron Point Rd | C | 29.7 | 0.779 | C | 29.7 | 0.779 | + 0.000 D/V |
| # 22 Cavitt Dr/ Iron Point Rd | B | 12.9 | 0.373 | B | 12.9 | 0.373 | + 0.000 D/V |
| # 23 Serpa Way / Iron Point Rd | C | 24.3 | 0.589 | C | 24.3 | 0.589 | + 0.000 D/V |
| # 24 Empire Ranch Road/ Iron Point | F | 82.2 | 1.090 | F | 82.2 | 1.090 | + 0.000 D/V |

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Folsom South of US-50 Annexation
Cumulative Plus Project AM

| Intersection | Base LOS | Base Del/ Veh | Base V/ C | Future LOS | Future Del/ Veh | Future V/ C | Change in |
|---|---|---|---|---|---|---|---|
| # 25 Prairie City Rd/ High School | C | 34.8 | 0.907 | C | 34.8 | 0.907 | + 0.000 D/V |
| # 26 East Bidwell St / Placerville | F | 145.3 | 1.190 | F | 145.3 | 1.190 | + 0.000 D/V |
| # 27 Prairie City Rd/ White Rock Rd | D | 40.6 | 1.037 | D | 40.6 | 1.037 | + 0.000 D/V |
| # 28 Scott Rd (South)/ White Rock R | D | 36.0 | 1.041 | D | 36.0 | 1.041 | + 0.000 D/V |
| # 29 Scott Rd (North)/ White Rock R | D | 35.6 | 0.877 | D | 35.6 | 0.877 | + 0.000 D/V |
| # 30 Placerville Rd/ White Rock Rd | B | 11.7 | 0.581 | B | 11.7 | 0.581 | + 0.000 D/V |
| # 31 Empire Ranch Rd/ North Rd | B | 10.6 | 0.340 | B | 10.6 | 0.340 | + 0.000 D/V |
| # 32 Prairie City Rd/ Easton Valley | C | 32.1 | 0.799 | C | 32.1 | 0.799 | + 0.000 D/V |
| # 33 Oak Ave Pkwy/ Easton Valley Pk | D | 37.3 | 0.904 | D | 37.3 | 0.904 | + 0.000 D/V |
| # 34 RowberryDr/ Easton Valley Pkwy | C | 21.2 | 0.522 | C | 21.2 | 0.522 | + 0.000 D/V |
| # 35 1st/ Easton Valley Pkwy | B | 18.9 | 0.359 | B | 18.9 | 0.359 | + 0.000 D/V |
| # 36 2nd St/ Easton Valley Pkwy | C | 25.0 | 0.505 | C | 25.0 | 0.505 | + 0.000 D/V |
| # 37 3rd St/ Easton Valley Pkwy | C | 24.6 | 0.407 | C | 24.6 | 0.407 | + 0.000 D/V |
| # 38 Scott Rd (North)/ Easton Valle | C | 31.2 | 0.774 | C | 31.2 | 0.774 | + 0.000 D/V |
| # 39 Placerville Rd / Easton Valley | C | 31.4 | 0.718 | C | 31.4 | 0.718 | + 0.000 D/V |
| # 40 4th St/ Easton Valley Pkwy | A | 0.8 | 0.146 | A | 0.8 | 0.146 | + 0.000 D/V |
| # 41 Hillside Dr/ Easton Valley Pkw | B | 16.1 | 0.390 | B | 16.1 | 0.390 | + 0.000 D/V |
| # 42 Empire Ranch Rd/ Easton Valley | C | 23.5 | 0.448 | C | 23.5 | 0.448 | + 0.000 D/V |
| # 43 Prairie City Rd/Middle Rd | A | 8.1 | 0.510 | A | 8.1 | 0.510 | + 0.000 D/V |
| # 44 Oak Ave Pkwy/Middle Rd | B | 16.6 | 0.476 | B | 16.6 | 0.476 | + 0.000 D/V |
| # 45 Scott Rd (North)/ Street "B" | C | 22.0 | 0.525 | C | 22.0 | 0.525 | + 0.000 D/V |
| # 46 Placerville Drive/Street "B" | C | 24.6 | 0.525 | C | 24.6 | 0.525 | + 0.000 D/V |
| # 47 Prairie City Rd/Street "A" | A | 8.9 | 0.656 | A | 8.9 | 0.656 | + 0.000 D/V |
| # 48 Oak Ave Pkwy/Street "A" | C | 24.6 | 0.634 | C | 24.6 | 0.634 | + 0.000 D/V |
| # 49 2nd St/Street "A" | B | 18.0 | 0.389 | B | 18.0 | 0.389 | + 0.000 D/V |

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Folsom South of US-50 Annexation
Cumulative Plus Project AM

| Intersection | Base LOS | Base Del/ Veh | Base V/ C | Future LOS | Future Del/ Veh | Future V/ C | Change in |
|---|---|---|---|---|---|---|---|
| # 50 Scott Rd (North)/ Street "A" | C | 22.9 | 0.600 | C | 22.9 | 0.600 | + 0.000 D/V |
| # 51 East Rd/Street "A" | A | 9.7 | 0.380 | A | 9.7 | 0.380 | + 0.000 V/C |
| # 52 Placerville Rd/ Street "A" | C | 25.7 | 0.436 | C | 25.7 | 0.436 | + 0.000 D/V |
| # 53 Empire Ranch Rd/Street "A" | B | 14.9 | 0.409 | B | 14.9 | 0.409 | + 0.000 D/V |
| # 54 Scott Rd (North)/South Rd | B | 18.8 | 0.475 | B | 18.8 | 0.475 | + 0.000 D/V |
| # 55 Oak Ave Pkwy/ White Rock Rd | C | 27.3 | 0.929 | C | 27.3 | 0.929 | + 0.000 D/V |
| # 56 Empire Ranch Rd/ White Rock Rd | C | 28.9 | 0.922 | C | 28.9 | 0.922 | + 0.000 D/V |
| # 57 Hazel Blvd/ Gold Country | E | xxxxx | 0.991 | E | xxxxx | 0.991 | + 0.000 V/C |
| # 58 Hazel Ave/ Folsom Blvd | C | xxxxx | 0.764 | C | xxxxx | 0.764 | + 0.000 V/C |
| # 59 Grant Line Rd/ White Rock Rd | F | xxxxx | 1.034 | F | xxxxx | 1.034 | + 0.000 V/C |
| # 60 Grant Line Rd/ Sunrise Rd | D | xxxxx | 0.824 | D | xxxxx | 0.824 | + 0.000 V/C |
| # 61 Hazel Ave/ Easton Valley Pkwy | A | xxxxx | 0.449 | A | xxxxx | 0.449 | + 0.000 V/C |
| # 62 Aerojet Road/ Easton Valley Pk | A | xxxxx | 0.396 | A | xxxxx | 0.396 | + 0.000 V/C |
| # 63 Alabama Ave/ Easton Valley Pkw | A | xxxxx | 0.398 | A | xxxxx | 0.398 | + 0.000 V/C |
| # 64 Glenborough Rd/ Easton Valley | A | xxxxx | 0.396 | A | xxxxx | 0.396 | + 0.000 V/C |
| # 65 Sunrise Blvd/ White Rock Rd | B | xxxxx | 0.672 | B | xxxxx | 0.672 | + 0.000 V/C |
| # 66 Fitzgerald Road / White Rock R | A | xxxxx | 0.311 | A | xxxxx | 0.311 | + 0.000 V/C |
| # 67 Sunrise Blvd/ Douglas Rd | C | xxxxx | 0.710 | C | xxxxx | 0.710 | + 0.000 V/C |
| # 68 Grant Line Rd/ Douglas Rd | C | xxxxx | 0.755 | C | xxxxx | 0.755 | + 0.000 V/C |
| # 69 Grant Line Rd/ Kiefer Boulevar | D | xxxxx | 0.863 | D | xxxxx | 0.863 | + 0.000 V/C |
| # 70 Rancho Cordova Pkwy/ Easton Va | C | xxxxx | 0.703 | C | xxxxx | 0.703 | + 0.000 V/C |
| # 71 Rancho Cordova Pkwy/ White Roc | F | xxxxx | 1.019 | F | xxxxx | 1.019 | + 0.000 V/C |
| # 72 International Drive/White Rock | A | xxxxx | 0.438 | A | xxxxx | 0.438 | + 0.000 V/C |
| # 73 Rio Del Oro Prky/ White Rock R | A | xxxxx | 0.543 | A | xxxxx | 0.543 | + 0.000 V/C |
| # 74 Villagio Prky/ White Rock Rd | A | xxxxx | 0.405 | A | xxxxx | 0.405 | + 0.000 V/C |

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Folsom South of US-50 Annexation
Cumulative Plus Project AM

| Intersection | Base LOS | Base Del/ Veh | Base V/ C | Future LOS | Future Del/ Veh | Future V/ C | Change in |
|---|---|---|---|---|---|---|---|
| # 75 Sunrise Rd/ International Dr | C | xxxxx | 0.752 | C | xxxxx | 0.752 | + 0.000 V/C |
| # 76 Villagio Prky/Americanos Blvd | A | xxxxx | 0.577 | A | xxxxx | 0.577 | + 0.000 V/C |
| # 77 Grant Line Rd/Centenial | D | xxxxx | 0.887 | D | xxxxx | 0.887 | + 0.000 V/C |
| # 78 Villagio Prky/ Rancho Cordova | C | 27.9 | 0.678 | C | 27.9 | 0.678 | + 0.000 D/V |
| # 79 Rancho Cordova Pkwy/ Douglas R | A | xxxxx | 0.502 | A | xxxxx | 0.502 | + 0.000 V/C |
| # 80 Americanos Blvd/ Douglas Rd | C | 22.8 | 0.489 | C | 22.8 | 0.489 | + 0.000 D/V |
| # 81 Grant Line Rd/ Chrysanthy Blvd | D | xxxxx | 0.897 | D | xxxxx | 0.897 | + 0.000 V/C |
| # 82 Grant Line Rd/ Rancho Cordova | A | xxxxx | 0.546 | A | xxxxx | 0.546 | + 0.000 V/C |
| # 83 White Rock Rd/ Carson Crossing | F | 100.8 | 1.254 | F | 100.8 | 1.254 | + 0.000 D/V |
| # 84 White Rock Rd/ Stonebriar Rd | B | 15.1 | 0.411 | B | 15.1 | 0.411 | + 0.000 D/V |
| # 85 White Rock Rd/ Windfield Way | C | 24.5 | 0.676 | C | 24.5 | 0.676 | + 0.000 D/V |
| # 86 White Rock Rd/ Latrobe Rd | D | 37.4 | 0.827 | D | 37.4 | 0.827 | + 0.000 D/V |
| # 87 White Rock Rd/ Valley View Pkw | D | 42.6 | 0.975 | D | 42.6 | 0.975 | + 0.000 D/V |
| # 88 El Dorado Hills Blvd/Serrano P | D | 35.9 | 0.931 | D | 35.9 | 0.931 | + 0.000 D/V |
| # 89 El Dorado Hills Blvd/Saratoga | C | 30.5 | 0.829 | C | 30.5 | 0.829 | + 0.000 D/V |
| # 90 El Dorado Hills Blvd/Park Driv | C | 24.7 | 0.786 | C | 24.7 | 0.786 | + 0.000 D/V |
| # 91 Latrobe Rd/ Town Center Blvd | C | 34.0 | 0.999 | C | 34.0 | 0.999 | + 0.000 D/V |
| # 92 Hazel Blvd/ Tributary- WB US 5 | D | 44.0 | 1.037 | D | 44.0 | 1.037 | + 0.000 D/V |
| # 93 Hazel Ave/ EB US-50 Ramps | D | 36.5 | 0.965 | D | 36.5 | 0.965 | + 0.000 D/V |
| # 94 Folsom Blvd/ WB US 50 Ramps | A | 6.3 | 0.544 | A | 6.3 | 0.544 | + 0.000 D/V |
| # 95 Folsom Blvd/ EB US 50 Ramps | C | 26.8 | 0.708 | C | 26.8 | 0.708 | + 0.000 D/V |
| # 96 Prairie City/ WB US 50 Ramps | D | 37.2 | 0.995 | D | 37.2 | 0.995 | + 0.000 D/V |
| # 97 Prairie City/ EB US 50 Ramps | C | 21.2 | 0.860 | C | 21.2 | 0.860 | + 0.000 D/V |
| # 98 East Bidwell St/ WB US 50 Ramp | C | 28.1 | 0.848 | C | 28.1 | 0.848 | + 0.000 D/V |
| # 99 East Bidwell St/ EB US 50 Ramp | B | 17.1 | 0.742 | B | 17.1 | 0.742 | + 0.000 D/V |

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Folsom South of US-50 Annexation
Cumulative Plus Project AM

| Intersection | Base LOS | Base Del/ Veh | Base V/ C | Future LOS | Future Del/ Veh | Future V/ C | Change in |
|---|---|---|---|---|---|---|---|
| #100 El Dorado Hills Blvd/ WB US 50 | A | 0.0 | 0.430 | A | 0.0 | 0.430 | + 0.000 D/V |
| #101 El Dorado Hills Blvd/ EB US 50 | A | 3.8 | 0.399 | A | 3.8 | 0.399 | + 0.000 D/V |
| #102 Sunrise Rd/ Jackson Hwy-SR16 | C | 29.2 | 0.799 | C | 29.2 | 0.799 | + 0.000 D/V |
| #103 Grant Line Rd/ Jackson Rd- SR1 | C | 24.2 | 0.433 | C | 24.2 | 0.433 | + 0.000 D/V |
| #104 Oak Ave Pkwy/ WB US 50 Ramps | B | 17.9 | 0.764 | B | 17.9 | 0.764 | + 0.000 D/V |
| #105 Oak Ave Pkwy/ EB US 50 Ramps | C | 27.3 | 0.851 | C | 27.3 | 0.851 | + 0.000 D/V |
| #106 Empire Ranch Rd/ WB US 50 Ramp | B | 14.7 | 0.590 | B | 14.7 | 0.590 | + 0.000 D/V |
| #107 Empire Ranch Rd/ EB US 50 Ramp | B | 15.8 | 0.433 | B | 15.8 | 0.433 | + 0.000 D/V |
| #108 Silva Way/ WB US 50 Ramps | D | 39.5 | 0.973 | D | 39.5 | 0.973 | + 0.000 D/V |
| #109 Silva Way/ EB US 50 Ramps | A | 8.1 | 0.726 | A | 8.1 | 0.726 | + 0.000 D/V |





Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #1 Folsom Blvd/ Blue Ravine Rd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.988
Loss Time (sec): 15 Average Delay (sec/veh): 49.5
Optimal Cycle: 180 Level Of Service: D

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 2 | 0 1 | 1 | 0 | 2 | 0 1 | 1 | 0 | 1 | 0 1 | 2 | 0 | 1 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 288 | 1210 | 30 | | 260 | 1624 | 53 | | 34 | 54 | 50 | | 359 | 268 | 278 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 288 | 1210 | 30 | | 260 | 1624 | 53 | | 34 | 54 | 50 | | 359 | 268 | 278 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 324 | 1360 | 34 | | 292 | 1825 | 60 | | 38 | 61 | 56 | | 403 | 301 | 312 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 324 | 1360 | 34 | | 292 | 1825 | 60 | | 38 | 61 | 56 | | 403 | 301 | 312 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 324 | 1360 | 34 | | 292 | 1825 | 60 | | 38 | 61 | 56 | | 403 | 301 | 312 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.95 | 0.85 | | 0.95 | 0.95 | 0.85 | | 0.95 | 1.00 | 0.85 | | 0.92 | 1.00 | 0.85 | |
| Lanes: | 1.00 | 2.00 | 1.00 | | 1.00 | 2.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 2.00 | 1.00 | 1.00 | |
| Final Sat.: | 1805 | 3610 | 1615 | | 1805 | 3610 | 1615 | | 1805 | 1900 | 1615 | | 3502 | 1900 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.18 | 0.38 | 0.02 | | 0.16 | 0.51 | 0.04 | | 0.02 | 0.03 | 0.03 | | 0.12 | 0.16 | 0.19 | |
| Crit Moves: | **** | | | | | **** | | | **** | | | | | **** | | |
| Green/Cycle: | 0.18 | 0.48 | 0.63 | | 0.21 | 0.51 | 0.53 | | 0.02 | 0.04 | 0.22 | | 0.14 | 0.16 | 0.37 | |
| Volume/Cap: | 0.99 | 0.78 | 0.03 | | 0.78 | 0.99 | 0.07 | | 0.99 | 0.81 | 0.16 | | 0.81 | 0.99 | 0.52 | |
| Delay/Veh: | 95.3 | 27.8 | 8.5 | | 54.7 | 47.0 | 13.6 | | 198.4 | 103 | 37.9 | | 59.4 | 98.3 | 30.5 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 95.3 | 27.8 | 8.5 | | 54.7 | 47.0 | 13.6 | | 198.4 | 103 | 37.9 | | 59.4 | 98.3 | 30.5 | |
| LOS by Move: | F | C | A | | D | D | B | | F | F | D | | E | F | C | |
| HCM2kAvgQ: | 13 | 21 | 0 | | 12 | 42 | 1 | | 3 | 4 | 2 | | 7 | 12 | 8 | |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #2 Sibly Street/ Blue Ravine Road

Cycle (sec): 100 Critical Vol./Cap. (X): 1.032
Loss Time (sec): 12 Average Delay (sec/veh): 55.0
Optimal Cycle: 180 Level Of Service: D

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 2 | 0 1 | 1 | 0 | 2 | 0 1 | 2 | 0 | 2 | 0 1 | 2 | 0 | 1 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 553 | 655 | 278 | | 44 | 938 | 289 | | 217 | 268 | 342 | | 588 | 452 | 40 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 553 | 655 | 278 | | 44 | 938 | 289 | | 217 | 268 | 342 | | 588 | 452 | 40 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 621 | 736 | 312 | | 49 | 1054 | 325 | | 244 | 301 | 384 | | 661 | 508 | 45 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 621 | 736 | 312 | | 49 | 1054 | 325 | | 244 | 301 | 384 | | 661 | 508 | 45 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 621 | 736 | 312 | | 49 | 1054 | 325 | | 244 | 301 | 384 | | 661 | 508 | 45 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.95 | 0.85 | | 0.95 | 0.95 | 0.85 | | 0.92 | 0.95 | 0.85 | | 0.92 | 0.94 | 0.94 | |
| Lanes: | 1.00 | 2.00 | 1.00 | | 1.00 | 2.00 | 1.00 | | 2.00 | 2.00 | 1.00 | | 2.00 | 1.84 | 0.16 | |
| Final Sat.: | 1805 | 3610 | 1615 | | 1805 | 3610 | 1615 | | 3502 | 3610 | 1615 | | 3502 | 3277 | 290 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.34 | 0.20 | 0.19 | | 0.03 | 0.29 | 0.20 | | 0.07 | 0.08 | 0.24 | | 0.19 | 0.15 | 0.15 | |
| Crit Moves: | **** | | | | | **** | | | | **** | | | **** | | | |
| Green/Cycle: | 0.33 | 0.54 | 0.73 | | 0.07 | 0.28 | 0.36 | | 0.08 | 0.08 | 0.41 | | 0.18 | 0.18 | 0.25 | |
| Volume/Cap: | 1.03 | 0.38 | 0.27 | | 0.38 | 1.03 | 0.55 | | 0.85 | 1.03 | 0.57 | | 1.03 | 0.85 | 0.61 | |
| Delay/Veh: | 78.5 | 13.2 | 4.8 | | 46.0 | 72.6 | 26.4 | | 66.3 | 107 | 23.7 | | 84.9 | 50.1 | 34.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 78.5 | 13.2 | 4.8 | | 46.0 | 72.6 | 26.4 | | 66.3 | 107 | 23.7 | | 84.9 | 50.1 | 34.0 | |
| LOS by Move: | E | B | A | | D | E | C | | E | F | C | | F | D | C | |
| HCM2kAvgQ: | 25 | 7 | 3 | | 2 | 25 | 8 | | 4 | 6 | 9 | | 13 | 9 | 8 | |

Note: Queue reported is the number of cars per lane.





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Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #3 Oak Avenue Parkway/ Blue Ravine Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.849
Loss Time (sec): 12 Average Delay (sec/veh): 35.9
Optimal Cycle: 90 Level Of Service: D

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ignore | | | | Include | | | | Ignore | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 3 | 0 1 | 1 | 0 | 2 | 1 0 | 2 | 0 | 2 | 0 1 | 2 | 0 | 1 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 208 | 632 | 316 | | 39 | 1122 | 52 | | 20 | 282 | 140 | | 854 | 933 | 57 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 208 | 632 | 316 | | 39 | 1122 | 52 | | 20 | 282 | 140 | | 854 | 933 | 57 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 234 | 710 | 0 | | 44 | 1261 | 58 | | 22 | 317 | 0 | | 960 | 1048 | 64 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 234 | 710 | 0 | | 44 | 1261 | 58 | | 22 | 317 | 0 | | 960 | 1048 | 64 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 234 | 710 | 0 | | 44 | 1261 | 58 | | 22 | 317 | 0 | | 960 | 1048 | 64 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.91 | 1.00 | | 0.95 | 0.90 | 0.90 | | 0.92 | 0.95 | 1.00 | | 0.92 | 0.94 | 0.94 | |
| Lanes: | 1.00 | 3.00 | 1.00 | | 1.00 | 2.87 | 0.13 | | 2.00 | 2.00 | 1.00 | | 2.00 | 1.88 | 0.12 | |
| Final Sat.: | 1805 | 5187 | 1900 | | 1805 | 4923 | 228 | | 3502 | 3610 | 1900 | | 3502 | 3372 | 206 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.13 | 0.14 | 0.00 | | 0.02 | 0.26 | 0.26 | | 0.01 | 0.09 | 0.00 | | 0.27 | 0.31 | 0.31 | |
| Crit Moves: | **** | | | | | **** | | | | **** | | | **** | | | |
| Green/Cycle: | 0.15 | 0.39 | 0.00 | | 0.07 | 0.30 | 0.30 | | 0.01 | 0.10 | 0.00 | | 0.32 | 0.42 | 0.42 | |
| Volume/Cap: | 0.85 | 0.36 | 0.00 | | 0.36 | 0.85 | 0.85 | | 0.74 | 0.85 | 0.00 | | 0.85 | 0.74 | 0.74 | |
| Delay/Veh: | 62.5 | 22.0 | 0.0 | | 46.2 | 37.4 | 37.4 | | 116.0 | 60.6 | 0.0 | | 37.8 | 26.7 | 26.7 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 62.5 | 22.0 | 0.0 | | 46.2 | 37.4 | 37.4 | | 116.0 | 60.6 | 0.0 | | 37.8 | 26.7 | 26.7 | |
| LOS by Move: | E | C | A | | D | D | D | | F | E | A | | D | C | C | |
| HCM2kAvgQ: | 7 | 5 | 0 | | 2 | 17 | 17 | | 0 | 5 | 0 | | 17 | 16 | 16 | |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #4 Empire Ranch Road/ Natoma Street

Cycle (sec): 100 Critical Vol./Cap. (X): 0.849
Loss Time (sec): 9 Average Delay (sec/veh): 24.9
Optimal Cycle: 82 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Ovl | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 601 | 121 | 0 | | 0 | 275 | 12 | | 27 | 0 | 987 | | 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: | 601 | 121 | 0 | | 0 | 275 | 12 | | 27 | 0 | 987 | | 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: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 675 | 136 | 0 | | 0 | 309 | 13 | | 30 | 0 | 1109 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 675 | 136 | 0 | | 0 | 309 | 13 | | 30 | 0 | 1109 | | 0 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 675 | 136 | 0 | | 0 | 309 | 13 | | 30 | 0 | 1109 | | 0 | 0 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.95 | 1.00 | | 1.00 | 0.95 | 0.85 | | 0.87 | 1.00 | 0.85 | | 1.00 | 1.00 | 1.00 | |
| Lanes: | 1.00 | 2.00 | 0.00 | | 0.00 | 2.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 0.00 | 0.00 | 0.00 | |
| Final Sat.: | 1805 | 3610 | 0 | | 0 | 3610 | 1615 | | 1644 | 1900 | 1615 | | 0 | 0 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.37 | 0.04 | 0.00 | | 0.00 | 0.09 | 0.01 | | 0.02 | 0.00 | 0.69 | | 0.00 | 0.00 | 0.00 | |
| Crit Moves: | **** | | | | | **** | | | | | **** | | | | | |
| Green/Cycle: | 0.44 | 0.54 | 0.00 | | 0.00 | 0.10 | 0.10 | | 0.37 | 0.00 | 0.81 | | 0.00 | 0.00 | 0.00 | |
| Volume/Cap: | 0.85 | 0.07 | 0.00 | | 0.00 | 0.85 | 0.08 | | 0.05 | 0.00 | 0.85 | | 0.00 | 0.00 | 0.00 | |
| Delay/Veh: | 33.5 | 10.9 | 0.0 | | 0.0 | 61.0 | 41.0 | | 20.4 | 0.0 | 11.2 | | 0.0 | 0.0 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 33.5 | 10.9 | 0.0 | | 0.0 | 61.0 | 41.0 | | 20.4 | 0.0 | 11.2 | | 0.0 | 0.0 | 0.0 | |
| LOS by Move: | C | B | A | | A | E | D | | C | A | B | | A | A | A | |
| HCM2kAvgQ: | 20 | 1 | 0 | | 0 | 7 | 0 | | 1 | 0 | 23 | | 0 | 0 | 0 | |

Note: Queue reported is the number of cars per lane.





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Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #5 Oak Avenue Parkway/ Riley Street

Cycle (sec): 100 Critical Vol./Cap. (X): 0.730
Loss Time (sec): 12 Average Delay (sec/veh): 19.6
Optimal Cycle: 64 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 2 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 111 | 958 | 37 | | 9 | 1209 | 164 | | 184 | 3 | 163 | | 40 | 13 | 3 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 111 | 958 | 37 | | 9 | 1209 | 164 | | 184 | 3 | 163 | | 40 | 13 | 3 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 125 | 1076 | 42 | | 10 | 1358 | 184 | | 207 | 3 | 183 | | 45 | 15 | 3 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 125 | 1076 | 42 | | 10 | 1358 | 184 | | 207 | 3 | 183 | | 45 | 15 | 3 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 125 | 1076 | 42 | | 10 | 1358 | 184 | | 207 | 3 | 183 | | 45 | 15 | 3 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.90 | 0.90 | | 0.95 | 0.93 | 0.93 | | 0.95 | 1.00 | 0.85 | | 0.95 | 0.97 | 0.97 | |
| Lanes: | 1.00 | 2.89 | 0.11 | | 1.00 | 1.76 | 0.24 | | 1.00 | 1.00 | 1.00 | | 1.00 | 0.81 | 0.19 | |
| Final Sat.: | 1805 | 4964 | 192 | | 1805 | 3122 | 423 | | 1805 | 1900 | 1615 | | 1805 | 1501 | 346 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.07 | 0.22 | 0.22 | | 0.01 | 0.44 | 0.44 | | 0.11 | 0.00 | 0.11 | | 0.02 | 0.01 | 0.01 | |
| Crit Moves: | **** | | | | | **** | | | | | **** | | **** | | | |
| Green/Cycle: | 0.09 | 0.67 | 0.67 | | 0.02 | 0.60 | 0.60 | | 0.17 | 0.16 | 0.16 | | 0.03 | 0.01 | 0.01 | |
| Volume/Cap: | 0.73 | 0.32 | 0.32 | | 0.32 | 0.73 | 0.73 | | 0.66 | 0.01 | 0.73 | | 0.73 | 0.66 | 0.66 | |
| Delay/Veh: | 58.8 | 6.9 | 6.9 | | 54.4 | 15.8 | 15.8 | | 43.4 | 35.8 | 50.7 | | 83.5 | 94.5 | 94.5 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 58.8 | 6.9 | 6.9 | | 54.4 | 15.8 | 15.8 | | 43.4 | 35.8 | 50.7 | | 83.5 | 94.5 | 94.5 | |
| LOS by Move: | E | A | A | | D | B | B | | D | D | D | | F | F | F | |
| HCM2kAvgQ: | 4 | 5 | 5 | | 0 | 18 | 18 | | 7 | 0 | 7 | | 3 | 2 | 2 | |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #6 Oak Avenue Parkway/ East Bidwell Street

Cycle (sec): 100 Critical Vol./Cap. (X): 0.728
Loss Time (sec): 12 Average Delay (sec/veh): 32.2
Optimal Cycle: 63 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Ignore | | | Ignore | | | Ignore | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 2 | 0 | 3 | 0 | 1 | 2 | 0 | 3 | 0 | 1 | 2 | 0 | 3 | 0 | 1 | 2 | 0 | 3 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | | | | | |
| Base Vol: | 198 | 407 | 590 | 805 | 832 | 57 | 52 | 1042 | 171 | 213 | 976 | 530 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 198 | 407 | 590 | 805 | 832 | 57 | 52 | 1042 | 171 | 213 | 976 | 530 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 0.89 | 0.89 | 0.00 | 0.89 | 0.89 | 0.00 | 0.89 | 0.89 | 0.00 | 0.89 | 0.89 | 0.00 |
| PHF Volume: | 222 | 457 | 0 | 904 | 935 | 0 | 58 | 1171 | 0 | 239 | 1097 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 222 | 457 | 0 | 904 | 935 | 0 | 58 | 1171 | 0 | 239 | 1097 | 0 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| FinalVolume: | 222 | 457 | 0 | 904 | 935 | 0 | 58 | 1171 | 0 | 239 | 1097 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.91 | 1.00 | 0.92 | 0.91 | 1.00 | 0.92 | 0.91 | 1.00 | 0.92 | 0.91 | 1.00 |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3502 | 5187 | 1900 | 3502 | 5187 | 1900 | 3502 | 5187 | 1900 | 3502 | 5187 | 1900 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.06 | 0.09 | 0.00 | 0.26 | 0.18 | 0.00 | 0.02 | 0.23 | 0.00 | 0.07 | 0.21 | 0.00 |
| Crit Moves: | | **** | | **** | | | | **** | | **** | | |
| Green/Cycle: | 0.12 | 0.12 | 0.00 | 0.35 | 0.35 | 0.00 | 0.03 | 0.31 | 0.00 | 0.09 | 0.37 | 0.00 |
| Volume/Cap: | 0.51 | 0.73 | 0.00 | 0.73 | 0.51 | 0.00 | 0.56 | 0.73 | 0.00 | 0.73 | 0.56 | 0.00 |
| Delay/Veh: | 42.0 | 46.6 | 0.0 | 30.3 | 25.9 | 0.0 | 54.9 | 32.4 | 0.0 | 52.0 | 25.2 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 42.0 | 46.6 | 0.0 | 30.3 | 25.9 | 0.0 | 54.9 | 32.4 | 0.0 | 52.0 | 25.2 | 0.0 |
| LOS by Move: | D | D | A | C | C | A | D | C | A | D | C | A |
| HCM2kAvgQ: | 3 | 5 | 0 | 12 | 8 | 0 | 2 | 13 | 0 | 4 | 9 | 0 |

Note: Queue reported is the number of cars per lane.





AM Cumulative Plus Project Thu May 7, 2009 18:14:55 Page 9-1

Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #7 East Bidwell St/Nesmith Ct

Cycle (sec): 100 Critical Vol./Cap. (X): 0.865
Loss Time (sec): 12 Average Delay (sec/veh): 24.7
Optimal Cycle: 96 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Split Phase | | | Split Phase | | |
| Rights: | Ovl | | | Include | | | Include | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 | 0 | 3 | 0 | 1 | 2 | 0 | 2 | 1 | 0 | 0 | 0 | 1! | 0 | 0 | 1 | 1 | 0 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | | | | | |
| Base Vol: | 43 | 1364 | 624 | 952 | 1580 | 42 | 20 | 1 | 13 | 228 | 1 | 331 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 43 | 1364 | 624 | 952 | 1580 | 42 | 20 | 1 | 13 | 228 | 1 | 331 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 48 | 1533 | 701 | 1070 | 1775 | 47 | 22 | 1 | 15 | 256 | 1 | 372 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 48 | 1533 | 701 | 1070 | 1775 | 47 | 22 | 1 | 15 | 256 | 1 | 372 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 48 | 1533 | 701 | 1070 | 1775 | 47 | 22 | 1 | 15 | 256 | 1 | 372 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.91 | 0.85 | 0.92 | 0.91 | 0.91 | 0.92 | 0.92 | 0.92 | 0.95 | 0.95 | 0.85 |
| Lanes: | 1.00 | 3.00 | 1.00 | 2.00 | 2.92 | 0.08 | 0.59 | 0.03 | 0.38 | 1.99 | 0.01 | 1.00 |
| Final Sat.: | 1805 | 5187 | 1615 | 3502 | 5032 | 134 | 1029 | 51 | 669 | 3606 | 16 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.30 | 0.43 | 0.31 | 0.35 | 0.35 | 0.02 | 0.02 | 0.02 | 0.07 | 0.07 | 0.23 |
| Crit Moves: | | | **** | **** | | | | **** | | **** | | |
| Green/Cycle: | 0.05 | 0.42 | 0.50 | 0.35 | 0.72 | 0.72 | 0.03 | 0.03 | 0.03 | 0.08 | 0.08 | 0.44 |
| Volume/Cap: | 0.49 | 0.70 | 0.87 | 0.87 | 0.49 | 0.49 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.53 |
| Delay/Veh: | 49.8 | 25.0 | 31.6 | 36.7 | 6.2 | 6.2 | 133.9 | 134 | 133.9 | 67.6 | 67.6 | 21.5 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 49.8 | 25.0 | 31.6 | 36.7 | 6.2 | 6.2 | 133.9 | 134 | 133.9 | 67.6 | 67.6 | 21.5 |
| LOS by Move: | D | C | C | D | A | A | F | F | F | E | E | C |
| HCM2kAvgQ: | 2 | 15 | 22 | 19 | 9 | 9 | 1 | 1 | 1 | 4 | 4 | 8 |

Note: Queue reported is the number of cars per lane.

AM Cumulative Plus Project Thu May 7, 2009 18:14:55 Page 10-1

Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #8 East Bidwell St/Scholar Way

Cycle (sec): 100 Critical Vol./Cap. (X): 0.565
Loss Time (sec): 12 Average Delay (sec/veh): 12.4
Optimal Cycle: 45 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ignore | | | | Ignore | | | | Ignore | | | | Ignore | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 1 | 0 | 2 | 0 1 | 1 | 0 | 2 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 39 | 1740 | 265 | | 77 | 1646 | 102 | | 140 | 17 | 0 | | 96 | 27 | 145 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 39 | 1740 | 265 | | 77 | 1646 | 102 | | 140 | 17 | 0 | | 96 | 27 | 145 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.00 | |
| PHF Volume: | 44 | 1955 | 0 | | 87 | 1849 | 0 | | 157 | 19 | 0 | | 108 | 30 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 44 | 1955 | 0 | | 87 | 1849 | 0 | | 157 | 19 | 0 | | 108 | 30 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| FinalVolume: | 44 | 1955 | 0 | | 87 | 1849 | 0 | | 157 | 19 | 0 | | 108 | 30 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.91 | 1.00 | | 0.92 | 0.91 | 1.00 | | 0.95 | 0.95 | 1.00 | | 0.95 | 0.95 | 1.00 | |
| Lanes: | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 1.00 | 2.00 | 1.00 | | 1.00 | 2.00 | 1.00 | |
| Final Sat.: | 3502 | 5187 | 1900 | | 3502 | 5187 | 1900 | | 1805 | 3610 | 1900 | | 1805 | 3610 | 1900 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.38 | 0.00 | | 0.02 | 0.36 | 0.00 | | 0.09 | 0.01 | 0.00 | | 0.06 | 0.01 | 0.00 | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.02 | 0.67 | 0.00 | | 0.04 | 0.69 | 0.00 | | 0.15 | 0.01 | 0.00 | | 0.16 | 0.01 | 0.00 | |
| Volume/Cap: | 0.52 | 0.56 | 0.00 | | 0.56 | 0.52 | 0.00 | | 0.56 | 0.38 | 0.00 | | 0.38 | 0.56 | 0.00 | |
| Delay/Veh: | 53.8 | 9.1 | 0.0 | | 51.7 | 7.8 | 0.0 | | 41.9 | 53.8 | 0.0 | | 38.8 | 62.1 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 53.8 | 9.1 | 0.0 | | 51.7 | 7.8 | 0.0 | | 41.9 | 53.8 | 0.0 | | 38.8 | 62.1 | 0.0 | |
| LOS by Move: | D | A | A | | D | A | A | | D | D | A | | D | E | A | |
| HCM2kAvgQ: | 1 | 12 | 0 | | 2 | 10 | 0 | | 4 | 0 | 0 | | 3 | 1 | 0 | |

Note: Queue reported is the number of cars per lane.





AM Cumulative Plus Project Thu May 7, 2009 18:14:55 Page 11-1

Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #9 East Bidwell St/Power Center Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.562
Loss Time (sec): 12 Average Delay (sec/veh): 7.0
Optimal Cycle: 45 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Split Phase | | | | Split Phase | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 3 | 0 1 | 1 | 0 | 3 | 0 1 | 1 | 1 | 0 | 0 1 | 0 | 1 | 0 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 14 | 1989 | 85 | | 19 | 1737 | 19 | | 42 | 6 | 42 | | 47 | 3 | 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: | 14 | 1989 | 85 | | 19 | 1737 | 19 | | 42 | 6 | 42 | | 47 | 3 | 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: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 16 | 2235 | 96 | | 21 | 1952 | 21 | | 47 | 7 | 47 | | 53 | 3 | 40 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 16 | 2235 | 96 | | 21 | 1952 | 21 | | 47 | 7 | 47 | | 53 | 3 | 40 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 16 | 2235 | 96 | | 21 | 1952 | 21 | | 47 | 7 | 47 | | 53 | 3 | 40 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.91 | 0.85 | | 0.95 | 0.91 | 0.85 | | 0.96 | 0.96 | 0.85 | | 0.96 | 0.96 | 0.85 | |
| Lanes: | 1.00 | 3.00 | 1.00 | | 1.00 | 3.00 | 1.00 | | 1.75 | 0.25 | 1.00 | | 0.94 | 0.06 | 1.00 | |
| Final Sat.: | 1805 | 5187 | 1615 | | 1805 | 5187 | 1615 | | 3185 | 455 | 1615 | | 1706 | 109 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.43 | 0.06 | | 0.01 | 0.38 | 0.01 | | 0.01 | 0.01 | 0.03 | | 0.03 | 0.03 | 0.03 | |
| Crit Moves: | | **** | | | **** | | | | | | **** | | | **** | | |
| Green/Cycle: | 0.02 | 0.77 | 0.82 | | 0.02 | 0.77 | 0.81 | | 0.04 | 0.04 | 0.05 | | 0.06 | 0.06 | 0.08 | |
| Volume/Cap: | 0.49 | 0.56 | 0.07 | | 0.56 | 0.49 | 0.02 | | 0.41 | 0.41 | 0.54 | | 0.56 | 0.56 | 0.33 | |
| Delay/Veh: | 59.8 | 4.9 | 1.7 | | 66.2 | 4.3 | 1.9 | | 49.1 | 49.1 | 52.5 | | 53.1 | 53.1 | 45.3 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 59.8 | 4.9 | 1.7 | | 66.2 | 4.3 | 1.9 | | 49.1 | 49.1 | 52.5 | | 53.1 | 53.1 | 45.3 | |
| LOS by Move: | E | A | A | | E | A | A | | D | D | D | | D | D | D | |
| HCM2kAvgQ: | 1 | 11 | 1 | | 1 | 8 | 0 | | 1 | 1 | 1 | | 2 | 2 | 1 | |

Note: Queue reported is the number of cars per lane.

AM Cumulative Plus Project Thu May 7, 2009 18:14:55 Page 12-1

Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #10 Broadstone Pkwy/ East Bidwell St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.674
Loss Time (sec): 12 Average Delay (sec/veh): 28.2
Optimal Cycle: 56 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Ignore | | | Ignore | | | Ignore | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 2 | 0 3 | 0 1 | 2 | 0 3 | 0 1 | 2 | 0 3 | 0 1 | 2 | 0 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 15 | 869 | 22 | 244 | 1191 | 134 | 172 | 952 | 32 | 46 | 1254 | 139 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 15 | 869 | 22 | 244 | 1191 | 134 | 172 | 952 | 32 | 46 | 1254 | 139 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 0.89 | 0.89 | 0.00 | 0.89 | 0.89 | 0.00 | 0.89 | 0.89 | 0.00 | 0.89 | 0.89 | 0.00 |
| PHF Volume: | 17 | 976 | 0 | 274 | 1338 | 0 | 193 | 1070 | 0 | 52 | 1409 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 17 | 976 | 0 | 274 | 1338 | 0 | 193 | 1070 | 0 | 52 | 1409 | 0 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| FinalVolume: | 17 | 976 | 0 | 274 | 1338 | 0 | 193 | 1070 | 0 | 52 | 1409 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.91 | 1.00 | 0.92 | 0.91 | 1.00 | 0.92 | 0.91 | 1.00 | 0.92 | 0.91 | 1.00 |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3502 | 5187 | 1900 | 3502 | 5187 | 1900 | 3502 | 5187 | 1900 | 3502 | 5187 | 1900 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.19 | 0.00 | 0.08 | 0.26 | 0.00 | 0.06 | 0.21 | 0.00 | 0.01 | 0.27 | 0.00 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green/Cycle: | 0.01 | 0.28 | 0.00 | 0.12 | 0.39 | 0.00 | 0.08 | 0.45 | 0.00 | 0.03 | 0.40 | 0.00 |
| Volume/Cap: | 0.66 | 0.67 | 0.00 | 0.67 | 0.66 | 0.00 | 0.67 | 0.46 | 0.00 | 0.46 | 0.67 | 0.00 |
| Delay/Veh: | 100.5 | 33.3 | 0.0 | 46.8 | 26.1 | 0.0 | 50.8 | 19.0 | 0.0 | 50.4 | 25.4 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 100.5 | 33.3 | 0.0 | 46.8 | 26.1 | 0.0 | 50.8 | 19.0 | 0.0 | 50.4 | 25.4 | 0.0 |
| LOS by Move: | F | C | A | D | C | A | D | B | A | D | C | A |
| HCM2kAvgQ: | 0 | 9 | 0 | 5 | 13 | 0 | 3 | 8 | 0 | 1 | 14 | 0 |

Note: Queue reported is the number of cars per lane.

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AM Cumulative Plus Project Thu May 7, 2009 18:14:55 Page 13-1

Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #11 Empire Ranch Road/ Broadstone Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.609
Loss Time (sec): 12 Average Delay (sec/veh): 19.9
Optimal Cycle: 49 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Split Phase | | | Split Phase | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 | 0 2 | 1 0 | 1 | 0 2 | 1 0 | 2 | 0 1 | 0 1 | 0 | 0 1! | 0 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 116 | 734 | 3 | 7 | 1280 | 100 | 31 | 11 | 182 | 15 | 22 | 18 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 116 | 734 | 3 | 7 | 1280 | 100 | 31 | 11 | 182 | 15 | 22 | 18 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 130 | 825 | 3 | 8 | 1438 | 112 | 35 | 12 | 204 | 17 | 25 | 20 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 130 | 825 | 3 | 8 | 1438 | 112 | 35 | 12 | 204 | 17 | 25 | 20 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 130 | 825 | 3 | 8 | 1438 | 112 | 35 | 12 | 204 | 17 | 25 | 20 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.91 | 0.91 | 0.95 | 0.90 | 0.90 | 0.92 | 1.00 | 0.85 | 0.94 | 0.94 | 0.94 |
| Lanes: | 1.00 | 2.99 | 0.01 | 1.00 | 2.78 | 0.22 | 2.00 | 1.00 | 1.00 | 0.27 | 0.40 | 0.33 |
| Final Sat.: | 1805 | 5161 | 21 | 1805 | 4758 | 372 | 3502 | 1900 | 1615 | 489 | 717 | 587 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.07 | 0.16 | 0.16 | 0.00 | 0.30 | 0.30 | 0.01 | 0.01 | 0.13 | 0.03 | 0.03 | 0.03 |
| Crit Moves: | **** | | | | **** | | | | **** | **** | | |
| Green/Cycle: | 0.12 | 0.60 | 0.60 | 0.02 | 0.50 | 0.50 | 0.21 | 0.21 | 0.21 | 0.06 | 0.06 | 0.06 |
| Volume/Cap: | 0.61 | 0.27 | 0.27 | 0.27 | 0.61 | 0.61 | 0.05 | 0.03 | 0.61 | 0.61 | 0.61 | 0.61 |
| Delay/Veh: | 46.9 | 9.6 | 9.6 | 53.4 | 18.6 | 18.6 | 31.7 | 31.6 | 39.1 | 56.3 | 56.3 | 56.3 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 46.9 | 9.6 | 9.6 | 53.4 | 18.6 | 18.6 | 31.7 | 31.6 | 39.1 | 56.3 | 56.3 | 56.3 |
| LOS by Move: | D | A | A | D | B | B | C | C | D | E | E | E |
| HCM2kAvgQ: | 4 | 4 | 4 | 0 | 12 | 12 | 0 | 0 | 7 | 3 | 3 | 3 |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #12 Oak Avenue Prky / Haverhill Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.606
Loss Time (sec): 9 Average Delay (sec/veh): 15.0
Optimal Cycle: 41 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 1 | 1 0 | 1 | 0 | 1 | 1 0 | 0 | 0 | 1! | 0 0 | 0 | 0 | 1! | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 1 | 962 | 16 | 84 | 1288 | 1 | 1 | 20 | 4 | 75 | 13 | 116 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 1 | 962 | 16 | 84 | 1288 | 1 | 1 | 20 | 4 | 75 | 13 | 116 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | | | | |
| PHF Volume: | 1 | 1081 | 18 | 94 | 1447 | 1 | 1 | 22 | 4 | 84 | 15 | 130 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 1 | 1081 | 18 | 94 | 1447 | 1 | 1 | 22 | 4 | 84 | 15 | 130 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| FinalVolume: | 1 | 1081 | 18 | 94 | 1447 | 1 | 1 | 22 | 4 | 84 | 15 | 130 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.97 | 0.97 | 0.97 | 0.81 | 0.81 | 0.81 | | | | |
| Lanes: | 1.00 | 1.97 | 0.03 | 1.00 | 1.99 | 0.01 | 0.04 | 0.80 | 0.16 | 0.37 | 0.06 | 0.57 | | | | |
| Final Sat.: | 1805 | 3544 | 59 | 1805 | 3607 | 3 | 74 | 1476 | 295 | 564 | 98 | 872 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.31 | 0.31 | 0.05 | 0.40 | 0.40 | 0.02 | 0.02 | 0.02 | 0.15 | 0.15 | 0.15 | | | | |
| Crit Moves: | **** | | | | **** | | | | | | **** | | | | | |
| Green/Cycle: | 0.00 | 0.57 | 0.57 | 0.10 | 0.66 | 0.66 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | | | | |
| Volume/Cap: | 0.61 | 0.54 | 0.54 | 0.54 | 0.61 | 0.61 | 0.06 | 0.06 | 0.06 | 0.61 | 0.61 | 0.61 | | | | |
| Delay/Veh: | 294.3 | 13.8 | 13.8 | 46.3 | 10.0 | 10.0 | 28.9 | 28.9 | 28.9 | 36.2 | 36.2 | 36.2 | | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| AdjDel/Veh: | 294.3 | 13.8 | 13.8 | 46.3 | 10.0 | 10.0 | 28.9 | 28.9 | 28.9 | 36.2 | 36.2 | 36.2 | | | | |
| LOS by Move: | F | B | B | D | A | A | C | C | C | D | D | D | | | | |
| HCM2kAvgQ: | 0 | 11 | 11 | 3 | 13 | 13 | 1 | 1 | 1 | 7 | 7 | 7 | | | | |

Note: Queue reported is the number of cars per lane.





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Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #13 Oak Avenue Prky / Haldion Wy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.630
Loss Time (sec): 9 Average Delay (sec/veh): 14.6
Optimal Cycle: 44 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 1 | 1 0 | 1 | 0 | 1 | 1 0 | 0 | 0 | 1! | 0 0 | 0 | 0 | 1! | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 44 | 941 | 77 | 38 | 1288 | 10 | 16 | 23 | 58 | 114 | 5 | 32 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 44 | 941 | 77 | 38 | 1288 | 10 | 16 | 23 | 58 | 114 | 5 | 32 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | | | | |
| PHF Volume: | 49 | 1057 | 87 | 43 | 1447 | 11 | 18 | 26 | 65 | 128 | 6 | 36 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 49 | 1057 | 87 | 43 | 1447 | 11 | 18 | 26 | 65 | 128 | 6 | 36 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| FinalVolume: | 49 | 1057 | 87 | 43 | 1447 | 11 | 18 | 26 | 65 | 128 | 6 | 36 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 0.95 | 0.94 | 0.94 | 0.95 | 0.95 | 0.95 | 0.87 | 0.87 | 0.87 | 0.63 | 0.63 | 0.63 | | | | |
| Lanes: | 1.00 | 1.85 | 0.15 | 1.00 | 1.98 | 0.02 | 0.16 | 0.24 | 0.60 | 0.76 | 0.03 | 0.21 | | | | |
| Final Sat.: | 1805 | 3300 | 270 | 1805 | 3579 | 28 | 272 | 390 | 985 | 905 | 40 | 254 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.32 | 0.32 | 0.02 | 0.40 | 0.40 | 0.07 | 0.07 | 0.07 | 0.14 | 0.14 | 0.14 | | | | |
| Crit Moves: | **** | | | | **** | | | | | | **** | | | | | |
| Green/Cycle: | 0.04 | 0.64 | 0.64 | 0.05 | 0.64 | 0.64 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | | | | |
| Volume/Cap: | 0.63 | 0.50 | 0.50 | 0.50 | 0.63 | 0.63 | 0.29 | 0.29 | 0.29 | 0.63 | 0.63 | 0.63 | | | | |
| Delay/Veh: | 62.3 | 9.8 | 9.8 | 51.2 | 11.3 | 11.3 | 32.6 | 32.6 | 32.6 | 39.8 | 39.8 | 39.8 | | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| AdjDel/Veh: | 62.3 | 9.8 | 9.8 | 51.2 | 11.3 | 11.3 | 32.6 | 32.6 | 32.6 | 39.8 | 39.8 | 39.8 | | | | |
| LOS by Move: | E | A | A | D | B | B | C | C | C | D | D | D | | | | |
| HCM2kAvgQ: | 2 | 10 | 10 | 1 | 14 | 14 | 3 | 3 | 3 | 6 | 6 | 6 | | | | |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #14 Folsom Blvd/ Iron Point Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.863
Loss Time (sec): 12 Average Delay (sec/veh): 20.3
Optimal Cycle: 95 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 2 | 0 1 | 1 | 0 | 2 | 0 0 | 0 | 0 | 0 | 0 0 | 2 | 0 | 0 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1512 | 440 | | 177 | 2002 | | 0 | 0 | | 0 | 0 | 424 | | 0 | 91 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 1512 | 440 | | 177 | 2002 | | 0 | 0 | | 0 | 0 | 424 | | 0 | 91 |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 0 | 1699 | 494 | | 199 | 2249 | | 0 | 0 | | 0 | 0 | 476 | | 0 | 102 |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 |
| Reduced Vol: | 0 | 1699 | 494 | | 199 | 2249 | | 0 | 0 | | 0 | 0 | 476 | | 0 | 102 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 1699 | 494 | | 199 | 2249 | | 0 | 0 | | 0 | 0 | 476 | | 0 | 102 |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 0.95 | 0.85 | | 0.95 | 0.95 | 1.00 | | 1.00 | 1.00 | 1.00 | | 0.92 | 1.00 | 0.85 | |
| Lanes: | 0.00 | 2.00 | 1.00 | | 1.00 | 2.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 2.00 | 0.00 | 1.00 | |
| Final Sat.: | 0 | 3610 | 1615 | | 1805 | 3610 | | 0 | 0 | | 0 | 0 | 3502 | | 0 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.47 | 0.31 | | 0.11 | 0.62 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.14 | 0.00 | 0.06 | |
| Crit Moves: | **** | | | | | **** | | | | | | | **** | | | |
| Green/Cycle: | 0.00 | 0.59 | 0.74 | | 0.14 | 0.72 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.16 | 0.00 | 0.16 | |
| Volume/Cap: | 0.00 | 0.80 | 0.41 | | 0.80 | 0.86 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.86 | 0.00 | 0.40 | |
| Delay/Veh: | 0.0 | 18.6 | 5.0 | | 59.0 | 13.4 | 0.0 | | 0.0 | 0.0 | 0.0 | | 54.2 | 0.0 | 38.9 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 18.6 | 5.0 | | 59.0 | 13.4 | 0.0 | | 0.0 | 0.0 | 0.0 | | 54.2 | 0.0 | 38.9 | |
| LOS by Move: | A | B | A | | E | B | A | | A | A | A | | D | A | D | |
| HCM2kAvgQ: | 0 | 22 | 6 | | 6 | 25 | 0 | | 0 | 0 | 0 | | 8 | 0 | 3 | |

Note: Queue reported is the number of cars per lane.





AM Cumulative Plus Project Thu May 7, 2009 18:14:55 Page 17-1

Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #15 Prairie City Rd/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.700
Loss Time (sec): 12 Average Delay (sec/veh): 24.9
Optimal Cycle: 59 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ignore | | | | Ignore | | | | Ignore | | | | Ignore | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 378 | 1059 | 193 | | 227 | 1745 | | 8 | 2 | | 73 | 180 | 212 | | 534 | 537 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 378 | 1059 | 193 | | 227 | 1745 | | 8 | 2 | | 73 | 180 | 212 | | 534 | 537 |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | 0.00 |
| PHF Adj: | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.00 | |
| PHF Volume: | 425 | 1190 | 0 | | 255 | 1961 | | 0 | 2 | | 82 | 0 | 238 | | 600 | 0 |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 |
| Reduced Vol: | 425 | 1190 | 0 | | 255 | 1961 | | 0 | 2 | | 82 | 0 | 238 | | 600 | 0 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | 0.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | 0.00 |
| FinalVolume: | 425 | 1190 | 0 | | 255 | 1961 | | 0 | 2 | | 82 | 0 | 238 | | 600 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.91 | 1.00 | | 0.92 | 0.91 | 1.00 | | 0.92 | 0.91 | 1.00 | | 0.92 | 0.91 | 1.00 | |
| Lanes: | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | |
| Final Sat.: | 3502 | 5187 | 1900 | | 3502 | 5187 | 1900 | | 3502 | 5187 | 1900 | | 3502 | 5187 | 1900 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.12 | 0.23 | 0.00 | | 0.07 | 0.38 | 0.00 | | 0.00 | 0.02 | 0.00 | | 0.07 | 0.12 | 0.00 | |
| Crit Moves: | **** | | | | | **** | | | **** | | | | | **** | | |
| Green/Cycle: | 0.17 | 0.54 | 0.00 | | 0.17 | 0.54 | 0.00 | | 0.00 | 0.03 | 0.00 | | 0.13 | 0.17 | 0.00 | |
| Volume/Cap: | 0.70 | 0.42 | 0.00 | | 0.42 | 0.70 | 0.00 | | 0.70 | 0.50 | 0.00 | | 0.50 | 0.70 | 0.00 | |
| Delay/Veh: | 42.5 | 13.7 | 0.0 | | 37.5 | 17.8 | 0.0 | | 298.1 | 50.2 | 0.0 | | 41.0 | 42.0 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 42.5 | 13.7 | 0.0 | | 37.5 | 17.8 | 0.0 | | 298.1 | 50.2 | 0.0 | | 41.0 | 42.0 | 0.0 | |
| LOS by Move: | D | B | A | | D | B | A | | F | D | A | | D | D | A | |
| HCM2kAvgQ: | 6 | 8 | 0 | | 3 | 15 | 0 | | 0 | 1 | 0 | | 3 | 6 | 0 | |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #16 Grover Rd/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.462
Loss Time (sec): 12 Average Delay (sec/veh): 18.8
Optimal Cycle: 38 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Split Phase | | | | Split Phase | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 1! | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 3 | 0 | 1 | 1 | 0 | 2 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 93 | 19 | 12 | | 96 | 52 | 87 | | 19 | 554 | 122 | | 39 | 1112 | 60 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 93 | 19 | 12 | | 96 | 52 | 87 | | 19 | 554 | 122 | | 39 | 1112 | 60 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 104 | 21 | 13 | | 108 | 58 | 98 | | 21 | 622 | 137 | | 44 | 1249 | 67 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 104 | 21 | 13 | | 108 | 58 | 98 | | 21 | 622 | 137 | | 44 | 1249 | 67 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 104 | 21 | 13 | | 108 | 58 | 98 | | 21 | 622 | 137 | | 44 | 1249 | 67 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.95 | 0.95 | | 0.95 | 0.91 | 0.91 | | 0.95 | 0.91 | 0.85 | | 0.95 | 0.90 | 0.90 | |
| Lanes: | 1.60 | 0.25 | 0.15 | | 1.00 | 0.37 | 0.63 | | 1.00 | 3.00 | 1.00 | | 1.00 | 2.85 | 0.15 | |
| Final Sat.: | 2887 | 442 | 279 | | 1805 | 644 | 1077 | | 1805 | 5187 | 1615 | | 1805 | 4882 | 263 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.05 | 0.05 | | 0.06 | 0.09 | 0.09 | | 0.01 | 0.12 | 0.08 | | 0.02 | 0.26 | 0.26 | |
| Crit Moves: | | **** | | | | | **** | | **** | | | | | **** | | |
| Green/Cycle: | 0.10 | 0.10 | 0.10 | | 0.20 | 0.20 | 0.20 | | 0.03 | 0.48 | 0.48 | | 0.10 | 0.55 | 0.55 | |
| Volume/Cap: | 0.35 | 0.46 | 0.46 | | 0.30 | 0.46 | 0.46 | | 0.46 | 0.25 | 0.18 | | 0.25 | 0.46 | 0.46 | |
| Delay/Veh: | 42.1 | 43.3 | 43.3 | | 34.8 | 36.5 | 36.5 | | 55.2 | 15.3 | 14.8 | | 42.5 | 13.5 | 13.5 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 42.1 | 43.3 | 43.3 | | 34.8 | 36.5 | 36.5 | | 55.2 | 15.3 | 14.8 | | 42.5 | 13.5 | 13.5 | |
| LOS by Move: | D | D | D | | C | D | D | | E | B | B | | D | B | B | |
| HCM2kAvgQ: | 2 | 3 | 3 | | 3 | 5 | 5 | | 1 | 4 | 2 | | 1 | 9 | 9 | |

Note: Queue reported is the number of cars per lane.





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Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #17 McAdoo Dr/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.518
Loss Time (sec): 12 Average Delay (sec/veh): 20.8
Optimal Cycle: 42 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 2 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | | 162 | 0 | 276 | | 68 | 553 | 0 | | 0 | 934 | 76 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 0 | 0 | 0 | | 162 | 0 | 276 | | 68 | 553 | 0 | | 0 | 934 | 76 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 0 | 0 | 0 | | 182 | 0 | 310 | | 76 | 621 | 0 | | 0 | 1049 | 85 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 0 | 0 | | 182 | 0 | 310 | | 76 | 621 | 0 | | 0 | 1049 | 85 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 0 | 0 | 0 | | 182 | 0 | 310 | | 76 | 621 | 0 | | 0 | 1049 | 85 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 1.00 | 1.00 | | 0.77 | 1.00 | 0.85 | | 0.95 | 0.91 | 1.00 | | 1.00 | 0.90 | 0.90 | |
| Lanes: | 0.00 | 0.00 | 0.00 | | 1.00 | 0.00 | 1.00 | | 1.00 | 3.00 | 0.00 | | 0.00 | 2.77 | 0.23 | |
| Final Sat.: | 0 | 0 | 0 | | 1461 | 0 | 1615 | | 1805 | 5187 | 0 | | 0 | 4744 | 386 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | | 0.12 | 0.00 | 0.19 | | 0.04 | 0.12 | 0.00 | | 0.00 | 0.22 | 0.22 | |
| Crit Moves: | | | | | | | **** | | **** | | | | | **** | | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | | 0.37 | 0.00 | 0.37 | | 0.08 | 0.51 | 0.00 | | 0.00 | 0.43 | 0.43 | |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | | 0.34 | 0.00 | 0.52 | | 0.52 | 0.24 | 0.00 | | 0.00 | 0.52 | 0.52 | |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | | 23.0 | 0.0 | 25.3 | | 47.2 | 13.7 | 0.0 | | 0.0 | 21.3 | 21.3 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | | 23.0 | 0.0 | 25.3 | | 47.2 | 13.7 | 0.0 | | 0.0 | 21.3 | 21.3 | |
| LOS by Move: | A | A | A | | C | A | C | | D | B | A | | A | C | C | |
| HCM2kAvgQ: | 0 | 0 | 0 | | 4 | 0 | 8 | | 2 | 4 | 0 | | 0 | 9 | 9 | |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #18 Oak Ave Pkwy/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.706
Loss Time (sec): 12 Average Delay (sec/veh): 32.6
Optimal Cycle: 60 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Ignore | | | Ovl | | | Ignore | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 2 | 0 2 | 0 1 | 2 | 0 2 | 0 1 | 2 | 0 3 | 0 1 | 2 | 0 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 382 | 799 | 403 | 318 | 878 | 432 | 132 | 525 | 263 | 348 | 724 | 121 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 382 | 799 | 403 | 318 | 878 | 432 | 132 | 525 | 263 | 348 | 724 | 121 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.00 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.00 |
| PHF Volume: | 429 | 898 | 453 | 357 | 987 | 0 | 148 | 590 | 296 | 391 | 813 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 429 | 898 | 453 | 357 | 987 | 0 | 148 | 590 | 296 | 391 | 813 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| FinalVolume: | 429 | 898 | 453 | 357 | 987 | 0 | 148 | 590 | 296 | 391 | 813 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.95 | 0.85 | 0.92 | 0.95 | 1.00 | 0.92 | 0.91 | 0.85 | 0.92 | 0.91 | 1.00 |
| Lanes: | 2.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3502 | 3610 | 1615 | 3502 | 3610 | 1900 | 3502 | 5187 | 1615 | 3502 | 5187 | 1900 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.12 | 0.25 | 0.28 | 0.10 | 0.27 | 0.00 | 0.04 | 0.11 | 0.18 | 0.11 | 0.16 | 0.00 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green/Cycle: | 0.17 | 0.40 | 0.56 | 0.16 | 0.39 | 0.00 | 0.07 | 0.16 | 0.33 | 0.16 | 0.25 | 0.00 |
| Volume/Cap: | 0.71 | 0.63 | 0.50 | 0.63 | 0.71 | 0.00 | 0.62 | 0.71 | 0.55 | 0.71 | 0.62 | 0.00 |
| Delay/Veh: | 42.7 | 25.0 | 14.2 | 41.2 | 27.5 | 0.0 | 50.5 | 42.5 | 28.3 | 44.0 | 34.2 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 42.7 | 25.0 | 14.2 | 41.2 | 27.5 | 0.0 | 50.5 | 42.5 | 28.3 | 44.0 | 34.2 | 0.0 |
| LOS by Move: | D | C | B | D | C | A | D | D | C | D | C | A |
| HCM2kAvgQ: | 6 | 11 | 8 | 5 | 13 | 0 | 2 | 6 | 7 | 6 | 8 | 0 |

Note: Queue reported is the number of cars per lane.





AM Cumulative Plus Project Thu May 7, 2009 18:14:55 Page 21-1

Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #19 Rowberry Dr/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.642
Loss Time (sec): 12 Average Delay (sec/veh): 27.1
Optimal Cycle: 52 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Split Phase | | | Split Phase | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Include | | | Ovl | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 | 1 0 | 0 1 | 1 | 0 0 | 1 0 | 1 | 0 3 | 0 1 | 2 | 0 2 | 1 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 401 | 58 | 446 | 13 | 98 | 38 | 11 | 790 | 427 | 448 | 818 | 12 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 401 | 58 | 446 | 13 | 98 | 38 | 11 | 790 | 427 | 448 | 818 | 12 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 451 | 65 | 501 | 15 | 110 | 43 | 12 | 888 | 480 | 503 | 919 | 13 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 451 | 65 | 501 | 15 | 110 | 43 | 12 | 888 | 480 | 503 | 919 | 13 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 451 | 65 | 501 | 15 | 110 | 43 | 12 | 888 | 480 | 503 | 919 | 13 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.96 | 0.96 | 0.85 | 0.95 | 0.96 | 0.96 | 0.95 | 0.91 | 0.85 | 0.92 | 0.91 | 0.91 |
| Lanes: | 1.75 | 0.25 | 1.00 | 1.00 | 0.72 | 0.28 | 1.00 | 3.00 | 1.00 | 2.00 | 2.96 | 0.04 |
| Final Sat.: | 3180 | 460 | 1615 | 1805 | 1312 | 509 | 1805 | 5187 | 1615 | 3502 | 5102 | 75 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.14 | 0.14 | 0.31 | 0.01 | 0.08 | 0.08 | 0.01 | 0.17 | 0.30 | 0.14 | 0.18 | 0.18 |
| Crit Moves: | | | **** | | **** | | | **** | | **** | | |
| Green/Cycle: | 0.26 | 0.26 | 0.48 | 0.13 | 0.13 | 0.13 | 0.02 | 0.27 | 0.53 | 0.22 | 0.47 | 0.47 |
| Volume/Cap: | 0.55 | 0.55 | 0.64 | 0.06 | 0.64 | 0.64 | 0.38 | 0.64 | 0.57 | 0.64 | 0.38 | 0.38 |
| Delay/Veh: | 32.6 | 32.6 | 21.2 | 38.2 | 47.1 | 47.1 | 55.9 | 33.5 | 16.9 | 37.0 | 17.1 | 17.1 |
| 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: | 32.6 | 32.6 | 21.2 | 38.2 | 47.1 | 47.1 | 55.9 | 33.5 | 16.9 | 37.0 | 17.1 | 17.1 |
| LOS by Move: | C | C | C | D | D | D | E | C | B | D | B | B |
| HCM2kAvgQ: | 7 | 7 | 11 | 0 | 6 | 6 | 0 | 9 | 10 | 7 | 7 | 7 |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #20 Broadstone Pkwy/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.344
Loss Time (sec): 12 Average Delay (sec/veh): 18.2
Optimal Cycle: 33 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Split Phase | | | | Split Phase | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Ignore | | | | Include | | | | Ignore | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 1 | 0 | 0 1 | 2 | 0 | 1 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 7 | 8 | 10 | | 47 | 44 | 636 | | 420 | 769 | 55 | | 107 | 622 | 6 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 7 | 8 | 10 | | 47 | 44 | 636 | | 420 | 769 | 55 | | 107 | 622 | 6 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.00 | |
| PHF Volume: | 8 | 9 | 11 | | 53 | 49 | 0 | | 472 | 864 | 62 | | 120 | 699 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 8 | 9 | 11 | | 53 | 49 | 0 | | 472 | 864 | 62 | | 120 | 699 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| FinalVolume: | 8 | 9 | 11 | | 53 | 49 | 0 | | 472 | 864 | 62 | | 120 | 699 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.98 | 0.98 | 0.85 | | 0.92 | 1.00 | 1.00 | | 0.92 | 0.91 | 0.85 | | 0.92 | 0.91 | 1.00 | |
| Lanes: | 1.00 | 1.00 | 1.00 | | 2.00 | 1.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | |
| Final Sat.: | 1856 | 1856 | 1615 | | 3502 | 1900 | 1900 | | 3502 | 5187 | 1615 | | 3502 | 5187 | 1900 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.01 | | 0.02 | 0.03 | 0.00 | | 0.13 | 0.17 | 0.04 | | 0.03 | 0.13 | 0.00 | |
| Crit Moves: | | | **** | | | **** | | | **** | | | | | **** | | |
| Green/Cycle: | 0.02 | 0.02 | 0.02 | | 0.08 | 0.08 | 0.00 | | 0.39 | 0.65 | 0.65 | | 0.13 | 0.39 | 0.00 | |
| Volume/Cap: | 0.21 | 0.24 | 0.34 | | 0.20 | 0.34 | 0.00 | | 0.34 | 0.26 | 0.06 | | 0.26 | 0.34 | 0.00 | |
| Delay/Veh: | 49.5 | 50.0 | 54.5 | | 43.7 | 45.3 | 0.0 | | 21.5 | 7.4 | 6.4 | | 39.1 | 21.5 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 49.5 | 50.0 | 54.5 | | 43.7 | 45.3 | 0.0 | | 21.5 | 7.4 | 6.4 | | 39.1 | 21.5 | 0.0 | |
| LOS by Move: | D | D | D | | D | D | A | | C | A | A | | D | C | A | |
| HCM2kAvgQ: | 0 | 1 | 1 | | 1 | 2 | 0 | | 5 | 4 | 1 | | 2 | 5 | 0 | |

Note: Queue reported is the number of cars per lane.





AM Cumulative Plus Project Thu May 7, 2009 18:14:55 Page 23-1

Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #21 East Bidwell St/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.779
Loss Time (sec): 12 Average Delay (sec/veh): 29.7
Optimal Cycle: 73 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ignore | | | | Ignore | | | | Ovl | | | | Ignore | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 216 | 1589 | 314 | | 566 | 1283 | 73 | | 98 | 281 | 242 | | 189 | 430 | 558 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 216 | 1589 | 314 | | 566 | 1283 | 73 | | 98 | 281 | 242 | | 189 | 430 | 558 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.00 | |
| PHF Volume: | 243 | 1785 | 0 | | 636 | 1442 | 0 | | 110 | 316 | 272 | | 212 | 483 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 243 | 1785 | 0 | | 636 | 1442 | 0 | | 110 | 316 | 272 | | 212 | 483 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| FinalVolume: | 243 | 1785 | 0 | | 636 | 1442 | 0 | | 110 | 316 | 272 | | 212 | 483 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.91 | 1.00 | | 0.92 | 0.91 | 1.00 | | 0.92 | 0.91 | 0.85 | | 0.92 | 0.91 | 1.00 | |
| Lanes: | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | |
| Final Sat.: | 3502 | 5187 | 1900 | | 3502 | 5187 | 1900 | | 3502 | 5187 | 1615 | | 3502 | 5187 | 1900 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.07 | 0.34 | 0.00 | | 0.18 | 0.28 | 0.00 | | 0.03 | 0.06 | 0.17 | | 0.06 | 0.09 | 0.00 | |
| Crit Moves: | | **** | | | **** | | | | | | **** | | **** | | | |
| Green/Cycle: | 0.13 | 0.44 | 0.00 | | 0.23 | 0.54 | 0.00 | | 0.05 | 0.13 | 0.26 | | 0.08 | 0.15 | 0.00 | |
| Volume/Cap: | 0.51 | 0.78 | 0.00 | | 0.78 | 0.51 | 0.00 | | 0.61 | 0.48 | 0.64 | | 0.78 | 0.61 | 0.00 | |
| Delay/Veh: | 41.2 | 25.5 | 0.0 | | 40.8 | 14.8 | 0.0 | | 52.3 | 41.1 | 36.1 | | 58.6 | 40.9 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 41.2 | 25.5 | 0.0 | | 40.8 | 14.8 | 0.0 | | 52.3 | 41.1 | 36.1 | | 58.6 | 40.9 | 0.0 | |
| LOS by Move: | D | C | A | | D | B | A | | D | D | D | | E | D | A | |
| HCM2kAvgQ: | 3 | 16 | 0 | | 10 | 10 | 0 | | 2 | 3 | 7 | | 4 | 5 | 0 | |

Note: Queue reported is the number of cars per lane.

AM Cumulative Plus Project Thu May 7, 2009 18:14:55 Page 24-1

Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #22 Cavitt Dr/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.373
Loss Time (sec): 12 Average Delay (sec/veh): 12.9
Optimal Cycle: 34 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 1 | 0 | 0 1 | 1 | 1 | 0 | 0 1 | 1 | 0 | 3 | 0 1 | 1 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 97 | 8 | 32 | | 118 | 18 | 81 | | 16 | 1040 | 123 | | 52 | 1151 | 131 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 97 | 8 | 32 | | 118 | 18 | 81 | | 16 | 1040 | 123 | | 52 | 1151 | 131 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 109 | 9 | 36 | | 133 | 20 | 91 | | 18 | 1169 | 138 | | 58 | 1293 | 147 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 109 | 9 | 36 | | 133 | 20 | 91 | | 18 | 1169 | 138 | | 58 | 1293 | 147 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 109 | 9 | 36 | | 133 | 20 | 91 | | 18 | 1169 | 138 | | 58 | 1293 | 147 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.55 | 0.55 | 0.85 | | 0.57 | 0.57 | 0.85 | | 0.95 | 0.91 | 0.85 | | 0.95 | 0.91 | 0.85 | |
| Lanes: | 1.85 | 0.15 | 1.00 | | 1.74 | 0.26 | 1.00 | | 1.00 | 3.00 | 1.00 | | 1.00 | 3.00 | 1.00 | |
| Final Sat.: | 1924 | 159 | 1615 | | 1889 | 288 | 1615 | | 1805 | 5187 | 1615 | | 1805 | 5187 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.06 | 0.06 | 0.02 | | 0.07 | 0.07 | 0.06 | | 0.01 | 0.23 | 0.09 | | 0.03 | 0.25 | 0.09 | |
| Crit Moves: | | | | | | **** | | | | **** | | | **** | | | |
| Green/Cycle: | 0.19 | 0.19 | 0.19 | | 0.19 | 0.19 | 0.19 | | 0.03 | 0.60 | 0.60 | | 0.09 | 0.67 | 0.67 | |
| Volume/Cap: | 0.30 | 0.30 | 0.12 | | 0.37 | 0.37 | 0.30 | | 0.37 | 0.37 | 0.14 | | 0.37 | 0.37 | 0.14 | |
| Delay/Veh: | 35.3 | 35.3 | 33.9 | | 36.0 | 36.0 | 35.5 | | 52.7 | 10.2 | 8.6 | | 44.6 | 7.5 | 6.2 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 35.3 | 35.3 | 33.9 | | 36.0 | 36.0 | 35.5 | | 52.7 | 10.2 | 8.6 | | 44.6 | 7.5 | 6.2 | |
| LOS by Move: | D | D | C | | D | D | D | | D | B | A | | D | A | A | |
| HCM2kAvgQ: | 2 | 2 | 1 | | 2 | 2 | 3 | | 1 | 6 | 2 | | 2 | 6 | 2 | |

Note: Queue reported is the number of cars per lane.





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Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #23 Serpa Way / Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.589
Loss Time (sec): 12 Average Delay (sec/veh): 24.3
Optimal Cycle: 47 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Include | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 1 | 0 1 | 2 | 0 | 0 | 1 0 | 1 | 0 | 3 | 0 1 | 1 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 306 | 7 | 99 | | 126 | 17 | 47 | | 31 | 740 | 406 | | 201 | 990 | 173 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 306 | 7 | 99 | | 126 | 17 | 47 | | 31 | 740 | 406 | | 201 | 990 | 173 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 344 | 8 | 111 | | 142 | 19 | 53 | | 35 | 831 | 456 | | 226 | 1112 | 194 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 344 | 8 | 111 | | 142 | 19 | 53 | | 35 | 831 | 456 | | 226 | 1112 | 194 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 344 | 8 | 111 | | 142 | 19 | 53 | | 35 | 831 | 456 | | 226 | 1112 | 194 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 1.00 | 0.85 | | 0.92 | 0.89 | 0.89 | | 0.95 | 0.91 | 0.85 | | 0.95 | 0.91 | 0.85 | |
| Lanes: | 1.00 | 1.00 | 1.00 | | 2.00 | 0.27 | 0.73 | | 1.00 | 3.00 | 1.00 | | 1.00 | 3.00 | 1.00 | |
| Final Sat.: | 1805 | 1900 | 1615 | | 3502 | 449 | 1242 | | 1805 | 5187 | 1615 | | 1805 | 5187 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.19 | 0.00 | 0.07 | | 0.04 | 0.04 | 0.04 | | 0.02 | 0.16 | 0.28 | | 0.13 | 0.21 | 0.12 | |
| Crit Moves: | **** | | | | | **** | | | | **** | | | **** | | | |
| Green/Cycle: | 0.32 | 0.04 | 0.25 | | 0.36 | 0.07 | 0.07 | | 0.04 | 0.27 | 0.60 | | 0.21 | 0.44 | 0.80 | |
| Volume/Cap: | 0.59 | 0.11 | 0.28 | | 0.11 | 0.59 | 0.59 | | 0.48 | 0.59 | 0.47 | | 0.59 | 0.48 | 0.15 | |
| Delay/Veh: | 29.9 | 47.3 | 30.7 | | 21.5 | 52.3 | 52.3 | | 52.0 | 32.2 | 11.8 | | 37.9 | 19.8 | 2.3 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 29.9 | 47.3 | 30.7 | | 21.5 | 52.3 | 52.3 | | 52.0 | 32.2 | 11.8 | | 37.9 | 19.8 | 2.3 | |
| LOS by Move: | C | D | C | | C | D | D | | D | C | B | | D | B | A | |
| HCM2kAvgQ: | 9 | 0 | 3 | | 1 | 3 | 3 | | 1 | 8 | 8 | | 6 | 8 | 1 | |

Note: Queue reported is the number of cars per lane.

AM Cumulative Plus Project Thu May 7, 2009 18:14:55 Page 26-1

Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #24 Empire Ranch Road/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 1.090
Loss Time (sec): 12 Average Delay (sec/veh): 82.2
Optimal Cycle: 180 Level Of Service: F

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Ovl | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 | 0 | 3 | 0 | 1 | 1 | 0 | 3 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 374 | 644 | 116 | 454 | 1177 | 23 | 112 | 583 | 335 | 272 | 883 | 284 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 374 | 644 | 116 | 454 | 1177 | 23 | 112 | 583 | 335 | 272 | 883 | 284 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 420 | 724 | 130 | 510 | 1322 | 26 | 126 | 655 | 376 | 306 | 992 | 319 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 420 | 724 | 130 | 510 | 1322 | 26 | 126 | 655 | 376 | 306 | 992 | 319 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 420 | 724 | 130 | 510 | 1322 | 26 | 126 | 655 | 376 | 306 | 992 | 319 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.91 | 0.85 | 0.95 | 0.91 | 0.85 | 0.95 | 0.90 | 0.90 | 0.95 | 0.92 | 0.92 |
| Lanes: | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 | 1.00 | 1.27 | 0.73 | 1.00 | 1.51 | 0.49 |
| Final Sat.: | 1805 | 5187 | 1615 | 1805 | 5187 | 1615 | 1805 | 2167 | 1245 | 1805 | 2633 | 847 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.23 | 0.14 | 0.08 | 0.28 | 0.25 | 0.02 | 0.07 | 0.30 | 0.30 | 0.17 | 0.38 | 0.38 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green/Cycle: | 0.21 | 0.15 | 0.30 | 0.30 | 0.23 | 0.30 | 0.07 | 0.28 | 0.28 | 0.16 | 0.37 | 0.37 |
| Volume/Cap: | 1.09 | 0.94 | 0.27 | 0.94 | 1.09 | 0.05 | 1.03 | 1.09 | 1.09 | 1.09 | 1.03 | 1.03 |
| Delay/Veh: | 111.6 | 62.2 | 26.7 | 59.5 | 92.4 | 24.8 | 137.0 | 93.1 | 93.1 | 122.2 | 65.6 | 65.6 |
| 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: | 111.6 | 62.2 | 26.7 | 59.5 | 92.4 | 24.8 | 137.0 | 93.1 | 93.1 | 122.2 | 65.6 | 65.6 |
| LOS by Move: | F | E | C | E | F | C | F | F | F | F | E | E |
| HCM2kAvgQ: | 19 | 10 | 3 | 17 | 21 | 1 | 5 | 24 | 24 | 13 | 25 | 25 |

Note: Queue reported is the number of cars per lane.





AM Cumulative Plus Project Thu May 7, 2009 18:14:55 Page 27-1

Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #25 Prairie City Rd/ High School

Cycle (sec): 100 Critical Vol./Cap. (X): 0.907
Loss Time (sec): 12 Average Delay (sec/veh): 34.8
Optimal Cycle: 113 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 2 | 0 | 2 | 1 | 0 | 2 | 0 | 2 | 1 | 0 | 2 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 887 | 1330 | 118 | 413 | 1154 | 527 | 153 | 3 | 201 | 98 | 0 | 104 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 887 | 1330 | 118 | 413 | 1154 | 527 | 153 | 3 | 201 | 98 | 0 | 104 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 997 | 1494 | 133 | 464 | 1297 | 592 | 172 | 3 | 226 | 110 | 0 | 117 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 997 | 1494 | 133 | 464 | 1297 | 592 | 172 | 3 | 226 | 110 | 0 | 117 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 997 | 1494 | 133 | 464 | 1297 | 592 | 172 | 3 | 226 | 110 | 0 | 117 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.90 | 0.90 | 0.92 | 0.87 | 0.87 | 0.92 | 0.85 | 0.85 | 0.95 | 1.00 | 0.85 |
| Lanes: | 2.00 | 2.76 | 0.24 | 2.00 | 2.06 | 0.94 | 2.00 | 0.03 | 1.97 | 1.00 | 0.00 | 2.00 |
| Final Sat.: | 3502 | 4707 | 418 | 3502 | 3393 | 1550 | 3502 | 48 | 3190 | 1805 | 0 | 3230 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.28 | 0.32 | 0.32 | 0.13 | 0.38 | 0.38 | 0.05 | 0.07 | 0.07 | 0.06 | 0.00 | 0.04 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green/Cycle: | 0.31 | 0.52 | 0.52 | 0.22 | 0.42 | 0.42 | 0.08 | 0.08 | 0.08 | 0.07 | 0.00 | 0.07 |
| Volume/Cap: | 0.91 | 0.61 | 0.61 | 0.61 | 0.91 | 0.91 | 0.59 | 0.91 | 0.91 | 0.91 | 0.00 | 0.54 |
| Delay/Veh: | 43.8 | 17.4 | 17.4 | 36.9 | 33.4 | 33.4 | 47.2 | 78.9 | 78.9 | 100.3 | 0.0 | 47.8 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 43.8 | 17.4 | 17.4 | 36.9 | 33.4 | 33.4 | 47.2 | 78.9 | 78.9 | 100.3 | 0.0 | 47.8 |
| LOS by Move: | D | B | B | D | C | C | D | E | E | F | A | D |
| HCM2kAvgQ: | 14 | 12 | 12 | 6 | 21 | 21 | 4 | 6 | 6 | 6 | 0 | 3 |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #26 East Bidwell St / Placerville Rd

Average Delay (sec/veh): 12.6 Worst Case Level Of Service: F[145.3]

| 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 | 2 | 1 0 | 0 | 0 | 3 | 0 0 | 0 | 0 | 0 | 0 0 | 0 | 0 | 0 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 2037 | 46 | 0 | 1676 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 358 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 0 | 2037 | 46 | 0 | 1676 | 0 | 0 | 0 | 0 | 0 | 0 | 358 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | | | | |
| PHF Volume: | 0 | 2289 | 52 | 0 | 1883 | 0 | 0 | 0 | 0 | 0 | 0 | 402 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| FinalVolume: | 0 | 2289 | 52 | 0 | 1883 | 0 | 0 | 0 | 0 | 0 | 0 | 402 | | | | |
| Critical Gap Module: | | | | | | | | | | | | | | | | |
| Critical Gp: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | 6.9 | | | | |
| FollowUpTim: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | 3.3 | | | | |
| Capacity Module: | | | | | | | | | | | | | | | | |
| Cnflict Vol: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | 789 | | | | |
| Potent Cap.: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | 338 | | | | |
| Move Cap.: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | 338 | | | | |
| Volume/Cap: | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | 1.19 | | | | |
| Level Of Service Module: | | | | | | | | | | | | | | | | |
| 2Way95thQ: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | 16.9 | | | | |
| Control Del: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | 145.3 | | | | |
| LOS by Move: | * | * | * | * | * | * | * | * | * | * | F | | | | | |
| Movement: | LT - | LTR - | RT | LT - | LTR - | RT | LT - | LTR - | RT | LT - | LTR - | RT | | | | |
| Shared Cap.: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | | |
| SharedQueue: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | | |
| Shrd ConDel: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | | | | |
| Shared LOS: | * | * | * | * | * | * | * | * | * | * | * | * | | | | |
| ApproachDel: | xxxxxx | | | xxxxxx | | | xxxxxx | | | 145.3 | | | | | | |
| ApproachLOS: | * | | | * | | | * | | | F | | | | | | |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #27 Prairie City Rd/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 1.037
Loss Time (sec): 12 Average Delay (sec/veh): 40.6
Optimal Cycle: 180 Level Of Service: D

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Split Phase | | | | Split Phase | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Ovl | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 1 | 0 0 | 1 | 1 | 0 | 0 2 | 2 | 0 | 2 | 0 1 | 1 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1 | 0 | 252 | 2 | 693 | 1149 | 2078 | 1 | 1 | 2143 | 155 | | | | |
| Growth Adj: | 1.00 | 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 | 1 | 0 | 252 | 2 | 693 | 1149 | 2078 | 1 | 1 | 2143 | 155 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | | | | |
| PHF Volume: | 0 | 1 | 0 | 283 | 2 | 779 | 1291 | 2335 | 1 | 1 | 2408 | 174 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 0 | 1 | 0 | 283 | 2 | 779 | 1291 | 2335 | 1 | 1 | 2408 | 174 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| 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: | 0 | 1 | 0 | 283 | 2 | 779 | 1291 | 2335 | 1 | 1 | 2408 | 174 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 0.75 | 0.92 | 0.95 | 0.85 | 0.95 | 0.91 | 0.85 | | | | |
| Lanes: | 0.00 | 1.00 | 0.00 | 1.98 | 0.02 | 2.00 | 2.00 | 2.00 | 1.00 | 1.00 | 3.00 | 1.00 | | | | |
| Final Sat.: | 0 | 1900 | 0 | 3593 | 29 | 2842 | 3502 | 3610 | 1615 | 1805 | 5187 | 1615 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.08 | 0.08 | 0.27 | 0.37 | 0.65 | 0.00 | 0.00 | 0.46 | 0.11 | | | | |
| Crit Moves: | **** | | | **** | | | **** | | | | **** | | | | | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | 0.08 | 0.08 | 0.43 | 0.36 | 0.80 | 0.80 | 0.00 | 0.45 | 0.45 | | | | |
| Volume/Cap: | 0.00 | 1.04 | 0.00 | 1.04 | 1.04 | 0.63 | 1.04 | 0.81 | 0.00 | 0.81 | 1.04 | 0.24 | | | | |
| Delay/Veh: | 0.0 | 938 | 0.0 | 110.3 | 110 | 23.3 | 67.7 | 7.3 | 1.9 | 576.0 | 56.6 | 17.3 | | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| AdjDel/Veh: | 0.0 | 938 | 0.0 | 110.3 | 110 | 23.3 | 67.7 | 7.3 | 1.9 | 576.0 | 56.6 | 17.3 | | | | |
| LOS by Move: | A | F | A | F | F | C | E | A | A | F | E | B | | | | |
| HCM2kAvgQ: | 0 | 0 | 0 | 6 | 6 | 11 | 22 | 19 | 0 | 0 | 33 | 3 | | | | |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #28 Scott Rd (South)/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 1.041
Loss Time (sec): 9 Average Delay (sec/veh): 36.0
Optimal Cycle: 180 Level Of Service: D

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Include | | | | Ovl | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 0 | 0 1 | 0 | 0 | 0 | 0 0 | 0 | 0 | 2 | 0 1 | 1 | 0 | 3 | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 537 | 0 | 293 | | 0 | 0 | 0 | | 0 | 2058 | 445 | | 66 | 2202 | 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: | 537 | 0 | 293 | | 0 | 0 | 0 | | 0 | 2058 | 445 | | 66 | 2202 | 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: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 603 | 0 | 329 | | 0 | 0 | 0 | | 0 | 2312 | 500 | | 74 | 2474 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 603 | 0 | 329 | | 0 | 0 | 0 | | 0 | 2312 | 500 | | 74 | 2474 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 603 | 0 | 329 | | 0 | 0 | 0 | | 0 | 2312 | 500 | | 74 | 2474 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.60 | 1.00 | 0.85 | | 1.00 | 1.00 | 1.00 | | 1.00 | 0.95 | 0.85 | | 0.95 | 0.91 | 1.00 | |
| Lanes: | 2.00 | 0.00 | 1.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 2.00 | 1.00 | | 1.00 | 3.00 | 0.00 | |
| Final Sat.: | 2274 | 0 | 1615 | | 0 | 0 | 0 | | 0 | 3610 | 1615 | | 1805 | 5187 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.27 | 0.00 | 0.20 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.64 | 0.31 | | 0.04 | 0.48 | 0.00 | |
| Crit Moves: | **** | | | | | | | | | **** | | | **** | | | |
| Green/Cycle: | 0.25 | 0.00 | 0.29 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.62 | 0.62 | | 0.04 | 0.66 | 0.00 | |
| Volume/Cap: | 1.04 | 0.00 | 0.69 | | 0.00 | 0.00 | 0.00 | | 0.00 | 1.04 | 0.50 | | 1.04 | 0.73 | 0.00 | |
| Delay/Veh: | 85.6 | 0.0 | 35.6 | | 0.0 | 0.0 | 0.0 | | 0.0 | 49.9 | 11.1 | | 166.3 | 12.2 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 85.6 | 0.0 | 35.6 | | 0.0 | 0.0 | 0.0 | | 0.0 | 49.9 | 11.1 | | 166.3 | 12.2 | 0.0 | |
| LOS by Move: | F | A | D | | A | A | A | | A | D | B | | F | B | A | |
| HCM2kAvgQ: | 16 | 0 | 10 | | 0 | 0 | 0 | | 0 | 45 | 8 | | 3 | 18 | 0 | |

Note: Queue reported is the number of cars per lane.





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Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #29 Scott Rd (North)/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.877
Loss Time (sec): 12 Average Delay (sec/veh): 35.6
Optimal Cycle: 100 Level Of Service: D

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Split Phase | | | | Split Phase | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 1 | 0 | 0 1 | 1 | 1 | 0 | 0 2 | 2 | 0 | 2 | 0 1 | 1 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 570 | 164 | 71 | | 162 | 164 | 685 | | 624 | 1050 | 580 | | 72 | 1140 | 92 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 570 | 164 | 71 | | 162 | 164 | 685 | | 624 | 1050 | 580 | | 72 | 1140 | 92 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 640 | 184 | 80 | | 182 | 184 | 770 | | 701 | 1180 | 652 | | 81 | 1281 | 103 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 640 | 184 | 80 | | 182 | 184 | 770 | | 701 | 1180 | 652 | | 81 | 1281 | 103 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 640 | 184 | 80 | | 182 | 184 | 770 | | 701 | 1180 | 652 | | 81 | 1281 | 103 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.96 | 0.96 | 0.85 | | 0.98 | 0.98 | 0.75 | | 0.92 | 0.95 | 0.85 | | 0.95 | 0.91 | 0.85 | |
| Lanes: | 1.55 | 0.45 | 1.00 | | 1.00 | 1.00 | 2.00 | | 2.00 | 2.00 | 1.00 | | 1.00 | 3.00 | 1.00 | |
| Final Sat.: | 2842 | 818 | 1615 | | 1854 | 1854 | 2842 | | 3502 | 3610 | 1615 | | 1805 | 5187 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.23 | 0.23 | 0.05 | | 0.10 | 0.10 | 0.27 | | 0.20 | 0.33 | 0.40 | | 0.04 | 0.25 | 0.06 | |
| Crit Moves: | **** | | | | | **** | | | **** | | | | | **** | | |
| Green/Cycle: | 0.26 | 0.26 | 0.32 | | 0.11 | 0.11 | 0.34 | | 0.23 | 0.45 | 0.71 | | 0.06 | 0.28 | 0.39 | |
| Volume/Cap: | 0.88 | 0.88 | 0.16 | | 0.87 | 0.88 | 0.79 | | 0.88 | 0.73 | 0.57 | | 0.73 | 0.88 | 0.16 | |
| Delay/Veh: | 45.0 | 45.0 | 24.6 | | 60.5 | 62.2 | 34.3 | | 48.0 | 24.3 | 8.0 | | 67.6 | 40.6 | 19.7 | |
| 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: | 45.0 | 45.0 | 24.6 | | 60.5 | 62.2 | 34.3 | | 48.0 | 24.3 | 8.0 | | 67.6 | 40.6 | 19.7 | |
| LOS by Move: | D | D | C | | E | E | C | | D | C | A | | E | D | B | |
| HCM2kAvgQ: | 15 | 15 | 2 | | 6 | 6 | 13 | | 10 | 15 | 9 | | 3 | 15 | 2 | |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #30 Placerville Rd/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.581
Loss Time (sec): 12 Average Delay (sec/veh): 11.7
Optimal Cycle: 47 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Split Phase | | | | Split Phase | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 | 1! | 0 0 | 1 | 1 | 0 | 0 1 | 1 | 0 | 2 | 0 1 | 1 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 365 | 0 | 25 | 10 | 1279 | 0 | 0 | 1243 | 136 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 0 | 0 | 0 | 365 | 0 | 25 | 10 | 1279 | 0 | 0 | 1243 | 136 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | | | | |
| PHF Volume: | 0 | 0 | 0 | 410 | 0 | 28 | 11 | 1437 | 0 | 0 | 1397 | 153 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 0 | 0 | 0 | 410 | 0 | 28 | 11 | 1437 | 0 | 0 | 1397 | 153 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| 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: | 0 | 0 | 0 | 410 | 0 | 28 | 11 | 1437 | 0 | 0 | 1397 | 153 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 0.85 | 0.95 | 0.95 | 1.00 | 1.00 | 0.91 | 0.85 | | | | |
| Lanes: | 0.00 | 1.00 | 0.00 | 2.00 | 0.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 3.00 | 1.00 | | | | |
| Final Sat.: | 0 | 1900 | 0 | 3618 | 0 | 1615 | 1805 | 3610 | 1900 | 1900 | 5187 | 1615 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.11 | 0.00 | 0.02 | 0.01 | 0.40 | 0.00 | 0.00 | 0.27 | 0.09 | | | | |
| Crit Moves: | | | | **** | | | | **** | | **** | | | | | | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | 0.20 | 0.00 | 0.21 | 0.02 | 0.68 | 0.00 | 0.00 | 0.67 | 0.86 | | | | |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.58 | 0.00 | 0.08 | 0.40 | 0.58 | 0.00 | 0.00 | 0.40 | 0.11 | | | | |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 37.8 | 0.0 | 31.8 | 58.0 | 8.6 | 0.0 | 0.0 | 7.6 | 1.0 | | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 37.8 | 0.0 | 31.8 | 58.0 | 8.6 | 0.0 | 0.0 | 7.6 | 1.0 | | | | |
| LOS by Move: | A | A | A | D | A | C | E | A | A | A | A | A | | | | |
| HCM2kAvgQ: | 0 | 0 | 0 | 6 | 0 | 1 | 0 | 12 | 0 | 0 | 7 | 1 | | | | |

Note: Queue reported is the number of cars per lane.





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Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #31 Empire Ranch Rd/ North Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.340
Loss Time (sec): 12 Average Delay (sec/veh): 10.6
Optimal Cycle: 33 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 1 | 0 1 | 2 | 0 | 1 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 9 | 756 | 49 | 207 | 1255 | 51 | 33 | 1 | 6 | 45 | 1 | 116 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 9 | 756 | 49 | 207 | 1255 | 51 | 33 | 1 | 6 | 45 | 1 | 116 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | | | | |
| PHF Volume: | 10 | 849 | 55 | 233 | 1410 | 57 | 37 | 1 | 7 | 51 | 1 | 130 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 10 | 849 | 55 | 233 | 1410 | 57 | 37 | 1 | 7 | 51 | 1 | 130 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| FinalVolume: | 10 | 849 | 55 | 233 | 1410 | 57 | 37 | 1 | 7 | 51 | 1 | 130 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 0.92 | 0.91 | 0.85 | 0.92 | 0.91 | 0.85 | 0.92 | 1.00 | 0.85 | 0.92 | 1.00 | 0.85 | | | | |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | | | | |
| Final Sat.: | 3502 | 5187 | 1615 | 3502 | 5187 | 1615 | 3502 | 1900 | 1615 | 3502 | 1900 | 1615 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.16 | 0.03 | 0.07 | 0.27 | 0.04 | 0.01 | 0.00 | 0.00 | 0.01 | 0.00 | 0.08 | | | | |
| Crit Moves: | **** | | | | **** | | **** | | | | | **** | | | | |
| Green/Cycle: | 0.01 | 0.57 | 0.64 | 0.23 | 0.80 | 0.83 | 0.03 | 0.01 | 0.01 | 0.07 | 0.04 | 0.27 | | | | |
| Volume/Cap: | 0.34 | 0.29 | 0.05 | 0.29 | 0.34 | 0.04 | 0.34 | 0.10 | 0.29 | 0.22 | 0.01 | 0.29 | | | | |
| Delay/Veh: | 56.0 | 10.9 | 6.7 | 31.7 | 2.8 | 1.5 | 49.3 | 53.2 | 55.5 | 44.6 | 46.0 | 29.0 | | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| AdjDel/Veh: | 56.0 | 10.9 | 6.7 | 31.7 | 2.8 | 1.5 | 49.3 | 53.2 | 55.5 | 44.6 | 46.0 | 29.0 | | | | |
| LOS by Move: | E | B | A | C | A | A | D | D | E | D | D | C | | | | |
| HCM2kAvgQ: | 0 | 5 | 1 | 3 | 4 | 0 | 1 | 0 | 1 | 1 | 0 | 3 | | | | |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #32 Prairie City Rd/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.799
Loss Time (sec): 12 Average Delay (sec/veh): 32.1
Optimal Cycle: 77 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 220 | 1146 | 484 | | 318 | 760 | 165 | | 299 | 542 | 82 | | 138 | 982 | 343 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 220 | 1146 | 484 | | 318 | 760 | 165 | | 299 | 542 | 82 | | 138 | 982 | 343 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 247 | 1288 | 544 | | 357 | 854 | 185 | | 336 | 609 | 92 | | 155 | 1103 | 385 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 247 | 1288 | 544 | | 357 | 854 | 185 | | 336 | 609 | 92 | | 155 | 1103 | 385 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 247 | 1288 | 544 | | 357 | 854 | 185 | | 336 | 609 | 92 | | 155 | 1103 | 385 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.91 | 0.85 | | 0.92 | 0.91 | 0.85 | | 0.92 | 0.91 | 0.85 | | 0.92 | 0.91 | 0.85 | |
| Lanes: | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | |
| Final Sat.: | 3502 | 5187 | 1615 | | 3502 | 5187 | 1615 | | 3502 | 5187 | 1615 | | 3502 | 5187 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.07 | 0.25 | 0.34 | | 0.10 | 0.16 | 0.11 | | 0.10 | 0.12 | 0.06 | | 0.04 | 0.21 | 0.24 | |
| Crit Moves: | | | **** | | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.15 | 0.37 | 0.47 | | 0.13 | 0.35 | 0.47 | | 0.12 | 0.28 | 0.43 | | 0.11 | 0.27 | 0.39 | |
| Volume/Cap: | 0.48 | 0.68 | 0.71 | | 0.80 | 0.48 | 0.25 | | 0.80 | 0.42 | 0.13 | | 0.42 | 0.80 | 0.61 | |
| Delay/Veh: | 39.7 | 27.7 | 24.2 | | 52.2 | 25.8 | 16.3 | | 53.2 | 29.5 | 17.4 | | 42.6 | 37.6 | 25.8 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 39.7 | 27.7 | 24.2 | | 52.2 | 25.8 | 16.3 | | 53.2 | 29.5 | 17.4 | | 42.6 | 37.6 | 25.8 | |
| LOS by Move: | D | C | C | | D | C | B | | D | C | B | | D | D | C | |
| HCM2kAvgQ: | 3 | 12 | 13 | | 6 | 7 | 3 | | 6 | 5 | 2 | | 2 | 11 | 9 | |

Note: Queue reported is the number of cars per lane.





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Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #33 Oak Ave Pkwy/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.904
Loss Time (sec): 12 Average Delay (sec/veh): 37.3
Optimal Cycle: 112 Level Of Service: D

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 2 | 0 1 | 2 | 0 | 2 | 0 1 | 2 | 0 | 2 | 0 1 | 2 | 0 | 2 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 285 | 523 | 131 | | 232 | 530 | 726 | | 396 | 609 | 147 | | 125 | 640 | 213 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 285 | 523 | 131 | | 232 | 530 | 726 | | 396 | 609 | 147 | | 125 | 640 | 213 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 320 | 588 | 147 | | 261 | 596 | 816 | | 445 | 684 | 165 | | 140 | 719 | 239 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 320 | 588 | 147 | | 261 | 596 | 816 | | 445 | 684 | 165 | | 140 | 719 | 239 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 320 | 588 | 147 | | 261 | 596 | 816 | | 445 | 684 | 165 | | 140 | 719 | 239 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.95 | 0.85 | | 0.92 | 0.95 | 0.85 | | 0.92 | 0.95 | 0.85 | | 0.92 | 0.95 | 0.85 | |
| Lanes: | 2.00 | 2.00 | 1.00 | | 2.00 | 2.00 | 1.00 | | 2.00 | 2.00 | 1.00 | | 2.00 | 2.00 | 1.00 | |
| Final Sat.: | 3502 | 3610 | 1615 | | 3502 | 3610 | 1615 | | 3502 | 3610 | 1615 | | 3502 | 3610 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.09 | 0.16 | 0.09 | | 0.07 | 0.16 | 0.51 | | 0.13 | 0.19 | 0.10 | | 0.04 | 0.20 | 0.15 | |
| Crit Moves: | **** | | | | | | **** | | **** | | | | | **** | | |
| Green/Cycle: | 0.10 | 0.36 | 0.42 | | 0.16 | 0.42 | 0.56 | | 0.14 | 0.30 | 0.40 | | 0.06 | 0.22 | 0.38 | |
| Volume/Cap: | 0.90 | 0.46 | 0.22 | | 0.46 | 0.39 | 0.90 | | 0.90 | 0.64 | 0.26 | | 0.64 | 0.90 | 0.39 | |
| Delay/Veh: | 70.0 | 25.0 | 18.7 | | 38.4 | 20.4 | 32.1 | | 62.3 | 31.7 | 20.3 | | 51.8 | 51.7 | 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: | 70.0 | 25.0 | 18.7 | | 38.4 | 20.4 | 32.1 | | 62.3 | 31.7 | 20.3 | | 51.8 | 51.7 | 22.7 | |
| LOS by Move: | E | C | B | | D | C | C | | E | C | C | | D | D | C | |
| HCM2kAvgQ: | 6 | 7 | 3 | | 4 | 6 | 23 | | 8 | 9 | 3 | | 2 | 13 | 5 | |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #34 RowberryDr/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.522
Loss Time (sec): 12 Average Delay (sec/veh): 21.2
Optimal Cycle: 42 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Split Phase | | | Split Phase | | | Protected | | | Protected | | |
| Rights: | Include | | | Ovl | | | Ovl | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 0 0 | 1! 0 | 0 | 1 1 | 0 0 | 1 | 2 0 | 2 0 | 1 | 1 0 | 2 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 5 | 6 | 7 | 217 | 2 | 377 | 500 | 470 | 2 | 3 | 596 | 294 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 5 | 6 | 7 | 217 | 2 | 377 | 500 | 470 | 2 | 3 | 596 | 294 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 6 | 7 | 8 | 244 | 2 | 424 | 562 | 528 | 2 | 3 | 670 | 330 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 6 | 7 | 8 | 244 | 2 | 424 | 562 | 528 | 2 | 3 | 670 | 330 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 6 | 7 | 8 | 244 | 2 | 424 | 562 | 528 | 2 | 3 | 670 | 330 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.93 | 0.93 | 0.93 | 0.95 | 0.95 | 0.85 | 0.92 | 0.95 | 0.85 | 0.95 | 0.95 | 0.85 |
| Lanes: | 0.28 | 0.33 | 0.39 | 1.98 | 0.02 | 1.00 | 2.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 493 | 591 | 690 | 3588 | 33 | 1615 | 3502 | 3610 | 1615 | 1805 | 3610 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.01 | 0.01 | 0.07 | 0.07 | 0.26 | 0.16 | 0.15 | 0.00 | 0.00 | 0.19 | 0.20 |
| Crit Moves: | **** | | | | | **** | **** | | | | **** | |
| Green/Cycle: | 0.02 | 0.02 | 0.02 | 0.20 | 0.20 | 0.50 | 0.31 | 0.65 | 0.68 | 0.01 | 0.36 | 0.55 |
| Volume/Cap: | 0.52 | 0.52 | 0.52 | 0.35 | 0.35 | 0.52 | 0.52 | 0.22 | 0.00 | 0.22 | 0.52 | 0.37 |
| Delay/Veh: | 60.6 | 60.6 | 60.6 | 35.0 | 35.0 | 17.4 | 29.0 | 7.0 | 5.2 | 56.7 | 25.9 | 13.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 60.6 | 60.6 | 60.6 | 35.0 | 35.0 | 17.4 | 29.0 | 7.0 | 5.2 | 56.7 | 25.9 | 13.0 |
| LOS by Move: | E | E | E | D | D | B | C | A | A | E | C | B |
| HCM2kAvgQ: | 1 | 1 | 1 | 3 | 3 | 8 | 7 | 3 | 0 | 0 | 8 | 6 |

Note: Queue reported is the number of cars per lane.





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Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #35 1st/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.359
Loss Time (sec): 12 Average Delay (sec/veh): 18.9
Optimal Cycle: 33 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Ovl | | | Include | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 0 | 0 1 | 0 | 1 0 | 1 0 | 1 | 1 0 | 2 1 | 0 | 1 0 | 3 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 99 | 10 | 13 | 45 | 3 | 117 | 178 | 517 | 37 | 5 | 656 | 61 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 99 | 10 | 13 | 45 | 3 | 117 | 178 | 517 | 37 | 5 | 656 | 61 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 111 | 11 | 15 | 51 | 3 | 131 | 200 | 581 | 42 | 6 | 737 | 69 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 111 | 11 | 15 | 51 | 3 | 131 | 200 | 581 | 42 | 6 | 737 | 69 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 111 | 11 | 15 | 51 | 3 | 131 | 200 | 581 | 42 | 6 | 737 | 69 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.92 | 0.92 | 0.95 | 1.00 | 0.85 | 0.95 | 0.90 | 0.90 | 0.95 | 0.91 | 0.85 |
| Lanes: | 1.00 | 0.43 | 0.57 | 1.00 | 1.00 | 1.00 | 1.00 | 2.80 | 0.20 | 1.00 | 3.00 | 1.00 |
| Final Sat.: | 1805 | 756 | 983 | 1805 | 1900 | 1615 | 1805 | 4792 | 343 | 1805 | 5187 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.06 | 0.01 | 0.01 | 0.03 | 0.00 | 0.08 | 0.11 | 0.12 | 0.12 | 0.00 | 0.14 | 0.04 |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | |
| Green/Cycle: | 0.17 | 0.06 | 0.06 | 0.12 | 0.00 | 0.31 | 0.31 | 0.69 | 0.69 | 0.02 | 0.40 | 0.51 |
| Volume/Cap: | 0.36 | 0.24 | 0.24 | 0.24 | 0.36 | 0.26 | 0.36 | 0.18 | 0.18 | 0.18 | 0.36 | 0.08 |
| Delay/Veh: | 37.3 | 45.9 | 45.9 | 40.9 | 71.6 | 25.9 | 27.3 | 5.6 | 5.6 | 51.1 | 21.4 | 12.6 |
| 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: | 37.3 | 45.9 | 45.9 | 40.9 | 71.6 | 25.9 | 27.3 | 5.6 | 5.6 | 51.1 | 21.4 | 12.6 |
| LOS by Move: | D | D | D | D | E | C | C | A | A | D | C | B |
| HCM2kAvgQ: | 3 | 1 | 1 | 2 | 0 | 3 | 5 | 2 | 2 | 0 | 6 | 1 |

Note: Queue reported is the number of cars per lane.

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Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #36 2nd St/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.505
Loss Time (sec): 12 Average Delay (sec/veh): 25.0
Optimal Cycle: 41 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 0 | 1 0 | 2 | 0 | 1 | 0 1 | 1 | 0 | 2 | 1 0 | 1 | 0 | 2 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 61 | 122 | 137 | | 179 | 65 | 0 | | 0 | 505 | 71 | | 38 | 662 | 309 | |
| Growth Adj: | 1.00 | 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 | 122 | 137 | | 179 | 65 | 0 | | 0 | 505 | 71 | | 38 | 662 | 309 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 69 | 137 | 154 | | 201 | 73 | 0 | | 0 | 567 | 80 | | 43 | 744 | 347 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 69 | 137 | 154 | | 201 | 73 | 0 | | 0 | 567 | 80 | | 43 | 744 | 347 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 69 | 137 | 154 | | 201 | 73 | 0 | | 0 | 567 | 80 | | 43 | 744 | 347 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.92 | 0.92 | | 0.92 | 1.00 | 1.00 | | 1.00 | 0.89 | 0.89 | | 0.95 | 0.87 | 0.87 | |
| Lanes: | 1.00 | 0.47 | 0.53 | | 2.00 | 1.00 | 1.00 | | 1.00 | 2.63 | 0.37 | | 1.00 | 2.05 | 0.95 | |
| Final Sat.: | 1805 | 824 | 926 | | 3502 | 1900 | 1900 | | 1900 | 4466 | 628 | | 1805 | 3367 | 1571 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.17 | 0.17 | | 0.06 | 0.04 | 0.00 | | 0.00 | 0.13 | 0.13 | | 0.02 | 0.22 | 0.22 | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.22 | 0.33 | 0.33 | | 0.11 | 0.22 | 0.00 | | 0.00 | 0.37 | 0.37 | | 0.07 | 0.44 | 0.44 | |
| Volume/Cap: | 0.17 | 0.51 | 0.51 | | 0.51 | 0.17 | 0.00 | | 0.00 | 0.34 | 0.34 | | 0.34 | 0.51 | 0.51 | |
| Delay/Veh: | 31.8 | 27.7 | 27.7 | | 42.7 | 31.6 | 0.0 | | 0.0 | 22.9 | 22.9 | | 46.1 | 20.5 | 20.5 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 31.8 | 27.7 | 27.7 | | 42.7 | 31.6 | 0.0 | | 0.0 | 22.9 | 22.9 | | 46.1 | 20.5 | 20.5 | |
| LOS by Move: | C | C | C | | D | C | A | | A | C | C | | D | C | C | |
| HCM2kAvgQ: | 2 | 7 | 7 | | 4 | 2 | 0 | | 0 | 5 | 5 | | 1 | 9 | 9 | |

Note: Queue reported is the number of cars per lane.





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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #37 3rd St/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.407
Loss Time (sec): 12 Average Delay (sec/veh): 24.6
Optimal Cycle: 36 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Ovl | | | | Include | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 1 | 0 1 | 2 | 0 | 1 | 0 1 | 1 | 0 | 2 | 1 0 | 1 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 149 | 44 | 59 | | 187 | 10 | 165 | | 150 | 541 | 130 | | 52 | 695 | 130 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 149 | 44 | 59 | | 187 | 10 | 165 | | 150 | 541 | 130 | | 52 | 695 | 130 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 167 | 49 | 66 | | 210 | 11 | 185 | | 169 | 608 | 146 | | 58 | 781 | 146 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 167 | 49 | 66 | | 210 | 11 | 185 | | 169 | 608 | 146 | | 58 | 781 | 146 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 167 | 49 | 66 | | 210 | 11 | 185 | | 169 | 608 | 146 | | 58 | 781 | 146 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 1.00 | 0.85 | | 0.92 | 1.00 | 0.85 | | 0.95 | 0.88 | 0.88 | | 0.95 | 0.91 | 0.85 | |
| Lanes: | 1.00 | 1.00 | 1.00 | | 2.00 | 1.00 | 1.00 | | 1.00 | 2.42 | 0.58 | | 1.00 | 3.00 | 1.00 | |
| Final Sat.: | 1805 | 1900 | 1615 | | 3502 | 1900 | 1615 | | 1805 | 4061 | 976 | | 1805 | 5187 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.09 | 0.03 | 0.04 | | 0.06 | 0.01 | 0.11 | | 0.09 | 0.15 | 0.15 | | 0.03 | 0.15 | 0.09 | |
| Crit Moves: | **** | | | | | | **** | | **** | **** | | | | **** | | |
| Green/Cycle: | 0.23 | 0.11 | 0.11 | | 0.17 | 0.05 | 0.28 | | 0.23 | 0.49 | 0.49 | | 0.11 | 0.37 | 0.54 | |
| Volume/Cap: | 0.41 | 0.23 | 0.36 | | 0.36 | 0.11 | 0.41 | | 0.41 | 0.30 | 0.30 | | 0.30 | 0.41 | 0.17 | |
| Delay/Veh: | 33.5 | 40.8 | 42.1 | | 37.3 | 45.6 | 29.7 | | 33.4 | 15.2 | 15.2 | | 42.1 | 23.5 | 11.9 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 33.5 | 40.8 | 42.1 | | 37.3 | 45.6 | 29.7 | | 33.4 | 15.2 | 15.2 | | 42.1 | 23.5 | 11.9 | |
| LOS by Move: | C | D | D | | D | D | C | | C | B | B | | D | C | B | |
| HCM2kAvgQ: | 5 | 2 | 2 | | 3 | 0 | 5 | | 4 | 5 | 5 | | 2 | 6 | 2 | |

Note: Queue reported is the number of cars per lane.

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Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #38 Scott Rd (North)/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.774
Loss Time (sec): 12 Average Delay (sec/veh): 31.2
Optimal Cycle: 71 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 71 | 783 | 238 | | 785 | 1122 | 244 | | 429 | 360 | 1 | | 181 | 562 | 248 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 71 | 783 | 238 | | 785 | 1122 | 244 | | 429 | 360 | 1 | | 181 | 562 | 248 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 80 | 880 | 267 | | 882 | 1261 | 274 | | 482 | 404 | 1 | | 203 | 631 | 279 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 80 | 880 | 267 | | 882 | 1261 | 274 | | 482 | 404 | 1 | | 203 | 631 | 279 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 80 | 880 | 267 | | 882 | 1261 | 274 | | 482 | 404 | 1 | | 203 | 631 | 279 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.91 | 0.85 | | 0.92 | 0.91 | 0.85 | | 0.92 | 0.91 | 0.85 | | 0.92 | 0.91 | 0.85 | |
| Lanes: | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | |
| Final Sat.: | 3502 | 5187 | 1615 | | 3502 | 5187 | 1615 | | 3502 | 5187 | 1615 | | 3502 | 5187 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.17 | 0.17 | | 0.25 | 0.24 | 0.17 | | 0.14 | 0.08 | 0.00 | | 0.06 | 0.12 | 0.17 | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.05 | 0.22 | 0.36 | | 0.33 | 0.50 | 0.68 | | 0.18 | 0.19 | 0.24 | | 0.14 | 0.16 | 0.48 | |
| Volume/Cap: | 0.49 | 0.77 | 0.46 | | 0.77 | 0.49 | 0.25 | | 0.77 | 0.41 | 0.00 | | 0.41 | 0.77 | 0.36 | |
| Delay/Veh: | 48.8 | 40.1 | 24.9 | | 33.8 | 16.8 | 6.4 | | 45.2 | 35.7 | 29.0 | | 39.5 | 45.1 | 16.4 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 48.8 | 40.1 | 24.9 | | 33.8 | 16.8 | 6.4 | | 45.2 | 35.7 | 29.0 | | 39.5 | 45.1 | 16.4 | |
| LOS by Move: | D | D | C | | C | B | A | | D | D | C | | D | D | B | |
| HCM2kAvgQ: | 1 | 10 | 6 | | 12 | 9 | 3 | | 8 | 4 | 0 | | 3 | 7 | 5 | |

Note: Queue reported is the number of cars per lane.





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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #39 Placerville Rd / Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.718
Loss Time (sec): 12 Average Delay (sec/veh): 31.4
Optimal Cycle: 62 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Ovl | | | | Include | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 0 | 1 0 | 1 | 0 | 1 | 0 1 | 2 | 0 | 2 | 1 0 | 1 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 403 | 328 | 54 | | 16 | 90 | 149 | | 724 | 261 | 265 | | 53 | 207 | 152 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 403 | 328 | 54 | | 16 | 90 | 149 | | 724 | 261 | 265 | | 53 | 207 | 152 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 453 | 369 | 61 | | 18 | 101 | 167 | | 813 | 293 | 298 | | 60 | 233 | 171 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 453 | 369 | 61 | | 18 | 101 | 167 | | 813 | 293 | 298 | | 60 | 233 | 171 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 453 | 369 | 61 | | 18 | 101 | 167 | | 813 | 293 | 298 | | 60 | 233 | 171 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.98 | 0.98 | | 0.95 | 1.00 | 0.85 | | 0.92 | 0.84 | 0.84 | | 0.95 | 0.91 | 0.85 | |
| Lanes: | 1.00 | 0.86 | 0.14 | | 1.00 | 1.00 | 1.00 | | 2.00 | 2.00 | 1.00 | | 1.00 | 3.00 | 1.00 | |
| Final Sat.: | 1805 | 1597 | 263 | | 1805 | 1900 | 1615 | | 3502 | 3195 | 1598 | | 1805 | 5187 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.25 | 0.23 | 0.23 | | 0.01 | 0.05 | 0.10 | | 0.23 | 0.09 | 0.19 | | 0.03 | 0.04 | 0.11 | |
| Crit Moves: | **** | | | | | **** | | | **** | | | | | | **** | |
| Green/Cycle: | 0.35 | 0.41 | 0.41 | | 0.02 | 0.07 | 0.40 | | 0.32 | 0.39 | 0.39 | | 0.07 | 0.13 | 0.15 | |
| Volume/Cap: | 0.72 | 0.57 | 0.57 | | 0.57 | 0.72 | 0.26 | | 0.72 | 0.24 | 0.48 | | 0.48 | 0.34 | 0.70 | |
| Delay/Veh: | 32.3 | 24.0 | 24.0 | | 71.0 | 61.6 | 20.5 | | 32.1 | 20.7 | 23.3 | | 47.8 | 39.6 | 49.1 | |
| 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: | 32.3 | 24.0 | 24.0 | | 71.0 | 61.6 | 20.5 | | 32.1 | 20.7 | 23.3 | | 47.8 | 39.6 | 49.1 | |
| LOS by Move: | C | C | C | | E | E | C | | C | C | C | | D | D | D | |
| HCM2kAvgQ: | 13 | 10 | 10 | | 1 | 5 | 3 | | 11 | 3 | 7 | | 2 | 2 | 5 | |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #40 4th St/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.146
Loss Time (sec): 12 Average Delay (sec/veh): 0.8
Optimal Cycle: 26 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Ovl | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 0 | 1 0 | 1 | 0 | 1 | 0 1 | 1 | 0 | 1 | 1 0 | 1 | 0 | 1 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 332 | 0 | | 0 | 412 | 0 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 332 | 0 | | 0 | 412 | 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: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 373 | 0 | | 0 | 463 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 373 | 0 | | 0 | 463 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 373 | 0 | | 0 | 463 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 0.95 | 0.95 | | 1.00 | 0.95 | 0.95 | |
| Lanes: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 2.00 | 0.00 | | 1.00 | 2.00 | 0.00 | |
| Final Sat.: | 1900 | 1900 | 0 | | 1900 | 1900 | 1900 | | 1900 | 3610 | 0 | | 1900 | 3610 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.10 | 0.00 | | 0.00 | 0.13 | 0.00 | |
| Crit Moves: | | | | | | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.88 | 0.00 | | 0.00 | 0.88 | 0.00 | |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.12 | 0.00 | | 0.00 | 0.15 | 0.00 | |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.0 | 0.8 | 0.0 | | 0.0 | 0.8 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.0 | 0.8 | 0.0 | | 0.0 | 0.8 | 0.0 | |
| LOS by Move: | A | A | A | | A | A | A | | A | A | A | | A | A | A | |
| HCM2kAvgQ: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 1 | 0 | | 0 | 1 | 0 | |

Note: Queue reported is the number of cars per lane.





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Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #41 Hillside Dr/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.390
Loss Time (sec): 9 Average Delay (sec/veh): 16.1
Optimal Cycle: 29 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Ovl | | | | Include | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 0 | 0 0 | 1 | 0 | 0 | 0 1 | 1 | 0 | 1 | 0 0 | 0 | 0 | 1 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | | 25 | 0 | 111 | | 225 | 153 | 0 | | 0 | 337 | 87 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 0 | 0 | 0 | | 25 | 0 | 111 | | 225 | 153 | 0 | | 0 | 337 | 87 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 0 | 0 | 0 | | 28 | 0 | 125 | | 253 | 172 | 0 | | 0 | 379 | 98 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 0 | 0 | | 28 | 0 | 125 | | 253 | 172 | 0 | | 0 | 379 | 98 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 0 | 0 | 0 | | 28 | 0 | 125 | | 253 | 172 | 0 | | 0 | 379 | 98 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 1.00 | 1.00 | | 0.95 | 1.00 | 0.85 | | 0.95 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.85 | |
| Lanes: | 0.00 | 0.00 | 0.00 | | 1.00 | 0.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 0.00 | 1.00 | 1.00 | |
| Final Sat.: | 0 | 0 | 0 | | 1805 | 0 | 1615 | | 1805 | 1900 | 0 | | 0 | 1900 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | | 0.02 | 0.00 | 0.08 | | 0.14 | 0.09 | 0.00 | | 0.00 | 0.20 | 0.06 | |
| Crit Moves: | | | | | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | | 0.04 | 0.00 | 0.40 | | 0.36 | 0.87 | 0.00 | | 0.00 | 0.51 | 0.55 | |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | | 0.39 | 0.00 | 0.19 | | 0.39 | 0.10 | 0.00 | | 0.00 | 0.39 | 0.11 | |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | | 50.3 | 0.0 | 19.7 | | 24.3 | 1.0 | 0.0 | | 0.0 | 15.2 | 10.8 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | | 50.3 | 0.0 | 19.7 | | 24.3 | 1.0 | 0.0 | | 0.0 | 15.2 | 10.8 | |
| LOS by Move: | A | A | A | | D | A | B | | C | A | A | | A | B | B | |
| HCM2kAvgQ: | 0 | 0 | 0 | | 1 | 0 | 2 | | 6 | 1 | 0 | | 0 | 7 | 1 | |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #42 Empire Ranch Rd/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.448
Loss Time (sec): 12 Average Delay (sec/veh): 23.5
Optimal Cycle: 38 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Split Phase | | | | Split Phase | | | |
| Rights: | Include | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 2 | 1 0 | 1 | 0 | 3 | 0 1 | 1 | 1 | 0 | 0 1 | 0 | 1 | 0 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 46 | 478 | 36 | 174 | 739 | 393 | 149 | 60 | 31 | 47 | 87 | 187 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 46 | 478 | 36 | 174 | 739 | 393 | 149 | 60 | 31 | 47 | 87 | 187 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | | | | |
| PHF Volume: | 52 | 537 | 40 | 196 | 830 | 442 | 167 | 67 | 35 | 53 | 98 | 210 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 52 | 537 | 40 | 196 | 830 | 442 | 167 | 67 | 35 | 53 | 98 | 210 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| 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: | 52 | 537 | 40 | 196 | 830 | 442 | 167 | 67 | 35 | 53 | 98 | 210 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 0.95 | 0.90 | 0.90 | 0.95 | 0.91 | 0.85 | 0.97 | 0.97 | 0.85 | 0.86 | 0.86 | 0.86 | | | | |
| Lanes: | 1.00 | 2.79 | 0.21 | 1.00 | 3.00 | 1.00 | 1.43 | 0.57 | 1.00 | 0.35 | 0.65 | 1.00 | | | | |
| Final Sat.: | 1805 | 4775 | 360 | 1805 | 5187 | 1615 | 2617 | 1054 | 1615 | 574 | 1062 | 1636 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.11 | 0.11 | 0.11 | 0.16 | 0.27 | 0.06 | 0.06 | 0.02 | 0.09 | 0.09 | 0.13 | | | | |
| Crit Moves: | **** | | | | | **** | **** | | | | **** | | | | | |
| Green/Cycle: | 0.06 | 0.27 | 0.27 | 0.26 | 0.47 | 0.61 | 0.14 | 0.14 | 0.21 | 0.21 | 0.21 | 0.47 | | | | |
| Volume/Cap: | 0.45 | 0.42 | 0.42 | 0.42 | 0.34 | 0.45 | 0.45 | 0.45 | 0.10 | 0.45 | 0.45 | 0.28 | | | | |
| Delay/Veh: | 47.9 | 30.2 | 30.2 | 31.2 | 17.0 | 10.8 | 39.9 | 39.9 | 32.3 | 35.2 | 35.2 | 16.5 | | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| AdjDel/Veh: | 47.9 | 30.2 | 30.2 | 31.2 | 17.0 | 10.8 | 39.9 | 39.9 | 32.3 | 35.2 | 35.2 | 16.5 | | | | |
| LOS by Move: | D | C | C | C | B | B | D | D | C | D | D | B | | | | |
| HCM2kAvgQ: | 2 | 5 | 5 | 5 | 6 | 7 | 3 | 3 | 1 | 5 | 5 | 4 | | | | |

Note: Queue reported is the number of cars per lane.





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Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #43 Prairie City Rd/Middle Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.510
Loss Time (sec): 9 Average Delay (sec/veh): 8.1
Optimal Cycle: 35 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 | 2 | 1 0 | 1 | 0 | 3 | 0 0 | 0 | 0 | 0 | 0 0 | 1 | 0 | 0 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1650 | 7 | 18 | 997 | 0 | 0 | 0 | 0 | 8 | 0 | 150 | | | | |
| Growth Adj: | 1.00 | 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 | 1650 | 7 | 18 | 997 | 0 | 0 | 0 | 0 | 8 | 0 | 150 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | | | | |
| PHF Volume: | 0 | 1854 | 8 | 20 | 1120 | 0 | 0 | 0 | 0 | 9 | 0 | 169 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 0 | 1854 | 8 | 20 | 1120 | 0 | 0 | 0 | 0 | 9 | 0 | 169 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| FinalVolume: | 0 | 1854 | 8 | 20 | 1120 | 0 | 0 | 0 | 0 | 9 | 0 | 169 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 1.00 | 0.91 | 0.91 | 0.95 | 0.91 | 1.00 | 1.00 | 1.00 | 1.00 | 0.89 | 1.00 | 0.85 | | | | |
| Lanes: | 0.00 | 2.99 | 0.01 | 1.00 | 3.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | | | | |
| Final Sat.: | 0 | 5160 | 22 | 1805 | 5187 | 0 | 0 | 0 | 0 | 1699 | 0 | 1615 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.36 | 0.36 | 0.01 | 0.22 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.10 | | | | |
| Crit Moves: | | **** | | **** | | | | | | | | **** | | | | |
| Green/Cycle: | 0.00 | 0.71 | 0.71 | 0.02 | 0.73 | 0.00 | 0.00 | 0.00 | 0.00 | 0.18 | 0.00 | 0.20 | | | | |
| Volume/Cap: | 0.00 | 0.51 | 0.51 | 0.51 | 0.30 | 0.00 | 0.00 | 0.00 | 0.00 | 0.03 | 0.00 | 0.51 | | | | |
| Delay/Veh: | 0.0 | 6.9 | 6.9 | 58.9 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 33.6 | 0.0 | 36.6 | | | | |
| 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: | 0.0 | 6.9 | 6.9 | 58.9 | 4.8 | 0.0 | 0.0 | 0.0 | 0.0 | 33.6 | 0.0 | 36.6 | | | | |
| LOS by Move: | A | A | A | E | A | A | A | A | A | C | A | D | | | | |
| HCM2kAvgQ: | 0 | 9 | 9 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | | | | |

Note: Queue reported is the number of cars per lane.

AM Cumulative Plus Project Thu May 7, 2009 18:14:56 Page 46-1

Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #44 Oak Ave Pkwy/Middle Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.476
Loss Time (sec): 12 Average Delay (sec/veh): 16.6
Optimal Cycle: 39 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Ovl | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 167 | 842 | 8 | 31 | 748 | 24 | 25 | 3 | 53 | 15 | 13 | 72 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 167 | 842 | 8 | 31 | 748 | 24 | 25 | 3 | 53 | 15 | 13 | 72 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 188 | 946 | 9 | 35 | 840 | 27 | 28 | 3 | 60 | 17 | 15 | 81 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 188 | 946 | 9 | 35 | 840 | 27 | 28 | 3 | 60 | 17 | 15 | 81 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 188 | 946 | 9 | 35 | 840 | 27 | 28 | 3 | 60 | 17 | 15 | 81 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 1.00 | 0.85 | 0.95 | 0.87 | 0.87 |
| Lanes: | 1.00 | 1.98 | 0.02 | 1.00 | 1.94 | 0.06 | 1.00 | 1.00 | 1.00 | 1.00 | 0.15 | 0.85 |
| Final Sat.: | 1805 | 3572 | 34 | 1805 | 3480 | 112 | 1805 | 1900 | 1615 | 1805 | 254 | 1405 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.10 | 0.26 | 0.26 | 0.02 | 0.24 | 0.24 | 0.02 | 0.00 | 0.04 | 0.01 | 0.06 | 0.06 |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | |
| Green/Cycle: | 0.22 | 0.68 | 0.68 | 0.05 | 0.51 | 0.51 | 0.03 | 0.02 | 0.24 | 0.13 | 0.12 | 0.12 |
| Volume/Cap: | 0.48 | 0.39 | 0.39 | 0.39 | 0.48 | 0.48 | 0.48 | 0.07 | 0.15 | 0.07 | 0.48 | 0.48 |
| Delay/Veh: | 35.0 | 7.2 | 7.2 | 48.9 | 16.2 | 16.2 | 53.5 | 48.3 | 29.9 | 38.4 | 42.8 | 42.8 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 35.0 | 7.2 | 7.2 | 48.9 | 16.2 | 16.2 | 53.5 | 48.3 | 29.9 | 38.4 | 42.8 | 42.8 |
| LOS by Move: | C | A | A | D | B | B | D | D | C | D | D | D |
| HCM2kAvgQ: | 5 | 7 | 7 | 1 | 9 | 9 | 1 | 0 | 1 | 0 | 3 | 3 |

Note: Queue reported is the number of cars per lane.





AM Cumulative Plus Project Thu May 7, 2009 18:14:56 Page 47-1

Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #45 Scott Rd (North)/ Street "B"

Cycle (sec): 100 Critical Vol./Cap. (X): 0.525
Loss Time (sec): 12 Average Delay (sec/veh): 22.0
Optimal Cycle: 42 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 | 0 | 3 | 0 | 1 | 1 | 0 | 3 | 0 | 1 | 0 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 73 | 924 | 76 | 35 | 1125 | 143 | 72 | 99 | 43 | 70 | 104 | 97 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 73 | 924 | 76 | 35 | 1125 | 143 | 72 | 99 | 43 | 70 | 104 | 97 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 82 | 1038 | 85 | 39 | 1264 | 161 | 81 | 111 | 48 | 79 | 117 | 109 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 82 | 1038 | 85 | 39 | 1264 | 161 | 81 | 111 | 48 | 79 | 117 | 109 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 82 | 1038 | 85 | 39 | 1264 | 161 | 81 | 111 | 48 | 79 | 117 | 109 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.91 | 0.85 | 0.95 | 0.91 | 0.85 | 0.95 | 0.96 | 0.96 | 0.95 | 0.93 | 0.93 |
| Lanes: | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 | 1.00 | 0.70 | 0.30 | 1.00 | 0.52 | 0.48 |
| Final Sat.: | 1805 | 5187 | 1615 | 1805 | 5187 | 1615 | 1805 | 1265 | 549 | 1805 | 912 | 851 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.05 | 0.20 | 0.05 | 0.02 | 0.24 | 0.10 | 0.04 | 0.09 | 0.09 | 0.04 | 0.13 | 0.13 |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | |
| Green/Cycle: | 0.09 | 0.50 | 0.50 | 0.05 | 0.46 | 0.46 | 0.09 | 0.22 | 0.22 | 0.11 | 0.24 | 0.24 |
| Volume/Cap: | 0.53 | 0.40 | 0.11 | 0.40 | 0.53 | 0.21 | 0.53 | 0.40 | 0.40 | 0.40 | 0.53 | 0.53 |
| Delay/Veh: | 47.0 | 15.9 | 13.4 | 48.4 | 19.2 | 16.1 | 47.1 | 34.0 | 34.0 | 42.8 | 34.0 | 34.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 47.0 | 15.9 | 13.4 | 48.4 | 19.2 | 16.1 | 47.1 | 34.0 | 34.0 | 42.8 | 34.0 | 34.0 |
| LOS by Move: | D | B | B | D | B | B | D | C | C | D | C | C |
| HCM2kAvgQ: | 2 | 7 | 1 | 1 | 10 | 3 | 3 | 4 | 4 | 2 | 6 | 6 |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #46 Placerville Drive/Street "B"

Cycle (sec): 100 Critical Vol./Cap. (X): 0.525
Loss Time (sec): 12 Average Delay (sec/veh): 24.6
Optimal Cycle: 42 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 0 | 0 | 1 0 | 1 0 | 0 | 1 0 | 1 0 | 0 | 1 0 | 1 0 | 1 | 0 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 33 | 234 | 9 | 214 | 102 | 39 | 33 | 115 | 17 | 7 | 131 | 427 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 33 | 234 | 9 | 214 | 102 | 39 | 33 | 115 | 17 | 7 | 131 | 427 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 37 | 263 | 10 | 240 | 115 | 44 | 37 | 129 | 19 | 8 | 147 | 480 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 37 | 263 | 10 | 240 | 115 | 44 | 37 | 129 | 19 | 8 | 147 | 480 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 37 | 263 | 10 | 240 | 115 | 44 | 37 | 129 | 19 | 8 | 147 | 480 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.99 | 0.99 | 0.95 | 0.96 | 0.96 | 0.95 | 0.98 | 0.98 | 0.95 | 1.00 | 0.85 |
| Lanes: | 1.00 | 0.96 | 0.04 | 1.00 | 0.72 | 0.28 | 1.00 | 0.87 | 0.13 | 1.00 | 1.00 | 1.00 |
| Final Sat.: | 1805 | 1819 | 70 | 1805 | 1317 | 503 | 1805 | 1624 | 240 | 1805 | 1900 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.14 | 0.14 | 0.13 | 0.09 | 0.09 | 0.02 | 0.08 | 0.08 | 0.00 | 0.08 | 0.30 |
| Crit Moves: | | **** | | **** | | | **** | | | | | **** |
| Green/Cycle: | 0.10 | 0.28 | 0.28 | 0.25 | 0.43 | 0.43 | 0.04 | 0.33 | 0.33 | 0.02 | 0.31 | 0.57 |
| Volume/Cap: | 0.20 | 0.53 | 0.53 | 0.53 | 0.20 | 0.20 | 0.53 | 0.24 | 0.24 | 0.24 | 0.25 | 0.53 |
| Delay/Veh: | 41.8 | 31.7 | 31.7 | 33.3 | 18.1 | 18.1 | 54.2 | 24.4 | 24.4 | 52.1 | 25.9 | 14.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 41.8 | 31.7 | 31.7 | 33.3 | 18.1 | 18.1 | 54.2 | 24.4 | 24.4 | 52.1 | 25.9 | 14.0 |
| LOS by Move: | D | C | C | C | B | B | D | C | C | D | C | B |
| HCM2kAvgQ: | 1 | 7 | 7 | 7 | 3 | 3 | 1 | 3 | 3 | 1 | 3 | 9 |

Note: Queue reported is the number of cars per lane.





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Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #47 Prairie City Rd/Street "A"

Cycle (sec): 100 Critical Vol./Cap. (X): 0.656
Loss Time (sec): 12 Average Delay (sec/veh): 8.9
Optimal Cycle: 54 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Permitted | | | Permitted | | |
| Rights: | Include | | | Include | | | Include | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 0 0 | 1 | 1 0 | 1 0 | 2 | 0 0 | 0 0 | 0 | 0 0 | 1 0 | 0 | 0 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 1539 | 42 | 45 | 960 | 0 | 0 | 0 | 0 | 52 | 0 | 119 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 1539 | 42 | 45 | 960 | 0 | 0 | 0 | 0 | 52 | 0 | 119 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 0 | 1729 | 47 | 51 | 1079 | 0 | 0 | 0 | 0 | 58 | 0 | 134 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 1729 | 47 | 51 | 1079 | 0 | 0 | 0 | 0 | 58 | 0 | 134 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 0 | 1729 | 47 | 51 | 1079 | 0 | 0 | 0 | 0 | 58 | 0 | 134 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 0.95 | 0.95 | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 0.77 | 1.00 | 0.85 |
| Lanes: | 0.00 | 1.95 | 0.05 | 1.00 | 2.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 |
| Final Sat.: | 0 | 3500 | 96 | 1805 | 3610 | 0 | 0 | 0 | 0 | 1461 | 0 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.49 | 0.49 | 0.03 | 0.30 | 0.00 | 0.00 | 0.00 | 0.00 | 0.04 | 0.00 | 0.08 |
| Crit Moves: | | **** | | **** | | | | | | | | **** |
| Green/Cycle: | 0.00 | 0.75 | 0.75 | 0.04 | 0.80 | 0.00 | 0.00 | 0.00 | 0.00 | 0.08 | 0.00 | 0.13 |
| Volume/Cap: | 0.00 | 0.66 | 0.66 | 0.66 | 0.38 | 0.00 | 0.00 | 0.00 | 0.00 | 0.48 | 0.00 | 0.66 |
| Delay/Veh: | 0.0 | 6.6 | 6.6 | 65.7 | 3.0 | 0.0 | 0.0 | 0.0 | 0.0 | 46.7 | 0.0 | 49.1 |
| 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: | 0.0 | 6.6 | 6.6 | 65.7 | 3.0 | 0.0 | 0.0 | 0.0 | 0.0 | 46.7 | 0.0 | 49.1 |
| LOS by Move: | A | A | A | E | A | A | A | A | A | D | A | D |
| HCM2kAvgQ: | 0 | 13 | 13 | 2 | 5 | 0 | 0 | 0 | 0 | 2 | 0 | 4 |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #48 Oak Ave Pkwy/Street "A"

Cycle (sec): 100 Critical Vol./Cap. (X): 0.634
Loss Time (sec): 12 Average Delay (sec/veh): 24.6
Optimal Cycle: 52 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 | 0 | 1 | 1 | 0 | | 1 | 0 | 1 | 1 | 0 | |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 19 | 775 | 201 | 110 | 706 | 32 | 81 | 129 | 38 | 116 | 60 | 130 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 19 | 775 | 201 | 110 | 706 | 32 | 81 | 129 | 38 | 116 | 60 | 130 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 21 | 871 | 226 | 124 | 793 | 36 | 91 | 145 | 43 | 130 | 67 | 146 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 21 | 871 | 226 | 124 | 793 | 36 | 91 | 145 | 43 | 130 | 67 | 146 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 21 | 871 | 226 | 124 | 793 | 36 | 91 | 145 | 43 | 130 | 67 | 146 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.92 | 0.92 | 0.95 | 0.94 | 0.94 | 0.95 | 0.97 | 0.97 | 0.95 | 0.90 | 0.90 |
| Lanes: | 1.00 | 1.59 | 0.41 | 1.00 | 1.91 | 0.09 | 1.00 | 0.77 | 0.23 | 1.00 | 0.32 | 0.68 |
| Final Sat.: | 1805 | 2778 | 720 | 1805 | 3433 | 156 | 1805 | 1418 | 418 | 1805 | 538 | 1166 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.31 | 0.31 | 0.07 | 0.23 | 0.23 | 0.05 | 0.10 | 0.10 | 0.07 | 0.13 | 0.13 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green/Cycle: | 0.03 | 0.49 | 0.49 | 0.11 | 0.57 | 0.57 | 0.08 | 0.16 | 0.16 | 0.11 | 0.20 | 0.20 |
| Volume/Cap: | 0.40 | 0.63 | 0.63 | 0.63 | 0.40 | 0.40 | 0.63 | 0.63 | 0.63 | 0.63 | 0.63 | 0.63 |
| Delay/Veh: | 52.6 | 19.4 | 19.4 | 49.4 | 12.0 | 12.0 | 53.5 | 43.3 | 43.3 | 48.3 | 40.7 | 40.7 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 52.6 | 19.4 | 19.4 | 49.4 | 12.0 | 12.0 | 53.5 | 43.3 | 43.3 | 48.3 | 40.7 | 40.7 |
| LOS by Move: | D | B | B | D | B | B | D | D | D | D | D | D |
| HCM2kAvgQ: | 1 | 13 | 13 | 4 | 7 | 7 | 3 | 5 | 5 | 4 | 6 | 6 |

Note: Queue reported is the number of cars per lane.





AM Cumulative Plus Project Thu May 7, 2009 18:14:56 Page 51-1

Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #49 2nd St/Street "A"

Cycle (sec): 100 Critical Vol./Cap. (X): 0.389
Loss Time (sec): 9 Average Delay (sec/veh): 18.0
Optimal Cycle: 29 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Ovl | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 0 | 0 | 1! | 0 | 0 | | 0 | 1 | 0 | 0 | 1 | |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 6 | 14 | 16 | 18 | 5 | 164 | 280 | 204 | 3 | 8 | 205 | 32 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 6 | 14 | 16 | 18 | 5 | 164 | 280 | 204 | 3 | 8 | 205 | 32 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 7 | 16 | 18 | 20 | 6 | 184 | 315 | 229 | 3 | 9 | 230 | 36 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 7 | 16 | 18 | 20 | 6 | 184 | 315 | 229 | 3 | 9 | 230 | 36 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 7 | 16 | 18 | 20 | 6 | 184 | 315 | 229 | 3 | 9 | 230 | 36 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.93 | 0.93 | 0.93 | 0.96 | 0.96 | 0.85 | 0.95 | 1.00 | 1.00 | 0.95 | 0.98 | 0.98 |
| Lanes: | 0.17 | 0.39 | 0.44 | 0.78 | 0.22 | 1.00 | 1.00 | 0.99 | 0.01 | 1.00 | 0.86 | 0.14 |
| Final Sat.: | 295 | 689 | 787 | 1430 | 397 | 1615 | 1805 | 1869 | 27 | 1805 | 1611 | 251 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.02 | 0.02 | 0.01 | 0.01 | 0.11 | 0.17 | 0.12 | 0.12 | 0.00 | 0.14 | 0.14 |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | |
| Green/Cycle: | 0.06 | 0.06 | 0.06 | 0.04 | 0.04 | 0.48 | 0.45 | 0.78 | 0.78 | 0.03 | 0.37 | 0.37 |
| Volume/Cap: | 0.39 | 0.39 | 0.39 | 0.39 | 0.39 | 0.24 | 0.39 | 0.16 | 0.16 | 0.16 | 0.39 | 0.39 |
| Delay/Veh: | 47.8 | 47.8 | 47.8 | 50.9 | 50.9 | 15.2 | 18.8 | 2.7 | 2.7 | 48.4 | 23.7 | 23.7 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 47.8 | 47.8 | 47.8 | 50.9 | 50.9 | 15.2 | 18.8 | 2.7 | 2.7 | 48.4 | 23.7 | 23.7 |
| LOS by Move: | D | D | D | D | D | B | B | A | A | D | C | C |
| HCM2kAvgQ: | 2 | 2 | 2 | 1 | 1 | 3 | 6 | 2 | 2 | 0 | 6 | 6 |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #50 Scott Rd (North)/ Street "A"

Cycle (sec): 100 Critical Vol./Cap. (X): 0.600
Loss Time (sec): 12 Average Delay (sec/veh): 22.9
Optimal Cycle: 48 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 | 0 2 | 0 1 | 1 | 0 2 | 0 1 | 1 | 0 1 | 0 1 | 1 | 0 1 | 0 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 4 | 907 | 35 | 77 | 956 | 136 | 160 | 89 | 10 | 60 | 102 | 141 |
| Growth Adj: | 1.00 | 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 | 907 | 35 | 77 | 956 | 136 | 160 | 89 | 10 | 60 | 102 | 141 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 4 | 1019 | 39 | 87 | 1074 | 153 | 180 | 100 | 11 | 67 | 115 | 158 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 4 | 1019 | 39 | 87 | 1074 | 153 | 180 | 100 | 11 | 67 | 115 | 158 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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 | 1019 | 39 | 87 | 1074 | 153 | 180 | 100 | 11 | 67 | 115 | 158 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.95 | 0.85 | 0.95 | 0.95 | 0.85 | 0.95 | 1.00 | 0.85 | 0.95 | 1.00 | 0.85 |
| Lanes: | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Sat.: | 1805 | 3610 | 1615 | 1805 | 3610 | 1615 | 1805 | 1900 | 1615 | 1805 | 1900 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.28 | 0.02 | 0.05 | 0.30 | 0.09 | 0.10 | 0.05 | 0.01 | 0.04 | 0.06 | 0.10 |
| Crit Moves: | | **** | | **** | | | **** | | | | | **** |
| Green/Cycle: | 0.00 | 0.47 | 0.47 | 0.08 | 0.55 | 0.55 | 0.17 | 0.19 | 0.19 | 0.14 | 0.16 | 0.16 |
| Volume/Cap: | 0.55 | 0.60 | 0.05 | 0.60 | 0.55 | 0.17 | 0.60 | 0.27 | 0.04 | 0.27 | 0.37 | 0.60 |
| Delay/Veh: | 108.9 | 20.1 | 14.4 | 51.3 | 15.0 | 11.5 | 42.0 | 34.8 | 32.9 | 39.3 | 38.0 | 42.6 |
| 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: | 108.9 | 20.1 | 14.4 | 51.3 | 15.0 | 11.5 | 42.0 | 34.8 | 32.9 | 39.3 | 38.0 | 42.6 |
| LOS by Move: | F | C | B | D | B | B | D | C | C | D | D | D |
| HCM2kAvgQ: | 0 | 12 | 1 | 3 | 11 | 2 | 5 | 3 | 0 | 2 | 3 | 5 |

Note: Queue reported is the number of cars per lane.





AM Cumulative Plus Project Thu May 7, 2009 18:14:56 Page 53-1

Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #51 East Rd/Street "A"

Cycle (sec): 100 Critical Vol./Cap. (X): 0.380
Loss Time (sec): 12 Average Delay (sec/veh): 9.7
Optimal Cycle: 0 Level Of Service: A

| 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 0 | 1 0 | 1 | 0 0 | 1 0 | 1 | 0 0 | 1 0 | 1 | 0 0 | 1 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 15 | 37 | 13 | 41 | 39 | 33 | 25 | 122 | 21 | 17 | 128 | 113 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 15 | 37 | 13 | 41 | 39 | 33 | 25 | 122 | 21 | 17 | 128 | 113 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 17 | 42 | 15 | 46 | 44 | 37 | 28 | 137 | 24 | 19 | 144 | 127 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 17 | 42 | 15 | 46 | 44 | 37 | 28 | 137 | 24 | 19 | 144 | 127 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 17 | 42 | 15 | 46 | 44 | 37 | 28 | 137 | 24 | 19 | 144 | 127 |
| 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 | 0.74 | 0.26 | 1.00 | 0.54 | 0.46 | 1.00 | 0.85 | 0.15 | 1.00 | 0.53 | 0.47 |
| Final Sat.: | 531 | 438 | 154 | 542 | 335 | 284 | 598 | 568 | 98 | 608 | 378 | 334 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.09 | 0.09 | 0.09 | 0.13 | 0.13 | 0.05 | 0.24 | 0.24 | 0.03 | 0.38 | 0.38 |
| Crit Moves: | | **** | | | **** | | | **** | | | | **** |
| Delay/Veh: | 9.2 | 8.9 | 8.9 | 9.5 | 8.9 | 8.9 | 8.8 | 9.5 | 9.5 | 8.6 | 10.5 | 10.5 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 9.2 | 8.9 | 8.9 | 9.5 | 8.9 | 8.9 | 8.8 | 9.5 | 9.5 | 8.6 | 10.5 | 10.5 |
| LOS by Move: | A | A | A | A | A | A | A | A | A | A | B | B |
| ApproachDel: | | 9.0 | | | 9.1 | | | 9.4 | | | 10.4 | |
| Delay Adj: | | 1.00 | | | 1.00 | | | 1.00 | | | 1.00 | |
| ApprAdjDel: | | 9.0 | | | 9.1 | | | 9.4 | | | 10.4 | |
| LOS by Appr: | | A | | | A | | | A | | | B | |
| AllWayAvgQ: | 0.0 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.0 | 0.3 | 0.3 | 0.0 | 0.6 | 0.6 |

Note: Queue reported is the number of cars per lane.

AM Cumulative Plus Project Thu May 7, 2009 18:14:56 Page 54-1

Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #52 Placerville Rd/ Street "A"

Cycle (sec): 100 Critical Vol./Cap. (X): 0.436
Loss Time (sec): 12 Average Delay (sec/veh): 25.7
Optimal Cycle: 37 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 0 | 1 0 | 1 | 0 | 0 | 1 0 | 1 | 0 | 0 | 1 0 | 1 | 0 | 0 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 51 | 311 | 19 | | 69 | 248 | 1 | | 1 | 52 | 104 | | 39 | 62 | 154 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 51 | 311 | 19 | | 69 | 248 | 1 | | 1 | 52 | 104 | | 39 | 62 | 154 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 57 | 349 | 21 | | 78 | 279 | 1 | | 1 | 58 | 117 | | 44 | 70 | 173 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 57 | 349 | 21 | | 78 | 279 | 1 | | 1 | 58 | 117 | | 44 | 70 | 173 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 57 | 349 | 21 | | 78 | 279 | 1 | | 1 | 58 | 117 | | 44 | 70 | 173 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.99 | 0.99 | | 0.95 | 1.00 | 1.00 | | 0.95 | 0.90 | 0.90 | | 0.95 | 0.89 | 0.89 | |
| Lanes: | 1.00 | 0.94 | 0.06 | | 1.00 | 0.99 | 0.01 | | 1.00 | 0.33 | 0.67 | | 1.00 | 0.29 | 0.71 | |
| Final Sat.: | 1805 | 1774 | 108 | | 1805 | 1890 | 8 | | 1805 | 570 | 1140 | | 1805 | 487 | 1210 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.20 | 0.20 | | 0.04 | 0.15 | 0.15 | | 0.00 | 0.10 | 0.10 | | 0.02 | 0.14 | 0.14 | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.10 | 0.45 | 0.45 | | 0.10 | 0.45 | 0.45 | | 0.00 | 0.27 | 0.27 | | 0.06 | 0.33 | 0.33 | |
| Volume/Cap: | 0.33 | 0.44 | 0.44 | | 0.44 | 0.33 | 0.33 | | 0.44 | 0.38 | 0.38 | | 0.38 | 0.44 | 0.44 | |
| Delay/Veh: | 43.1 | 19.1 | 19.1 | | 44.2 | 17.8 | 17.8 | | 138.0 | 30.5 | 30.5 | | 47.1 | 26.9 | 26.9 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 43.1 | 19.1 | 19.1 | | 44.2 | 17.8 | 17.8 | | 138.0 | 30.5 | 30.5 | | 47.1 | 26.9 | 26.9 | |
| LOS by Move: | D | B | B | | D | B | B | | F | C | C | | D | C | C | |
| HCM2kAvgQ: | 2 | 8 | 8 | | 3 | 5 | 5 | | 0 | 5 | 5 | | 1 | 6 | 6 | |

Note: Queue reported is the number of cars per lane.





AM Cumulative Plus Project Thu May 7, 2009 18:14:56 Page 55-1

Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #53 Empire Ranch Rd/Street "A"

Cycle (sec): 100 Critical Vol./Cap. (X): 0.409
Loss Time (sec): 12 Average Delay (sec/veh): 14.9
Optimal Cycle: 36 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 1 | 1 0 | 1 | 0 | 1 | 1 0 | 1 | 0 | 0 | 1 0 | 1 | 0 | 0 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 11 | 448 | 7 | | 19 | 754 | 56 | | 93 | 12 | 24 | | 20 | 22 | 40 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 11 | 448 | 7 | | 19 | 754 | 56 | | 93 | 12 | 24 | | 20 | 22 | 40 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 12 | 503 | 8 | | 21 | 847 | 63 | | 104 | 13 | 27 | | 22 | 25 | 45 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 12 | 503 | 8 | | 21 | 847 | 63 | | 104 | 13 | 27 | | 22 | 25 | 45 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 12 | 503 | 8 | | 21 | 847 | 63 | | 104 | 13 | 27 | | 22 | 25 | 45 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.95 | 0.95 | | 0.95 | 0.94 | 0.94 | | 0.95 | 0.90 | 0.90 | | 0.95 | 0.90 | 0.90 | |
| Lanes: | 1.00 | 1.97 | 0.03 | | 1.00 | 1.86 | 0.14 | | 1.00 | 0.33 | 0.67 | | 1.00 | 0.35 | 0.65 | |
| Final Sat.: | 1805 | 3547 | 55 | | 1805 | 3327 | 247 | | 1805 | 570 | 1140 | | 1805 | 609 | 1107 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.14 | 0.14 | | 0.01 | 0.25 | 0.25 | | 0.06 | 0.02 | 0.02 | | 0.01 | 0.04 | 0.04 | |
| Crit Moves: | **** | | | | | **** | | | **** | | | | | **** | | |
| Green/Cycle: | 0.02 | 0.59 | 0.59 | | 0.05 | 0.62 | 0.62 | | 0.14 | 0.16 | 0.16 | | 0.08 | 0.10 | 0.10 | |
| Volume/Cap: | 0.41 | 0.24 | 0.24 | | 0.24 | 0.41 | 0.41 | | 0.41 | 0.15 | 0.15 | | 0.15 | 0.41 | 0.41 | |
| Delay/Veh: | 57.5 | 9.9 | 9.9 | | 47.2 | 9.7 | 9.7 | | 40.2 | 36.6 | 36.6 | | 43.0 | 43.9 | 43.9 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 57.5 | 9.9 | 9.9 | | 47.2 | 9.7 | 9.7 | | 40.2 | 36.6 | 36.6 | | 43.0 | 43.9 | 43.9 | |
| LOS by Move: | E | A | A | | D | A | A | | D | D | D | | D | D | D | |
| HCM2kAvgQ: | 0 | 4 | 4 | | 1 | 7 | 7 | | 3 | 1 | 1 | | 1 | 2 | 2 | |

Note: Queue reported is the number of cars per lane.

AM Cumulative Plus Project Thu May 7, 2009 18:14:56 Page 56-1

Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #54 Scott Rd (North)/South Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.475
Loss Time (sec): 12 Average Delay (sec/veh): 18.8
Optimal Cycle: 39 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 | 0 2 | 0 1 | 1 | 0 2 | 0 1 | 0 1 | 0 | 0 1 | 0 1 | 0 | 0 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 33 | 790 | 54 | 103 | 890 | 33 | 64 | 7 | 51 | 70 | 10 | 92 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 33 | 790 | 54 | 103 | 890 | 33 | 64 | 7 | 51 | 70 | 10 | 92 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 37 | 888 | 61 | 116 | 1000 | 37 | 72 | 8 | 57 | 79 | 11 | 103 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 37 | 888 | 61 | 116 | 1000 | 37 | 72 | 8 | 57 | 79 | 11 | 103 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 37 | 888 | 61 | 116 | 1000 | 37 | 72 | 8 | 57 | 79 | 11 | 103 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.95 | 0.85 | 0.95 | 0.95 | 0.85 | 0.96 | 0.96 | 0.85 | 0.96 | 0.96 | 0.85 |
| Lanes: | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 0.90 | 0.10 | 1.00 | 0.87 | 0.13 | 1.00 |
| Final Sat.: | 1805 | 3610 | 1615 | 1805 | 3610 | 1615 | 1639 | 179 | 1615 | 1593 | 228 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.25 | 0.04 | 0.06 | 0.28 | 0.02 | 0.04 | 0.04 | 0.04 | 0.05 | 0.05 | 0.06 |
| Crit Moves: | | **** | | **** | | | **** | | | | | **** |
| Green/Cycle: | 0.05 | 0.52 | 0.52 | 0.14 | 0.61 | 0.61 | 0.09 | 0.11 | 0.11 | 0.12 | 0.13 | 0.13 |
| Volume/Cap: | 0.46 | 0.47 | 0.07 | 0.47 | 0.46 | 0.04 | 0.47 | 0.41 | 0.33 | 0.41 | 0.37 | 0.47 |
| Delay/Veh: | 50.6 | 15.6 | 12.1 | 41.4 | 10.8 | 7.9 | 45.2 | 43.1 | 42.5 | 42.0 | 40.3 | 41.6 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 50.6 | 15.6 | 12.1 | 41.4 | 10.8 | 7.9 | 45.2 | 43.1 | 42.5 | 42.0 | 40.3 | 41.6 |
| LOS by Move: | D | B | B | D | B | A | D | D | D | D | D | D |
| HCM2kAvgQ: | 1 | 9 | 1 | 3 | 8 | 0 | 3 | 3 | 2 | 3 | 3 | 4 |

Note: Queue reported is the number of cars per lane.





AM Cumulative Plus Project Thu May 7, 2009 18:14:56 Page 57-1

Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #55 Oak Ave Pkwy/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.929
Loss Time (sec): 9 Average Delay (sec/veh): 27.3
Optimal Cycle: 120 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Permitted | | | Permitted | | | Protected | | | Protected | | |
| Rights: | Include | | | Ovl | | | Include | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 0 | 0 0 | 0 0 | 2 | 0 0 | 0 1 | 2 | 0 2 | 0 0 | 0 | 0 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 441 | 0 | 338 | 370 | 2017 | 0 | 0 | 1974 | 667 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 441 | 0 | 338 | 370 | 2017 | 0 | 0 | 1974 | 667 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 0 | 0 | 0 | 496 | 0 | 380 | 416 | 2266 | 0 | 0 | 2218 | 749 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 496 | 0 | 380 | 416 | 2266 | 0 | 0 | 2218 | 749 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 0 | 0 | 0 | 496 | 0 | 380 | 416 | 2266 | 0 | 0 | 2218 | 749 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 0.60 | 1.00 | 0.85 | 0.92 | 0.95 | 1.00 | 1.00 | 0.91 | 0.85 |
| Lanes: | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 1.00 | 2.00 | 2.00 | 0.00 | 0.00 | 3.00 | 1.00 |
| Final Sat.: | 0 | 0 | 0 | 2282 | 0 | 1615 | 3502 | 3610 | 0 | 0 | 5187 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.22 | 0.00 | 0.24 | 0.12 | 0.63 | 0.00 | 0.00 | 0.43 | 0.46 |
| Crit Moves: | | | | **** | | | | **** | | **** | | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | 0.23 | 0.00 | 0.37 | 0.14 | 0.68 | 0.00 | 0.00 | 0.54 | 0.54 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.93 | 0.00 | 0.63 | 0.86 | 0.93 | 0.00 | 0.00 | 0.79 | 0.86 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 60.2 | 0.0 | 28.0 | 56.9 | 21.1 | 0.0 | 0.0 | 20.3 | 28.7 |
| 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: | 0.0 | 0.0 | 0.0 | 60.2 | 0.0 | 28.0 | 56.9 | 21.1 | 0.0 | 0.0 | 20.3 | 28.7 |
| LOS by Move: | A | A | A | E | A | C | E | C | A | A | C | C |
| HCM2kAvgQ: | 0 | 0 | 0 | 9 | 0 | 9 | 6 | 30 | 0 | 0 | 19 | 19 |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #56 Empire Ranch Rd/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.922
Loss Time (sec): 9 Average Delay (sec/veh): 28.9
Optimal Cycle: 116 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 | 0 | 0 0 | 2 | 0 | 0 | 0 1 | 1 | 0 | 2 | 0 0 | 0 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 773 | 0 | 27 | 6 | 1451 | 0 | 0 | 1633 | 451 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 0 | 0 | 0 | 773 | 0 | 27 | 6 | 1451 | 0 | 0 | 1633 | 451 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | | | | |
| PHF Volume: | 0 | 0 | 0 | 869 | 0 | 30 | 7 | 1630 | 0 | 0 | 1835 | 507 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 0 | 0 | 0 | 869 | 0 | 30 | 7 | 1630 | 0 | 0 | 1835 | 507 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| 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: | 0 | 0 | 0 | 869 | 0 | 30 | 7 | 1630 | 0 | 0 | 1835 | 507 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 1.00 | 1.00 | 1.00 | 0.59 | 1.00 | 0.85 | 0.95 | 0.95 | 1.00 | 1.00 | 0.91 | 0.85 | | | | |
| Lanes: | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 1.00 | 1.00 | 2.00 | 0.00 | 0.00 | 3.00 | 1.00 | | | | |
| Final Sat.: | 0 | 0 | 0 | 2241 | 0 | 1615 | 1805 | 3610 | 0 | 0 | 5187 | 1615 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.39 | 0.00 | 0.02 | 0.00 | 0.45 | 0.00 | 0.00 | 0.35 | 0.31 | | | | |
| Crit Moves: | | | | **** | | | | **** | | **** | | | | | | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | 0.42 | 0.00 | 0.43 | 0.01 | 0.49 | 0.00 | 0.00 | 0.48 | 0.48 | | | | |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.92 | 0.00 | 0.04 | 0.73 | 0.92 | 0.00 | 0.00 | 0.73 | 0.65 | | | | |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 41.6 | 0.0 | 16.9 | 191.3 | 32.2 | 0.0 | 0.0 | 21.7 | 21.3 | | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 41.6 | 0.0 | 16.9 | 191.3 | 32.2 | 0.0 | 0.0 | 21.7 | 21.3 | | | | |
| LOS by Move: | A | A | A | D | A | B | F | C | A | A | C | C | | | | |
| HCM2kAvgQ: | 0 | 0 | 0 | 15 | 0 | 1 | 0 | 27 | 0 | 0 | 17 | 12 | | | | |

Note: Queue reported is the number of cars per lane.





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Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #57 Hazel Blvd/ Gold Country

Cycle (sec): 100 Critical Vol./Cap. (X): 0.991
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Split Phase | | | | Split Phase | | | |
| Rights: | Ovl | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 3 | 0 1 | 1 | 0 | 3 | 1 0 | 2 | 0 | 0 | 1 1 | 1 | 0 | 0 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 258 | 2198 | 6 | 3 | 4584 | 476 | 178 | 4 | 158 | 1 | 2 | 2 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 258 | 2198 | 6 | 3 | 4584 | 476 | 178 | 4 | 158 | 1 | 2 | 2 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Volume: | 258 | 2198 | 6 | 3 | 4584 | 476 | 178 | 4 | 158 | 1 | 2 | 2 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 258 | 2198 | 6 | 3 | 4584 | 476 | 178 | 4 | 158 | 1 | 2 | 2 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| 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: | 258 | 2198 | 6 | 3 | 4584 | 476 | 178 | 4 | 158 | 1 | 2 | 2 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | | | | |
| 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: | 2.00 | 3.00 | 1.00 | 1.00 | 3.62 | 0.38 | 2.00 | 0.05 | 1.95 | 1.00 | 0.50 | 0.50 | | | | |
| Final Sat.: | 3000 | 4500 | 1500 | 1500 | 5436 | 564 | 3000 | 74 | 2926 | 1500 | 750 | 750 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.09 | 0.49 | 0.00 | 0.00 | 0.84 | 0.84 | 0.06 | 0.05 | 0.05 | 0.00 | 0.00 | 0.00 | | | | |
| Crit Vol: | 129 | | | | 1265 | | 89 | | | | 4 | | | | | |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | | | | | |

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Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #58 Hazel Ave/ Folsom Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.764
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 97 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 2 | 0 1 | 2 | 0 | 2 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 256 | 1432 | 0 | 0 | 2322 | 648 | 564 | 0 | 136 | 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: | 256 | 1432 | 0 | 0 | 2322 | 648 | 564 | 0 | 136 | 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: | 256 | 1432 | 0 | 0 | 2322 | 648 | 564 | 0 | 136 | 0 | 0 | 0 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 256 | 1432 | 0 | 0 | 2322 | 648 | 564 | 0 | 136 | 0 | 0 | 0 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| FinalVolume: | 256 | 1432 | 0 | 0 | 2322 | 648 | 564 | 0 | 136 | 0 | 0 | 0 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | | | | |
| 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: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 | | | | |
| Final Sat.: | 3100 | 4650 | 1550 | 3100 | 4650 | 1550 | 3100 | 3100 | 1550 | 3100 | 3100 | 1550 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.08 | 0.31 | 0.00 | 0.00 | 0.50 | 0.42 | 0.18 | 0.00 | 0.09 | 0.00 | 0.00 | 0.00 | | | | |
| Crit Volume: | 128 | | | | 774 | | 282 | | | | 0 | | | | | |
| Crit Moves: | **** | | | | **** | | **** | | | | | | | | | |





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Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #59 Grant Line Rd/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 1.034
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 0 | 0 2 | 0 | 0 | 0 | 0 0 | 0 | 0 | 2 | 0 1 | 2 | 0 | 2 | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 84 | 0 | 2537 | 0 | 0 | 0 | 0 | 0 | 668 | 0 | 1484 | 1256 | 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: | 84 | 0 | 2537 | 0 | 0 | 0 | 0 | 668 | 0 | 1484 | 1256 | 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: | 84 | 0 | 2537 | 0 | 0 | 0 | 0 | 668 | 0 | 1484 | 1256 | 0 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 84 | 0 | 2537 | 0 | 0 | 0 | 0 | 668 | 0 | 1484 | 1256 | 0 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| FinalVolume: | 84 | 0 | 2537 | 0 | 0 | 0 | 0 | 668 | 0 | 1484 | 1256 | 0 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | | | | |
| 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 | 0.00 | 2.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 | 1.00 | 2.00 | 2.00 | 0.00 | | | | |
| Final Sat.: | 1550 | 0 | 3100 | 0 | 0 | 0 | 0 | 3100 | 1550 | 3100 | 3100 | 0 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.05 | 0.00 | 0.82 | 0.00 | 0.00 | 0.00 | 0.00 | 0.22 | 0.00 | 0.48 | 0.41 | 0.00 | | | | |
| Crit Volume: | | | 1269 | 0 | | | | 334 | | 0 | | | | | | |
| Crit Moves: | | | **** | | | | | **** | | **** | | | | | | |

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Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #60 Grant Line Rd/ Sunrise Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.824
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 129 Level Of Service: D

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Split Phase | | | | Split Phase | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 1! | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 2 | 0 | 1 | 1 | 0 | 2 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 24 | 20 | 10 | | 2 | 7 | 444 | | 932 | 1410 | 6 | | 12 | 1413 | 23 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 24 | 20 | 10 | | 2 | 7 | 444 | | 932 | 1410 | 6 | | 12 | 1413 | 23 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Volume: | 24 | 20 | 10 | | 2 | 7 | 444 | | 932 | 1410 | 6 | | 12 | 1413 | 23 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 24 | 20 | 10 | | 2 | 7 | 444 | | 932 | 1410 | 6 | | 12 | 1413 | 23 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 24 | 20 | 10 | | 2 | 7 | 444 | | 932 | 1410 | 6 | | 12 | 1413 | 23 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | |
| 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: | 0.44 | 0.37 | 0.19 | | 0.22 | 0.78 | 2.00 | | 2.00 | 2.00 | 1.00 | | 1.00 | 2.00 | 1.00 | |
| Final Sat.: | 667 | 556 | 278 | | 333 | 1167 | 3000 | | 3000 | 3000 | 1500 | | 1500 | 3000 | 1500 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.04 | 0.04 | | 0.01 | 0.01 | 0.15 | | 0.31 | 0.47 | 0.00 | | 0.01 | 0.47 | 0.02 | |
| Crit Volume: | | 54 | | | | 9 | | | 466 | | | | | 707 | | |
| Crit Moves: | | **** | | | | **** | | | **** | | | | | **** | | |





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Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #61 Hazel Ave/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.449
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Split Phase | | | | Split Phase | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 1 | 0 | 1 | 2 | 0 | 1 | 0 | 1 | 2 | 0 | 1 | 1 | 0 | 3 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 113 | 70 | 77 | | 331 | 120 | 180 | | 146 | 805 | 135 | | 110 | 928 | 487 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 113 | 70 | 77 | | 331 | 120 | 180 | | 146 | 805 | 135 | | 110 | 928 | 487 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Volume: | 113 | 70 | 77 | | 331 | 120 | 180 | | 146 | 805 | 135 | | 110 | 928 | 487 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 113 | 70 | 77 | | 331 | 120 | 180 | | 146 | 805 | 135 | | 110 | 928 | 487 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 113 | 70 | 77 | | 331 | 120 | 180 | | 146 | 805 | 135 | | 110 | 928 | 487 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | |
| 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 | | 2.00 | 1.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 1.00 | 3.00 | 1.00 | |
| Final Sat.: | 1500 | 1500 | 1500 | | 3000 | 1500 | 1500 | | 3000 | 4500 | 1500 | | 1500 | 4500 | 1500 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.08 | 0.05 | 0.05 | | 0.11 | 0.08 | 0.12 | | 0.05 | 0.18 | 0.09 | | 0.07 | 0.21 | 0.32 | |
| Crit Volume: | 113 | | | | | 0 | | | 73 | | | | | | 487 | |
| Crit Moves: | **** | | | | **** | | | | **** | | | | | | **** | |

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #62 Aerojet Road/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.396
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Ovl | | | Ovl | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 0 | 1 0 | 1 | 1 0 | 1 0 | 1 | 1 0 | 3 0 | 1 | 1 0 | 3 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 149 | 46 | 247 | 191 | 26 | 17 | 21 | 469 | 82 | 198 | 883 | 331 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 149 | 46 | 247 | 191 | 26 | 17 | 21 | 469 | 82 | 198 | 883 | 331 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 149 | 46 | 247 | 191 | 26 | 17 | 21 | 469 | 82 | 198 | 883 | 331 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 149 | 46 | 247 | 191 | 26 | 17 | 21 | 469 | 82 | 198 | 883 | 331 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 149 | 46 | 247 | 191 | 26 | 17 | 21 | 469 | 82 | 198 | 883 | 331 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 |
| 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 | 1.00 | 1.00 | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 |
| Final Sat.: | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 4500 | 1500 | 1500 | 4500 | 1500 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.10 | 0.03 | 0.16 | 0.13 | 0.02 | 0.01 | 0.01 | 0.10 | 0.05 | 0.13 | 0.20 | 0.22 |
| Crit Volume: | | | 247 | 191 | | | | 156 | | 0 | | |
| Crit Moves: | | | **** | **** | | | | **** | | **** | | |





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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #63 Alabama Ave/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.398
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Ovl | | | Ovl | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 0 | 1 0 | 1 | 1 0 | 1 0 | 1 | 1 0 | 3 0 | 1 | 1 0 | 3 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 20 | 30 | 10 | 12 | 10 | 132 | 136 | 759 | 10 | 40 | 1256 | 11 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 20 | 30 | 10 | 12 | 10 | 132 | 136 | 759 | 10 | 40 | 1256 | 11 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 20 | 30 | 10 | 12 | 10 | 132 | 136 | 759 | 10 | 40 | 1256 | 11 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 20 | 30 | 10 | 12 | 10 | 132 | 136 | 759 | 10 | 40 | 1256 | 11 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 20 | 30 | 10 | 12 | 10 | 132 | 136 | 759 | 10 | 40 | 1256 | 11 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 |
| 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 | 1.00 | 1.00 | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 |
| Final Sat.: | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 4500 | 1500 | 1500 | 4500 | 1500 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.02 | 0.01 | 0.01 | 0.01 | 0.09 | 0.09 | 0.17 | 0.01 | 0.03 | 0.28 | 0.01 |
| Crit Volume: | | | 30 | 12 | | | 136 | | | | 419 | |
| Crit Moves: | | | **** | **** | | | **** | | | | **** | |

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #64 Glenborough Rd/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.396
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 1 | 0 1 | 1 | 0 | 1 | 0 1 | 1 | 0 | 3 | 0 1 | 1 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 27 | 9 | 17 | | 161 | 9 | 81 | | 36 | 734 | 11 | | 9 | 1164 | 118 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 27 | 9 | 17 | | 161 | 9 | 81 | | 36 | 734 | 11 | | 9 | 1164 | 118 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Volume: | 27 | 9 | 17 | | 161 | 9 | 81 | | 36 | 734 | 11 | | 9 | 1164 | 118 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 27 | 9 | 17 | | 161 | 9 | 81 | | 36 | 734 | 11 | | 9 | 1164 | 118 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 27 | 9 | 17 | | 161 | 9 | 81 | | 36 | 734 | 11 | | 9 | 1164 | 118 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | |
| 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 | 1.00 | 1.00 | | 1.00 | 3.00 | 1.00 | | 1.00 | 3.00 | 1.00 | |
| Final Sat.: | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 4500 | 1500 | | 1500 | 4500 | 1500 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.01 | 0.01 | | 0.11 | 0.01 | 0.05 | | 0.02 | 0.16 | 0.01 | | 0.01 | 0.26 | 0.08 | |
| Crit Volume: | | | 9 | | | | 161 | | | 36 | | | | 388 | | |
| Crit Moves: | | **** | | | | **** | | | | **** | | | | **** | | |





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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #65 Sunrise Blvd/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.672
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 69 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 149 | 1449 | 371 | | 95 | 573 | 633 | | 123 | 227 | 0 | | 261 | 900 | 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: | 149 | 1449 | 371 | | 95 | 573 | 633 | | 123 | 227 | 0 | | 261 | 900 | 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: | 149 | 1449 | 371 | | 95 | 573 | 633 | | 123 | 227 | 0 | | 261 | 900 | 52 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 149 | 1449 | 371 | | 95 | 573 | 633 | | 123 | 227 | 0 | | 261 | 900 | 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 | |
| FinalVolume: | 149 | 1449 | 371 | | 95 | 573 | 633 | | 123 | 227 | 0 | | 261 | 900 | 52 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | |
| 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: | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | |
| Final Sat.: | 3000 | 4500 | 1500 | | 3000 | 4500 | 1500 | | 3000 | 4500 | 1500 | | 3000 | 4500 | 1500 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.05 | 0.32 | 0.25 | | 0.03 | 0.13 | 0.42 | | 0.04 | 0.05 | 0.00 | | 0.09 | 0.20 | 0.03 | |
| Crit Volume: | 75 | | | | | | 633 | | 0 | | | | | 300 | | |
| Crit Moves: | **** | | | | | | **** | | **** | | | | | **** | | |

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #66 Fitzgerald Road / White Rock Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.311
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 | 1! 0 | 0 | 0 | 0 | 1! 0 | 0 | 1 | 0 | 3 | 0 1 | 1 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 82 | 62 | 11 | 11 | 16 | 47 | 43 | 166 | 149 | 20 | 820 | 46 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 82 | 62 | 11 | 11 | 16 | 47 | 43 | 166 | 149 | 20 | 820 | 46 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Volume: | 82 | 62 | 11 | 11 | 16 | 47 | 43 | 166 | 149 | 20 | 820 | 46 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 82 | 62 | 11 | 11 | 16 | 47 | 43 | 166 | 149 | 20 | 820 | 46 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| FinalVolume: | 82 | 62 | 11 | 11 | 16 | 47 | 43 | 166 | 149 | 20 | 820 | 46 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | | | | |
| 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: | 0.53 | 0.40 | 0.07 | 0.15 | 0.22 | 0.63 | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 | | | | |
| Final Sat.: | 820 | 620 | 110 | 230 | 335 | 984 | 1550 | 4650 | 1550 | 1550 | 4650 | 1550 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.10 | 0.10 | 0.10 | 0.05 | 0.05 | 0.05 | 0.03 | 0.04 | 0.10 | 0.01 | 0.18 | 0.03 | | | | |
| Crit Volume: | 155 | | | 11 | | | 43 | | | | 273 | | | | | |
| Crit Moves: | **** | | | **** | | | **** | | | | **** | | | | | |





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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #67 Sunrise Blvd/ Douglas Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.710
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 79 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 449 | 1488 | 644 | 149 | 408 | 78 | 26 | 201 | 17 | 154 | 939 | 485 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 449 | 1488 | 644 | 149 | 408 | 78 | 26 | 201 | 17 | 154 | 939 | 485 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Volume: | 449 | 1488 | 644 | 149 | 408 | 78 | 26 | 201 | 17 | 154 | 939 | 485 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 449 | 1488 | 644 | 149 | 408 | 78 | 26 | 201 | 17 | 154 | 939 | 485 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| 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: | 449 | 1488 | 644 | 149 | 408 | 78 | 26 | 201 | 17 | 154 | 939 | 485 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | | | | |
| 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: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | | | | |
| Final Sat.: | 3000 | 4500 | 1500 | 3000 | 4500 | 1500 | 3000 | 4500 | 1500 | 3000 | 4500 | 1500 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.15 | 0.33 | 0.43 | 0.05 | 0.09 | 0.05 | 0.01 | 0.04 | 0.01 | 0.05 | 0.21 | 0.32 | | | | |
| Crit Volume: | | | 644 | 0 | | | 13 | | | | | 485 | | | | |
| Crit Moves: | | | **** | **** | | | **** | | | | | **** | | | | |

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #68 Grant Line Rd/ Douglas Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.755
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 93 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Ovl | | | Ovl | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 2 | 0 2 | 0 0 | 0 | 0 2 | 0 1 | 2 | 0 0 | 0 2 | 0 | 0 0 | 0 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 513 | 2024 | 0 | 0 | 1135 | 160 | 315 | 0 | 100 | 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: | 513 | 2024 | 0 | 0 | 1135 | 160 | 315 | 0 | 100 | 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: | 513 | 2024 | 0 | 0 | 1135 | 160 | 315 | 0 | 100 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 513 | 2024 | 0 | 0 | 1135 | 160 | 315 | 0 | 100 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 513 | 2024 | 0 | 0 | 1135 | 160 | 315 | 0 | 100 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 |
| 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: | 2.00 | 2.00 | 0.00 | 0.00 | 2.00 | 1.00 | 2.00 | 0.00 | 2.00 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 3100 | 3100 | 0 | 0 | 3100 | 1550 | 3100 | 0 | 3100 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.17 | 0.65 | 0.00 | 0.00 | 0.37 | 0.10 | 0.10 | 0.00 | 0.03 | 0.00 | 0.00 | 0.00 |
| Crit Volume: | | 1012 | | 0 | | | 158 | | | | 0 | |
| Crit Moves: | | **** | | **** | | | **** | | | | | |





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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #69 Grant Line Rd/ Kiefer Boulevard

Cycle (sec): 100 Critical Vol./Cap. (X): 0.863
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 166 Level Of Service: D

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Ovl | | | Ovl | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 2 | 0 2 | 0 1 | 1 | 0 2 | 0 1 | 1 | 0 2 | 0 1 | 1 | 0 2 | 0 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 288 | 1720 | 30 | 108 | 1351 | 109 | 135 | 151 | 280 | 40 | 382 | 253 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 288 | 1720 | 30 | 108 | 1351 | 109 | 135 | 151 | 280 | 40 | 382 | 253 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 288 | 1720 | 30 | 108 | 1351 | 109 | 135 | 151 | 280 | 40 | 382 | 253 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 288 | 1720 | 30 | 108 | 1351 | 109 | 135 | 151 | 280 | 40 | 382 | 253 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 288 | 1720 | 30 | 108 | 1351 | 109 | 135 | 151 | 280 | 40 | 382 | 253 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 |
| 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: | 2.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 3000 | 3000 | 1500 | 1500 | 3000 | 1500 | 1500 | 3000 | 1500 | 1500 | 3000 | 1500 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.10 | 0.57 | 0.02 | 0.07 | 0.45 | 0.07 | 0.09 | 0.05 | 0.19 | 0.03 | 0.13 | 0.17 |
| Crit Volume: | | 860 | | 108 | | | 135 | | | | 191 | |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #70 Rancho Cordova Pkwy/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.703
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 77 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Ovl | | | Ovl | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 | 0 | 3 | 0 | 2 | 2 | 0 | 3 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 2 | 0 | 1 | 0 | 2 |
| Volume Module: | | | | | | | | | | | | | | | | | | | | |
| Base Vol: | 60 | 1392 | 938 | 387 | 1082 | 149 | 103 | 36 | 39 | 723 | 46 | 613 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 60 | 1392 | 938 | 387 | 1082 | 149 | 103 | 36 | 39 | 723 | 46 | 613 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 60 | 1392 | 938 | 387 | 1082 | 149 | 103 | 36 | 39 | 723 | 46 | 613 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 60 | 1392 | 938 | 387 | 1082 | 149 | 103 | 36 | 39 | 723 | 46 | 613 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 60 | 1392 | 938 | 387 | 1082 | 149 | 103 | 36 | 39 | 723 | 46 | 613 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 |
| 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 | 3.00 | 2.00 | 2.00 | 3.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 2.00 |
| Final Sat.: | 1500 | 4500 | 3000 | 3000 | 4500 | 1500 | 1500 | 1500 | 1500 | 3000 | 1500 | 3000 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.31 | 0.31 | 0.13 | 0.24 | 0.10 | 0.07 | 0.02 | 0.03 | 0.24 | 0.03 | 0.20 |
| Crit Volume: | | 464 | | | 194 | | | 36 | | | 362 | |
| Crit Moves: | | **** | | | **** | | | **** | | | **** | |





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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #71 Rancho Cordova Pkwy/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 1.019
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Ovl | | | Ovl | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 2 | 0 | 3 | 0 | 1 | 1 | 0 | 3 | 0 | 1 | 2 | 0 | 3 | 0 | 1 | 1 | 0 | 3 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | | | | | |
| Base Vol: | 266 | 1282 | 0 | 14 | 866 | 1062 | 302 | 268 | 322 | 0 | 1002 | 16 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 266 | 1282 | 0 | 14 | 866 | 1062 | 302 | 268 | 322 | 0 | 1002 | 16 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 266 | 1282 | 0 | 14 | 866 | 1062 | 302 | 268 | 322 | 0 | 1002 | 16 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 266 | 1282 | 0 | 14 | 866 | 1062 | 302 | 268 | 322 | 0 | 1002 | 16 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 266 | 1282 | 0 | 14 | 866 | 1062 | 302 | 268 | 322 | 0 | 1002 | 16 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 |
| 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: | 2.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 |
| Final Sat.: | 3000 | 4500 | 1500 | 1500 | 4500 | 1500 | 3000 | 4500 | 1500 | 1500 | 4500 | 1500 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.09 | 0.28 | 0.00 | 0.01 | 0.19 | 0.71 | 0.10 | 0.06 | 0.21 | 0.00 | 0.22 | 0.01 |
| Crit Volume: | 133 | | | | | 1062 | 0 | | | | 334 | |
| Crit Moves: | **** | | | | | **** | **** | | | | **** | |

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #72 International Drive/White Rock Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.438
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 2 | 0 1 | 2 | 0 | 2 | 0 1 | 1 | 0 | 2 | 0 1 | 2 | 0 | 2 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 480 | 629 | 79 | 77 | 297 | 0 | 0 | 211 | 71 | 268 | 537 | 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: | 480 | 629 | 79 | 77 | 297 | 0 | 0 | 211 | 71 | 268 | 537 | 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: | 480 | 629 | 79 | 77 | 297 | 0 | 0 | 211 | 71 | 268 | 537 | 52 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 480 | 629 | 79 | 77 | 297 | 0 | 0 | 211 | 71 | 268 | 537 | 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 | | | | |
| FinalVolume: | 480 | 629 | 79 | 77 | 297 | 0 | 0 | 211 | 71 | 268 | 537 | 52 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | | | | |
| 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: | 2.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 | | | | |
| Final Sat.: | 3000 | 3000 | 1500 | 3000 | 3000 | 1500 | 1500 | 3000 | 1500 | 3000 | 3000 | 1500 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.16 | 0.21 | 0.05 | 0.03 | 0.10 | 0.00 | 0.00 | 0.07 | 0.05 | 0.09 | 0.18 | 0.03 | | | | |
| Crit Volume: | 240 | | | | 149 | | 0 | | | | 269 | | | | | |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | | | | | |





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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #73 Rio Del Oro Prky/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.543
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 1 | 0 | 0 1 | 0 | 1 | 0 | 0 1 | 1 | 0 | 1 | 1 0 | 1 | 0 | 1 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 152 | 57 | 30 | 33 | 119 | 238 | 128 | 0 | 118 | 738 | 104 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 0 | 152 | 57 | 30 | 33 | 119 | 238 | 128 | 0 | 118 | 738 | 104 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Volume: | 0 | 152 | 57 | 30 | 33 | 119 | 238 | 128 | 0 | 118 | 738 | 104 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 0 | 152 | 57 | 30 | 33 | 119 | 238 | 128 | 0 | 118 | 738 | 104 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| FinalVolume: | 0 | 152 | 57 | 30 | 33 | 119 | 238 | 128 | 0 | 118 | 738 | 104 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | | | | |
| 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: | 0.00 | 1.00 | 1.00 | 0.48 | 0.52 | 1.00 | 1.00 | 2.00 | 0.00 | 1.00 | 1.75 | 0.25 | | | | |
| Final Sat.: | 0 | 1550 | 1550 | 738 | 812 | 1550 | 1550 | 3100 | 0 | 1550 | 2717 | 383 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.10 | 0.04 | 0.04 | 0.04 | 0.08 | 0.15 | 0.04 | 0.00 | 0.08 | 0.27 | 0.27 | | | | |
| Crit Volume: | | 152 | | 30 | | | 238 | | | | | 421 | | | | |
| Crit Moves: | | **** | | **** | | | **** | | | | | **** | | | | |

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #74 Villagio Prky/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.405
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 0 | 0 1 | 0 | 0 | 0 | 0 0 | 0 | 0 | 2 | 0 1 | 1 | 0 | 2 | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 75 | 0 | 370 | | 0 | 0 | 0 | | 0 | 287 | 13 | | 211 | 938 | 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: | 75 | 0 | 370 | | 0 | 0 | 0 | | 0 | 287 | 13 | | 211 | 938 | 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: | 75 | 0 | 370 | | 0 | 0 | 0 | | 0 | 287 | 13 | | 211 | 938 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 75 | 0 | 370 | | 0 | 0 | 0 | | 0 | 287 | 13 | | 211 | 938 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 75 | 0 | 370 | | 0 | 0 | 0 | | 0 | 287 | 13 | | 211 | 938 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1550 | 1550 | 1550 | | 1550 | 1550 | 1550 | | 1550 | 1550 | 1550 | | 1550 | 1550 | 1550 | |
| 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 | 0.00 | 1.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 2.00 | 1.00 | | 1.00 | 2.00 | 0.00 | |
| Final Sat.: | 1550 | 0 | 1550 | | 0 | 0 | 0 | | 0 | 3100 | 1550 | | 1550 | 3100 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.05 | 0.00 | 0.24 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.09 | 0.01 | | 0.14 | 0.30 | 0.00 | |
| Crit Volume: | | | 370 | | | | 0 | | | | | | | 469 | | |
| Crit Moves: | | | **** | | | | | | **** | | | | | **** | | |





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Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #75 Sunrise Rd/ International Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.752
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 92 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 581 | 1234 | 4 | | 176 | 397 | 301 | | 369 | 840 | 310 | | 9 | 1333 | 367 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 581 | 1234 | 4 | | 176 | 397 | 301 | | 369 | 840 | 310 | | 9 | 1333 | 367 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Volume: | 581 | 1234 | 4 | | 176 | 397 | 301 | | 369 | 840 | 310 | | 9 | 1333 | 367 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 581 | 1234 | 4 | | 176 | 397 | 301 | | 369 | 840 | 310 | | 9 | 1333 | 367 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 581 | 1234 | 4 | | 176 | 397 | 301 | | 369 | 840 | 310 | | 9 | 1333 | 367 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | |
| 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: | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | |
| Final Sat.: | 3000 | 4500 | 1500 | | 3000 | 4500 | 1500 | | 3000 | 4500 | 1500 | | 3000 | 4500 | 1500 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.19 | 0.27 | 0.00 | | 0.06 | 0.09 | 0.20 | | 0.12 | 0.19 | 0.21 | | 0.00 | 0.30 | 0.24 | |
| Crit Volume: | | 411 | | | | 88 | | | | 185 | | | | 444 | | |
| Crit Moves: | | **** | | | | **** | | | | **** | | | | **** | | |

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Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #76 Villagio Prky/Americanos Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.577
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 0 | 1 0 | 1 | 0 | 0 | 1 0 | 1 | 0 | 2 | 0 1 | 1 | 0 | 2 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 66 | 297 | 0 | | 32 | 210 | 59 | | 43 | 262 | 14 | | 0 | 974 | 62 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 66 | 297 | 0 | | 32 | 210 | 59 | | 43 | 262 | 14 | | 0 | 974 | 62 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Volume: | 66 | 297 | 0 | | 32 | 210 | 59 | | 43 | 262 | 14 | | 0 | 974 | 62 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 66 | 297 | 0 | | 32 | 210 | 59 | | 43 | 262 | 14 | | 0 | 974 | 62 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 66 | 297 | 0 | | 32 | 210 | 59 | | 43 | 262 | 14 | | 0 | 974 | 62 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | |
| 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 | 0.00 | | 1.00 | 0.78 | 0.22 | | 1.00 | 2.00 | 1.00 | | 1.00 | 2.00 | 1.00 | |
| Final Sat.: | 1500 | 1500 | 0 | | 1500 | 1171 | 329 | | 1500 | 3000 | 1500 | | 1500 | 3000 | 1500 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.20 | 0.00 | | 0.02 | 0.18 | 0.18 | | 0.03 | 0.09 | 0.01 | | 0.00 | 0.32 | 0.04 | |
| Crit Volume: | 66 | | | | | | 269 | | 43 | | | | | 487 | | |
| Crit Moves: | **** | | | | | | **** | | **** | | | | | **** | | |





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Folsom South of US-50 Annexation
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #77 Grant Line Rd/Centenial

Cycle (sec): 100 Critical Vol./Cap. (X): 0.887
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 164 Level Of Service: D

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Ovl | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 2 | 0 0 | 0 | 0 | 2 | 0 1 | 1 | 0 | 0 | 0 1 | 0 | 0 | 0 | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 55 | 2419 | 0 | | 0 | 1228 | 140 | | 165 | 0 | 27 | | 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: | 55 | 2419 | 0 | | 0 | 1228 | 140 | | 165 | 0 | 27 | | 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: | 55 | 2419 | 0 | | 0 | 1228 | 140 | | 165 | 0 | 27 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 55 | 2419 | 0 | | 0 | 1228 | 140 | | 165 | 0 | 27 | | 0 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 55 | 2419 | 0 | | 0 | 1228 | 140 | | 165 | 0 | 27 | | 0 | 0 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1550 | 1550 | 1550 | | 1550 | 1550 | 1550 | | 1550 | 1550 | 1550 | | 1550 | 1550 | 1550 | |
| 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 | 2.00 | 0.00 | | 0.00 | 2.00 | 1.00 | | 1.00 | 0.00 | 1.00 | | 0.00 | 0.00 | 0.00 | |
| Final Sat.: | 1550 | 3100 | 0 | | 0 | 3100 | 1550 | | 1550 | 0 | 1550 | | 0 | 0 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.78 | 0.00 | | 0.00 | 0.40 | 0.09 | | 0.11 | 0.00 | 0.02 | | 0.00 | 0.00 | 0.00 | |
| Crit Volume: | | 1210 | | | | 0 | | | 165 | | | | | 0 | | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | | | |

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Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #78 Villagio Prky/ Rancho Cordova Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.678
Loss Time (sec): 0 Average Delay (sec/veh): 27.9
Optimal Cycle: 71 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 0 | 1 0 | 1 | 0 | 0 | 1 0 | 1 | 0 | 2 | 0 1 | 1 | 0 | 2 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 396 | 323 | 1 | 45 | 312 | 89 | 60 | 234 | 105 | 1 | 748 | 141 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 396 | 323 | 1 | 45 | 312 | 89 | 60 | 234 | 105 | 1 | 748 | 141 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Volume: | 396 | 323 | 1 | 45 | 312 | 89 | 60 | 234 | 105 | 1 | 748 | 141 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 396 | 323 | 1 | 45 | 312 | 89 | 60 | 234 | 105 | 1 | 748 | 141 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| 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: | 396 | 323 | 1 | 45 | 312 | 89 | 60 | 234 | 105 | 1 | 748 | 141 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 0.95 | 1.00 | 1.00 | 0.95 | 0.97 | 0.97 | 0.95 | 0.95 | 0.85 | 0.95 | 0.95 | 0.85 | | | | |
| Lanes: | 1.00 | 0.99 | 0.01 | 1.00 | 0.78 | 0.22 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | | | | |
| Final Sat.: | 1805 | 1894 | 6 | 1805 | 1430 | 408 | 1805 | 3610 | 1615 | 1805 | 3610 | 1615 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.22 | 0.17 | 0.17 | 0.02 | 0.22 | 0.22 | 0.03 | 0.06 | 0.07 | 0.00 | 0.21 | 0.09 | | | | |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | | | | | |
| Green/Cycle: | 0.32 | 0.56 | 0.56 | 0.08 | 0.32 | 0.32 | 0.05 | 0.35 | 0.68 | 0.00 | 0.31 | 0.39 | | | | |
| Volume/Cap: | 0.68 | 0.30 | 0.30 | 0.30 | 0.68 | 0.68 | 0.68 | 0.18 | 0.10 | 0.18 | 0.68 | 0.23 | | | | |
| Delay/Veh: | 32.5 | 11.7 | 11.7 | 44.3 | 32.6 | 32.6 | 65.9 | 22.5 | 5.7 | 65.5 | 32.1 | 20.7 | | | | |
| 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: | 32.5 | 11.7 | 11.7 | 44.3 | 32.6 | 32.6 | 65.9 | 22.5 | 5.7 | 65.5 | 32.1 | 20.7 | | | | |
| LOS by Move: | C | B | B | D | C | C | E | C | A | E | C | C | | | | |
| HCM2kAvgQ: | 11 | 5 | 5 | 2 | 12 | 12 | 3 | 3 | 1 | 0 | 10 | 3 | | | | |

Note: Queue reported is the number of cars per lane.





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Cumulative Plus Project AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #79 Rancho Cordova Pkwy/ Douglas Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.502
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 2 | 0 1 | 1 | 0 | 2 | 0 1 | 1 | 0 | 3 | 0 1 | 1 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 756 | 847 | 37 | 12 | 248 | 7 | 12 | 77 | 284 | 82 | 715 | 47 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 756 | 847 | 37 | 12 | 248 | 7 | 12 | 77 | 284 | 82 | 715 | 47 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Volume: | 756 | 847 | 37 | 12 | 248 | 7 | 12 | 77 | 284 | 82 | 715 | 47 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 756 | 847 | 37 | 12 | 248 | 7 | 12 | 77 | 284 | 82 | 715 | 47 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| 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: | 756 | 847 | 37 | 12 | 248 | 7 | 12 | 77 | 284 | 82 | 715 | 47 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | | | | |
| 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: | 2.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 | | | | |
| Final Sat.: | 3000 | 3000 | 1500 | 1500 | 3000 | 1500 | 1500 | 4500 | 1500 | 1500 | 4500 | 1500 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.25 | 0.28 | 0.02 | 0.01 | 0.08 | 0.00 | 0.01 | 0.02 | 0.19 | 0.05 | 0.16 | 0.03 | | | | |
| Crit Volume: | 378 | | | | 124 | | 12 | | | | 238 | | | | | |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | | | | | |

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Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #80 Americanos Blvd/ Douglas Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.489
Loss Time (sec): 0 Average Delay (sec/veh): 22.8
Optimal Cycle: 45 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 2 | 0 | 2 | 0 | 1 | 1 | 0 | 2 | 0 | 1 | 0 | 3 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 457 | 982 | 301 | 108 | 292 | 81 | 46 | 11 | 118 | 116 | 352 | 213 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 457 | 982 | 301 | 108 | 292 | 81 | 46 | 11 | 118 | 116 | 352 | 213 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 457 | 982 | 301 | 108 | 292 | 81 | 46 | 11 | 118 | 116 | 352 | 213 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 457 | 982 | 301 | 108 | 292 | 81 | 46 | 11 | 118 | 116 | 352 | 213 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 457 | 982 | 301 | 108 | 292 | 81 | 46 | 11 | 118 | 116 | 352 | 213 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.95 | 0.85 | 0.95 | 0.95 | 0.85 | 0.95 | 0.91 | 0.85 | 0.92 | 0.91 | 0.85 |
| Lanes: | 2.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3502 | 3610 | 1615 | 1805 | 3610 | 1615 | 1805 | 5187 | 1615 | 3502 | 5187 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.13 | 0.27 | 0.19 | 0.06 | 0.08 | 0.05 | 0.03 | 0.00 | 0.07 | 0.03 | 0.07 | 0.13 |
| Crit Moves: | | **** | | **** | | | **** | | | | | **** |
| Green/Cycle: | 0.42 | 0.56 | 0.56 | 0.12 | 0.26 | 0.26 | 0.05 | 0.22 | 0.22 | 0.10 | 0.27 | 0.27 |
| Volume/Cap: | 0.31 | 0.49 | 0.34 | 0.49 | 0.31 | 0.19 | 0.49 | 0.01 | 0.33 | 0.33 | 0.25 | 0.49 |
| Delay/Veh: | 19.5 | 13.7 | 12.3 | 42.7 | 30.0 | 29.1 | 50.1 | 30.4 | 33.3 | 42.4 | 28.7 | 31.6 |
| 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: | 19.5 | 13.7 | 12.3 | 42.7 | 30.0 | 29.1 | 50.1 | 30.4 | 33.3 | 42.4 | 28.7 | 31.6 |
| LOS by Move: | B | B | B | D | C | C | D | C | C | D | C | C |
| HCM2kAvgQ: | 5 | 10 | 5 | 4 | 4 | 2 | 1 | 0 | 3 | 2 | 3 | 5 |

Note: Queue reported is the number of cars per lane.





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Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #81 Grant Line Rd/ Chrysanthy Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.897
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Ovl | | | Ovl | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 2 | 0 | 2 | 0 | 1 | 1 | 0 | 2 | 0 | 1 | 0 | 2 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 132 | 1726 | 126 | 102 | 1002 | 175 | 331 | 311 | 75 | 138 | 430 | 78 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 132 | 1726 | 126 | 102 | 1002 | 175 | 331 | 311 | 75 | 138 | 430 | 78 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 132 | 1726 | 126 | 102 | 1002 | 175 | 331 | 311 | 75 | 138 | 430 | 78 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 132 | 1726 | 126 | 102 | 1002 | 175 | 331 | 311 | 75 | 138 | 430 | 78 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 132 | 1726 | 126 | 102 | 1002 | 175 | 331 | 311 | 75 | 138 | 430 | 78 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 |
| 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: | 2.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 3000 | 3000 | 1500 | 1500 | 3000 | 1500 | 3000 | 3000 | 1500 | 1500 | 3000 | 1500 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.58 | 0.08 | 0.07 | 0.33 | 0.12 | 0.11 | 0.10 | 0.05 | 0.09 | 0.14 | 0.05 |
| Crit Volume: | | 863 | | 102 | | | 166 | | | | 215 | |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |

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Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #82 Grant Line Rd/ Rancho Cordova Parkway

Cycle (sec): 100 Critical Vol./Cap. (X): 0.546
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 1 | 2 | 0 | 0 | 0 | 1 | 0 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 14 | 1310 | 0 | | 0 | 1218 | 230 | | 382 | 0 | 50 | | 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: | 14 | 1310 | 0 | | 0 | 1218 | 230 | | 382 | 0 | 50 | | 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: | 14 | 1310 | 0 | | 0 | 1218 | 230 | | 382 | 0 | 50 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 14 | 1310 | 0 | | 0 | 1218 | 230 | | 382 | 0 | 50 | | 0 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 14 | 1310 | 0 | | 0 | 1218 | 230 | | 382 | 0 | 50 | | 0 | 0 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1550 | 1550 | 1550 | | 1550 | 1550 | 1550 | | 1550 | 1550 | 1550 | | 1550 | 1550 | 1550 | |
| 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 | 2.00 | 0.00 | | 0.00 | 2.00 | 1.00 | | 2.00 | 0.00 | 1.00 | | 0.00 | 0.00 | 0.00 | |
| Final Sat.: | 1550 | 3100 | 0 | | 0 | 3100 | 1550 | | 3100 | 0 | 1550 | | 0 | 0 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.42 | 0.00 | | 0.00 | 0.39 | 0.15 | | 0.12 | 0.00 | 0.03 | | 0.00 | 0.00 | 0.00 | |
| Crit Volume: | | 655 | | | 0 | | | | 191 | | | | | 0 | | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | | | |





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Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #83 White Rock Rd/ Carson Crossing Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 1.254
Loss Time (sec): 12 Average Delay (sec/veh): 100.8
Optimal Cycle: 180 Level Of Service: F

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Split Phase | | | | Split Phase | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Include | | | | Ovl | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 1! | 0 | 0 | 1 | 0 | 2 | 0 | 1 | 1 | 0 | 1 | 1 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 1245 | 1 | 10 | | 5 | 3 | 8 | | 3 | 925 | 1506 | | 73 | 521 | 3 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 1245 | 1 | 10 | | 5 | 3 | 8 | | 3 | 925 | 1506 | | 73 | 521 | 3 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 1399 | 1 | 11 | | 6 | 3 | 9 | | 3 | 1039 | 1692 | | 82 | 585 | 3 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 1399 | 1 | 11 | | 6 | 3 | 9 | | 3 | 1039 | 1692 | | 82 | 585 | 3 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 1399 | 1 | 11 | | 6 | 3 | 9 | | 3 | 1039 | 1692 | | 82 | 585 | 3 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.95 | 0.85 | | 0.92 | 0.92 | 0.92 | | 0.95 | 0.95 | 0.85 | | 0.95 | 0.95 | 0.95 | |
| Lanes: | 1.99 | 0.01 | 1.00 | | 0.31 | 0.19 | 0.50 | | 1.00 | 2.00 | 1.00 | | 1.00 | 1.99 | 0.01 | |
| Final Sat.: | 3615 | 3 | 1615 | | 546 | 327 | 873 | | 1805 | 3610 | 1615 | | 1805 | 3586 | 21 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.39 | 0.39 | 0.01 | | 0.01 | 0.01 | 0.01 | | 0.00 | 0.29 | 1.05 | | 0.05 | 0.16 | 0.16 | |
| Crit Moves: | | **** | | | | **** | | | | | **** | | **** | | | |
| Green/Cycle: | 0.31 | 0.31 | 0.34 | | 0.01 | 0.01 | 0.01 | | 0.01 | 0.53 | 0.84 | | 0.04 | 0.56 | 0.56 | |
| Volume/Cap: | 1.25 | 1.25 | 0.02 | | 1.25 | 1.25 | 1.25 | | 0.29 | 0.55 | 1.25 | | 1.25 | 0.29 | 0.29 | |
| Delay/Veh: | 156.3 | 156 | 21.6 | | 379.0 | 379 | 379.0 | | 63.2 | 16.0 | 128.8 | | 242.4 | 11.8 | 11.8 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 156.3 | 156 | 21.6 | | 379.0 | 379 | 379.0 | | 63.2 | 16.0 | 128.8 | | 242.4 | 11.8 | 11.8 | |
| LOS by Move: | F | F | C | | F | F | F | | E | B | F | | F | B | B | |
| HCM2kAvgQ: | 41 | 41 | 0 | | 2 | 2 | 2 | | 0 | 10 | 91 | | 5 | 5 | 5 | |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #84 White Rock Rd/ Stonebriar Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.411
Loss Time (sec): 12 Average Delay (sec/veh): 15.1
Optimal Cycle: 36 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Split Phase | | | Split Phase | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 2 | 0 | 1 | 1 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 16 | 774 | 1 | 68 | 455 | 69 | 71 | 1 | 36 | 13 | 1 | 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: | 16 | 774 | 1 | 68 | 455 | 69 | 71 | 1 | 36 | 13 | 1 | 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: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 18 | 870 | 1 | 76 | 511 | 78 | 80 | 1 | 40 | 15 | 1 | 42 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 18 | 870 | 1 | 76 | 511 | 78 | 80 | 1 | 40 | 15 | 1 | 42 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 18 | 870 | 1 | 76 | 511 | 78 | 80 | 1 | 40 | 15 | 1 | 42 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.85 | 0.95 | 0.85 | 0.85 | 0.89 | 0.89 | 0.89 |
| Lanes: | 1.00 | 1.99 | 0.01 | 1.00 | 2.00 | 1.00 | 1.00 | 0.03 | 0.97 | 0.25 | 0.02 | 0.73 |
| Final Sat.: | 1805 | 3605 | 5 | 1805 | 3610 | 1615 | 1805 | 44 | 1579 | 431 | 33 | 1227 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.24 | 0.24 | 0.04 | 0.14 | 0.05 | 0.04 | 0.03 | 0.03 | 0.03 | 0.03 | 0.03 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green/Cycle: | 0.05 | 0.59 | 0.59 | 0.10 | 0.64 | 0.64 | 0.11 | 0.11 | 0.11 | 0.08 | 0.08 | 0.08 |
| Volume/Cap: | 0.22 | 0.41 | 0.41 | 0.41 | 0.22 | 0.07 | 0.41 | 0.24 | 0.24 | 0.41 | 0.41 | 0.41 |
| Delay/Veh: | 47.4 | 11.4 | 11.4 | 43.5 | 7.4 | 6.7 | 43.1 | 41.6 | 41.6 | 45.5 | 45.5 | 45.5 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 47.4 | 11.4 | 11.4 | 43.5 | 7.4 | 6.7 | 43.1 | 41.6 | 41.6 | 45.5 | 45.5 | 45.5 |
| LOS by Move: | D | B | B | D | A | A | D | D | D | D | D | D |
| HCM2kAvgQ: | 1 | 8 | 8 | 3 | 3 | 1 | 2 | 1 | 1 | 2 | 2 | 2 |

Note: Queue reported is the number of cars per lane.





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Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #85 White Rock Rd/ Windfield Way

Cycle (sec): 100 Critical Vol./Cap. (X): 0.676
Loss Time (sec): 9 Average Delay (sec/veh): 24.5
Optimal Cycle: 48 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Permitted | | | Permitted | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 62 | 50 | 403 | 1 | 49 | 20 | 105 | 464 | 496 | 307 | 350 | 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: | 62 | 50 | 403 | 1 | 49 | 20 | 105 | 464 | 496 | 307 | 350 | 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: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 70 | 56 | 453 | 1 | 55 | 22 | 118 | 521 | 557 | 345 | 393 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 70 | 56 | 453 | 1 | 55 | 22 | 118 | 521 | 557 | 345 | 393 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 70 | 56 | 453 | 1 | 55 | 22 | 118 | 521 | 557 | 345 | 393 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.82 | 0.82 | 0.85 | 1.00 | 1.00 | 0.85 | 0.95 | 0.88 | 0.88 | 0.95 | 0.95 | 0.95 |
| Lanes: | 0.55 | 0.45 | 1.00 | 0.02 | 0.98 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 0.00 |
| Final Sat.: | 867 | 699 | 1615 | 38 | 1858 | 1615 | 1805 | 1664 | 1664 | 1805 | 3610 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.08 | 0.08 | 0.28 | 0.03 | 0.03 | 0.01 | 0.07 | 0.31 | 0.33 | 0.19 | 0.11 | 0.00 |
| Crit Moves: | | | **** | | | | | | **** | **** | | |
| Green/Cycle: | 0.13 | 0.13 | 0.41 | 0.13 | 0.13 | 0.13 | 0.29 | 0.50 | 0.50 | 0.28 | 0.49 | 0.00 |
| Volume/Cap: | 0.61 | 0.61 | 0.68 | 0.22 | 0.22 | 0.11 | 0.22 | 0.63 | 0.68 | 0.68 | 0.22 | 0.00 |
| Delay/Veh: | 46.1 | 46.1 | 26.6 | 39.3 | 39.3 | 38.4 | 27.1 | 19.3 | 20.3 | 35.4 | 14.9 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 46.1 | 46.1 | 26.6 | 39.3 | 39.3 | 38.4 | 27.1 | 19.3 | 20.3 | 35.4 | 14.9 | 0.0 |
| LOS by Move: | D | D | C | D | D | D | C | B | C | D | B | A |
| HCM2kAvgQ: | 5 | 5 | 12 | 2 | 2 | 1 | 3 | 12 | 14 | 9 | 3 | 0 |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #86 White Rock Rd/ Latrobe Rd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.827
Loss Time (sec): 12 Average Delay (sec/veh): 37.4
Optimal Cycle: 89 Level Of Service: D

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Include | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 4 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 1 | 1 0 | 2 | 0 | 2 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 59 | 540 | 215 | | 190 | 1724 | 227 | | 449 | 321 | 26 | | 694 | 546 | 387 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 59 | 540 | 215 | | 190 | 1724 | 227 | | 449 | 321 | 26 | | 694 | 546 | 387 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 66 | 607 | 242 | | 213 | 1937 | 255 | | 504 | 361 | 29 | | 780 | 613 | 435 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 66 | 607 | 242 | | 213 | 1937 | 255 | | 504 | 361 | 29 | | 780 | 613 | 435 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 66 | 607 | 242 | | 213 | 1937 | 255 | | 504 | 361 | 29 | | 780 | 613 | 435 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.91 | 0.85 | | 0.92 | 0.91 | 0.85 | | 0.92 | 0.94 | 0.94 | | 0.92 | 0.95 | 0.85 | |
| Lanes: | 2.00 | 4.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 1.85 | 0.15 | | 2.00 | 2.00 | 1.00 | |
| Final Sat.: | 3502 | 6916 | 1615 | | 3502 | 5187 | 1615 | | 3502 | 3303 | 268 | | 3502 | 3610 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.09 | 0.15 | | 0.06 | 0.37 | 0.16 | | 0.14 | 0.11 | 0.11 | | 0.22 | 0.17 | 0.27 | |
| Crit Moves: | **** | | | | | **** | | | **** | | | | | | **** | |
| Green/Cycle: | 0.02 | 0.28 | 0.57 | | 0.19 | 0.45 | 0.63 | | 0.17 | 0.14 | 0.14 | | 0.29 | 0.25 | 0.45 | |
| Volume/Cap: | 0.83 | 0.31 | 0.26 | | 0.31 | 0.83 | 0.25 | | 0.83 | 0.78 | 0.78 | | 0.78 | 0.68 | 0.60 | |
| Delay/Veh: | 106.5 | 34.2 | 13.5 | | 41.7 | 31.4 | 10.1 | | 57.0 | 57.5 | 57.5 | | 43.4 | 42.5 | 26.6 | |
| 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: | 106.5 | 34.2 | 13.5 | | 41.7 | 31.4 | 10.1 | | 57.0 | 57.5 | 57.5 | | 43.4 | 42.5 | 26.6 | |
| LOS by Move: | F | C | B | | D | C | B | | E | E | E | | D | D | C | |
| HCM2kAvgQ: | 3 | 5 | 4 | | 3 | 23 | 4 | | 10 | 7 | 7 | | 13 | 10 | 12 | |

Note: Queue reported is the number of cars per lane.





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Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #87 White Rock Rd/ Valley View Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.975
Loss Time (sec): 12 Average Delay (sec/veh): 42.6
Optimal Cycle: 161 Level Of Service: D

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Split Phase | | | | Split Phase | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 1 | 0 | 0 1 | 1 | 0 | 0 | 1 0 | 1 | 0 | 1 | 1 0 | 1 | 0 | 1 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 249 | 11 | 326 | | 15 | 13 | 17 | | 9 | 594 | 127 | | 613 | 1372 | 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: | 249 | 11 | 326 | | 15 | 13 | 17 | | 9 | 594 | 127 | | 613 | 1372 | 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: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 280 | 12 | 366 | | 17 | 15 | 19 | | 10 | 667 | 143 | | 689 | 1542 | 40 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 280 | 12 | 366 | | 17 | 15 | 19 | | 10 | 667 | 143 | | 689 | 1542 | 40 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 280 | 12 | 366 | | 17 | 15 | 19 | | 10 | 667 | 143 | | 689 | 1542 | 40 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.95 | 0.85 | | 0.95 | 0.92 | 0.92 | | 0.95 | 0.93 | 0.93 | | 0.95 | 0.95 | 0.95 | |
| Lanes: | 0.96 | 0.04 | 1.00 | | 1.00 | 0.43 | 0.57 | | 1.00 | 1.65 | 0.35 | | 1.00 | 1.95 | 0.05 | |
| Final Sat.: | 1736 | 77 | 1615 | | 1805 | 753 | 985 | | 1805 | 2897 | 619 | | 1805 | 3504 | 92 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.16 | 0.16 | 0.23 | | 0.01 | 0.02 | 0.02 | | 0.01 | 0.23 | 0.23 | | 0.38 | 0.44 | 0.44 | |
| Crit Moves: | | | **** | | | **** | | | | **** | | | **** | | | |
| Green/Cycle: | 0.23 | 0.23 | 0.23 | | 0.02 | 0.02 | 0.02 | | 0.01 | 0.24 | 0.24 | | 0.39 | 0.62 | 0.62 | |
| Volume/Cap: | 0.69 | 0.69 | 0.98 | | 0.47 | 0.98 | 0.98 | | 0.71 | 0.98 | 0.98 | | 0.98 | 0.71 | 0.71 | |
| Delay/Veh: | 40.0 | 40.0 | 77.8 | | 57.9 | 192 | 191.7 | | 147.5 | 63.0 | 63.0 | | 57.6 | 14.0 | 14.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 40.0 | 40.0 | 77.8 | | 57.9 | 192 | 191.7 | | 147.5 | 63.0 | 63.0 | | 57.6 | 14.0 | 14.0 | |
| LOS by Move: | D | D | E | | E | F | F | | F | E | E | | E | B | B | |
| HCM2kAvgQ: | 9 | 9 | 16 | | 1 | 3 | 3 | | 0 | 15 | 15 | | 25 | 18 | 18 | |

Note: Queue reported is the number of cars per lane.

AM Cumulative Plus Project Thu May 7, 2009 18:14:57 Page 90-1

Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #88 El Dorado Hills Blvd/Serrano Prky

Cycle (sec): 100 Critical Vol./Cap. (X): 0.931
Loss Time (sec): 12 Average Delay (sec/veh): 35.9
Optimal Cycle: 126 Level Of Service: D

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Split Phase | | | | Split Phase | | | |
| Rights: | Ignore | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 2 | 0 1 | 1 | 0 | 1 | 1 0 | 1 | 0 | 0 | 1 0 | 1 | 0 | 1! | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 40 | 640 | 214 | | 60 | 1741 | 18 | | 25 | 29 | 81 | | 763 | 30 | 30 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 40 | 640 | 214 | | 60 | 1741 | 18 | | 25 | 29 | 81 | | 763 | 30 | 30 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Volume: | 40 | 640 | 0 | | 60 | 1741 | 18 | | 25 | 29 | 81 | | 763 | 30 | 30 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 40 | 640 | 0 | | 60 | 1741 | 18 | | 25 | 29 | 81 | | 763 | 30 | 30 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 40 | 640 | 0 | | 60 | 1741 | 18 | | 25 | 29 | 81 | | 763 | 30 | 30 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.95 | 1.00 | | 0.95 | 0.95 | 0.95 | | 0.95 | 0.89 | 0.89 | | 0.95 | 0.95 | 0.95 | |
| Lanes: | 1.00 | 2.00 | 1.00 | | 1.00 | 1.98 | 0.02 | | 1.00 | 0.26 | 0.74 | | 1.86 | 0.07 | 0.07 | |
| Final Sat.: | 1805 | 3610 | 1900 | | 1805 | 3569 | 37 | | 1805 | 446 | 1245 | | 3369 | 123 | 123 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.18 | 0.00 | | 0.03 | 0.49 | 0.49 | | 0.01 | 0.07 | 0.07 | | 0.23 | 0.24 | 0.24 | |
| Crit Moves: | **** | | | | | **** | | | | **** | | | | **** | | |
| Green/Cycle: | 0.02 | 0.46 | 0.00 | | 0.09 | 0.52 | 0.52 | | 0.07 | 0.07 | 0.07 | | 0.26 | 0.26 | 0.26 | |
| Volume/Cap: | 0.93 | 0.38 | 0.00 | | 0.38 | 0.93 | 0.93 | | 0.20 | 0.93 | 0.93 | | 0.86 | 0.93 | 0.93 | |
| Delay/Veh: | 159.1 | 17.8 | 0.0 | | 44.7 | 31.0 | 31.0 | | 44.6 | 108 | 107.7 | | 43.4 | 52.1 | 52.1 | |
| 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: | 159.1 | 17.8 | 0.0 | | 44.7 | 31.0 | 31.0 | | 44.6 | 108 | 107.7 | | 43.4 | 52.1 | 52.1 | |
| LOS by Move: | F | B | A | | D | C | C | | D | F | F | | D | D | D | |
| HCM2kAvgQ: | 2 | 7 | 0 | | 2 | 31 | 31 | | 1 | 6 | 6 | | 15 | 18 | 18 | |

Note: Queue reported is the number of cars per lane.





AM Cumulative Plus Project Thu May 7, 2009 18:14:57 Page 91-1

Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #89 El Dorado Hills Blvd/Saratoga Way

Cycle (sec): 100 Critical Vol./Cap. (X): 0.829
Loss Time (sec): 12 Average Delay (sec/veh): 30.5
Optimal Cycle: 84 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Split Phase | | | | Split Phase | | | |
| Rights: | Include | | | | Include | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 2 | 1 0 | 1 | 0 | 2 | 1 0 | 1 | 1 | 0 | 0 2 | 0 | 1 | 0 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 453 | 540 | 0 | | 165 | 1447 | 555 | | 236 | 50 | 889 | | 0 | 26 | 53 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 453 | 540 | 0 | | 165 | 1447 | 555 | | 236 | 50 | 889 | | 0 | 26 | 53 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Volume: | 453 | 540 | 0 | | 165 | 1447 | 555 | | 236 | 50 | 889 | | 0 | 26 | 53 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 453 | 540 | 0 | | 165 | 1447 | 555 | | 236 | 50 | 889 | | 0 | 26 | 53 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 453 | 540 | 0 | | 165 | 1447 | 555 | | 236 | 50 | 889 | | 0 | 26 | 53 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.91 | 0.91 | | 0.95 | 0.87 | 0.87 | | 0.96 | 0.96 | 0.75 | | 1.00 | 1.00 | 0.85 | |
| Lanes: | 2.00 | 3.00 | 0.00 | | 1.00 | 2.17 | 0.83 | | 1.65 | 0.35 | 2.00 | | 0.00 | 1.00 | 1.00 | |
| Final Sat.: | 3502 | 5187 | 0 | | 1805 | 3592 | 1378 | | 3010 | 638 | 2842 | | 0 | 1900 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.13 | 0.10 | 0.00 | | 0.09 | 0.40 | 0.40 | | 0.08 | 0.08 | 0.31 | | 0.00 | 0.01 | 0.03 | |
| Crit Moves: | **** | | | | | **** | | | | | **** | | | **** | | |
| Green/Cycle: | 0.16 | 0.34 | 0.00 | | 0.30 | 0.49 | 0.49 | | 0.22 | 0.22 | 0.38 | | 0.00 | 0.02 | 0.32 | |
| Volume/Cap: | 0.83 | 0.30 | 0.00 | | 0.30 | 0.83 | 0.83 | | 0.35 | 0.35 | 0.83 | | 0.00 | 0.83 | 0.10 | |
| Delay/Veh: | 51.1 | 24.3 | 0.0 | | 27.3 | 24.6 | 24.6 | | 33.2 | 33.2 | 33.7 | | 0.0 | 141 | 24.2 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 51.1 | 24.3 | 0.0 | | 27.3 | 24.6 | 24.6 | | 33.2 | 33.2 | 33.7 | | 0.0 | 141 | 24.2 | |
| LOS by Move: | D | C | A | | C | C | C | | C | C | C | | A | F | C | |
| HCM2kAvgQ: | 8 | 4 | 0 | | 4 | 18 | 18 | | 3 | 3 | 13 | | 0 | 2 | 1 | |

Note: Queue reported is the number of cars per lane.

AM Cumulative Plus Project Thu May 7, 2009 18:14:57 Page 92-1

Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #90 El Dorado Hills Blvd/Park Drive

Cycle (sec): 100 Critical Vol./Cap. (X): 0.786
Loss Time (sec): 12 Average Delay (sec/veh): 24.7
Optimal Cycle: 74 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Split Phase | | | | Split Phase | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 2 | 1 0 | 1 | 0 | 3 | 0 1 | 1 | 1 | 0 | 0 2 | 1 | 1 | 1 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 568 | 753 | 152 | 62 | 1688 | 676 | 95 | 24 | 130 | 226 | 26 | 38 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 568 | 753 | 152 | 62 | 1688 | 676 | 95 | 24 | 130 | 226 | 26 | 38 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Volume: | 568 | 753 | 152 | 62 | 1688 | 676 | 95 | 24 | 130 | 226 | 26 | 38 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 568 | 753 | 152 | 62 | 1688 | 676 | 95 | 24 | 130 | 226 | 26 | 38 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| FinalVolume: | 568 | 753 | 152 | 62 | 1688 | 676 | 95 | 24 | 130 | 226 | 26 | 38 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 0.92 | 0.89 | 0.89 | 0.95 | 0.91 | 0.85 | 0.96 | 0.96 | 0.75 | 0.91 | 0.91 | 0.85 | | | | |
| Lanes: | 2.00 | 2.50 | 0.50 | 1.00 | 3.00 | 1.00 | 1.60 | 0.40 | 2.00 | 2.00 | 1.00 | 1.00 | | | | |
| Final Sat.: | 3502 | 4208 | 849 | 1805 | 5187 | 1615 | 2918 | 737 | 2842 | 3455 | 1727 | 1615 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.16 | 0.18 | 0.18 | 0.03 | 0.33 | 0.42 | 0.03 | 0.03 | 0.05 | 0.07 | 0.02 | 0.02 | | | | |
| Crit Moves: | **** | | | | | **** | | | **** | **** | | | | | | |
| Green/Cycle: | 0.21 | 0.62 | 0.62 | 0.12 | 0.53 | 0.53 | 0.06 | 0.06 | 0.06 | 0.08 | 0.08 | 0.08 | | | | |
| Volume/Cap: | 0.79 | 0.29 | 0.29 | 0.29 | 0.61 | 0.79 | 0.56 | 0.56 | 0.79 | 0.79 | 0.18 | 0.28 | | | | |
| Delay/Veh: | 43.3 | 8.9 | 8.9 | 40.9 | 16.6 | 23.7 | 49.2 | 49.2 | 68.1 | 57.1 | 42.7 | 44.2 | | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| AdjDel/Veh: | 43.3 | 8.9 | 8.9 | 40.9 | 16.6 | 23.7 | 49.2 | 49.2 | 68.1 | 57.1 | 42.7 | 44.2 | | | | |
| LOS by Move: | D | A | A | D | B | C | D | D | E | E | D | D | | | | |
| HCM2kAvgQ: | 9 | 5 | 5 | 2 | 12 | 16 | 3 | 3 | 4 | 6 | 1 | 1 | | | | |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #91 Latrobe Rd/ Town Center Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.999
Loss Time (sec): 12 Average Delay (sec/veh): 34.0
Optimal Cycle: 180 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 4 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 1 | 1 0 | 1 | 0 | 0 | 1 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 169 | 1076 | 161 | 632 | 1948 | 925 | 151 | 12 | 17 | 73 | 79 | 316 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 169 | 1076 | 161 | 632 | 1948 | 925 | 151 | 12 | 17 | 73 | 79 | 316 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | | | | |
| PHF Volume: | 190 | 1209 | 181 | 710 | 2189 | 1039 | 170 | 13 | 19 | 82 | 89 | 355 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 190 | 1209 | 181 | 710 | 2189 | 1039 | 170 | 13 | 19 | 82 | 89 | 355 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| 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: | 190 | 1209 | 181 | 710 | 2189 | 1039 | 170 | 13 | 19 | 82 | 89 | 355 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 0.92 | 0.91 | 0.85 | 0.92 | 0.91 | 0.85 | 0.92 | 0.87 | 0.87 | 0.95 | 0.88 | 0.88 | | | | |
| Lanes: | 2.00 | 4.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 1.00 | 1.00 | 1.00 | 0.40 | 1.60 | | | | |
| Final Sat.: | 3502 | 6916 | 1615 | 3502 | 5187 | 1615 | 3502 | 1646 | 1646 | 1805 | 669 | 2675 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.05 | 0.17 | 0.11 | 0.20 | 0.42 | 0.64 | 0.05 | 0.01 | 0.01 | 0.05 | 0.13 | 0.13 | | | | |
| Crit Moves: | **** | | | | | **** | **** | | | | **** | | | | | |
| Green/Cycle: | 0.05 | 0.32 | 0.32 | 0.38 | 0.64 | 0.64 | 0.05 | 0.04 | 0.04 | 0.14 | 0.13 | 0.13 | | | | |
| Volume/Cap: | 1.00 | 0.54 | 0.35 | 0.54 | 0.65 | 1.00 | 1.00 | 0.22 | 0.31 | 0.31 | 1.00 | 1.00 | | | | |
| Delay/Veh: | 112.2 | 28.0 | 26.2 | 24.9 | 11.4 | 45.3 | 116.2 | 47.5 | 48.7 | 39.0 | 85.7 | 85.7 | | | | |
| 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: | 112.2 | 28.0 | 26.2 | 24.9 | 11.4 | 45.3 | 116.2 | 47.5 | 48.7 | 39.0 | 85.7 | 85.7 | | | | |
| LOS by Move: | F | C | C | C | B | D | F | D | D | D | F | F | | | | |
| HCM2kAvgQ: | 4 | 8 | 4 | 9 | 15 | 38 | 6 | 1 | 1 | 2 | 11 | 11 | | | | |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #92 Hazel Blvd/ Tributary- WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 1.037
Loss Time (sec): 9 Average Delay (sec/veh): 44.0
Optimal Cycle: 180 Level Of Service: D

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Ignore | | | | Include | | | | Ovl | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 3 | 0 1 | 0 | 0 | 3 | 1 0 | 0 | 0 | 0 | 0 1 | 1 | 1 | 0 | 0 2 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 381 | 1734 | 339 | 0 | 3126 | 143 | 0 | 0 | 304 | 78 | 82 | 726 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 381 | 1734 | 339 | 0 | 3126 | 143 | 0 | 0 | 304 | 78 | 82 | 726 | | | | |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.89 | 0.89 | 0.00 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | | | | |
| PHF Volume: | 428 | 1948 | 0 | 0 | 3512 | 161 | 0 | 0 | 342 | 88 | 92 | 816 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 428 | 1948 | 0 | 0 | 3512 | 161 | 0 | 0 | 342 | 88 | 92 | 816 | | | | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| FinalVolume: | 428 | 1948 | 0 | 0 | 3512 | 161 | 0 | 0 | 342 | 88 | 92 | 816 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 0.92 | 0.91 | 1.00 | 1.00 | 0.90 | 0.90 | 1.00 | 1.00 | 0.87 | 0.82 | 0.82 | 0.75 | | | | |
| Lanes: | 2.00 | 3.00 | 1.00 | 0.00 | 3.83 | 0.17 | 0.00 | 0.00 | 1.00 | 1.00 | 1.00 | 2.00 | | | | |
| Final Sat.: | 3502 | 5187 | 1900 | 0 | 6567 | 300 | 0 | 0 | 1644 | 1556 | 1556 | 2842 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.12 | 0.38 | 0.00 | 0.00 | 0.53 | 0.53 | 0.00 | 0.00 | 0.21 | 0.06 | 0.06 | 0.29 | | | | |
| Crit Moves: | **** | | | | **** | | | | | | | **** | | | | |
| Green/Cycle: | 0.12 | 0.63 | 0.00 | 0.00 | 0.52 | 0.52 | 0.00 | 0.00 | 0.39 | 0.28 | 0.28 | 0.28 | | | | |
| Volume/Cap: | 1.04 | 0.59 | 0.00 | 0.00 | 1.04 | 1.04 | 0.00 | 0.00 | 0.53 | 0.20 | 0.21 | 1.04 | | | | |
| Delay/Veh: | 98.4 | 11.1 | 0.0 | 0.0 | 50.2 | 50.2 | 0.0 | 0.0 | 24.0 | 27.8 | 27.9 | 78.4 | | | | |
| 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: | 98.4 | 11.1 | 0.0 | 0.0 | 50.2 | 50.2 | 0.0 | 0.0 | 24.0 | 27.8 | 27.9 | 78.4 | | | | |
| LOS by Move: | F | B | A | A | D | D | A | A | C | C | C | E | | | | |
| HCM2kAvgQ: | 8 | 12 | 0 | 0 | 34 | 34 | 0 | 0 | 8 | 2 | 2 | 22 | | | | |

Note: Queue reported is the number of cars per lane.





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Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #93 Hazel Ave/ EB US-50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.965
Loss Time (sec): 6 Average Delay (sec/veh): 36.5
Optimal Cycle: 155 Level Of Service: D

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Ignore | | | | Ignore | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 | 3 | 0 1 | 0 | 0 | 3 | 0 1 | 3 | 0 | 0 | 0 2 | 0 | 0 | 0 | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1672 | 280 | 0 | 1648 | 1156 | 1332 | 0 | 1061 | 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 | 1672 | 280 | 0 | 1648 | 1156 | 1332 | 0 | 1061 | 0 | 0 | 0 | | | | |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.89 | 0.89 | 0.00 | 0.89 | 0.89 | 0.00 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | | | | |
| PHF Volume: | 0 | 1879 | 0 | 0 | 1852 | 0 | 1497 | 0 | 1192 | 0 | 0 | 0 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 0 | 1879 | 0 | 0 | 1852 | 0 | 1497 | 0 | 1192 | 0 | 0 | 0 | | | | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| FinalVolume: | 0 | 1879 | 0 | 0 | 1852 | 0 | 1497 | 0 | 1192 | 0 | 0 | 0 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 1.00 | 0.91 | 1.00 | 1.00 | 0.91 | 1.00 | 0.48 | 1.00 | 0.75 | 1.00 | 1.00 | 1.00 | | | | |
| Lanes: | 0.00 | 3.00 | 1.00 | 0.00 | 3.00 | 1.00 | 3.00 | 0.00 | 2.00 | 0.00 | 0.00 | 0.00 | | | | |
| Final Sat.: | 0 | 5187 | 1900 | 0 | 5187 | 1900 | 2748 | 0 | 2842 | 0 | 0 | 0 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.36 | 0.00 | 0.00 | 0.36 | 0.00 | 0.54 | 0.00 | 0.42 | 0.00 | 0.00 | 0.00 | | | | |
| Crit Moves: | | **** | | | | | **** | | | | | | | | | |
| Green/Cycle: | 0.00 | 0.38 | 0.00 | 0.00 | 0.38 | 0.00 | 0.56 | 0.00 | 0.56 | 0.00 | 0.00 | 0.00 | | | | |
| Volume/Cap: | 0.00 | 0.96 | 0.00 | 0.00 | 0.95 | 0.00 | 0.96 | 0.00 | 0.74 | 0.00 | 0.00 | 0.00 | | | | |
| Delay/Veh: | 0.0 | 43.7 | 0.0 | 0.0 | 41.3 | 0.0 | 36.1 | 0.0 | 18.2 | 0.0 | 0.0 | 0.0 | | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| AdjDel/Veh: | 0.0 | 43.7 | 0.0 | 0.0 | 41.3 | 0.0 | 36.1 | 0.0 | 18.2 | 0.0 | 0.0 | 0.0 | | | | |
| LOS by Move: | A | D | A | A | D | A | D | A | B | A | A | A | | | | |
| HCM2kAvgQ: | 0 | 24 | 0 | 0 | 19 | 0 | 21 | 0 | 17 | 0 | 0 | 0 | | | | |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #94 Folsom Blvd/ WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.544
Loss Time (sec): 9 Average Delay (sec/veh): 6.3
Optimal Cycle: 37 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Ignore | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 3 | 0 0 | 0 | 0 | 3 | 0 1 | 1 | 0 | 1! | 0 1 | 0 | 0 | 0 | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 11 | 1988 | 0 | 0 | 1389 | 1483 | 78 | 0 | 137 | 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: | 11 | 1988 | 0 | 0 | 1389 | 1483 | 78 | 0 | 137 | 0 | 0 | 0 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.00 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | | | | |
| PHF Volume: | 12 | 2234 | 0 | 0 | 1561 | 0 | 88 | 0 | 154 | 0 | 0 | 0 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 12 | 2234 | 0 | 0 | 1561 | 0 | 88 | 0 | 154 | 0 | 0 | 0 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| FinalVolume: | 12 | 2234 | 0 | 0 | 1561 | 0 | 88 | 0 | 154 | 0 | 0 | 0 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 0.95 | 0.91 | 1.00 | 1.00 | 0.91 | 1.00 | 0.76 | 1.00 | 0.76 | 1.00 | 1.00 | 1.00 | | | | |
| Lanes: | 1.00 | 3.00 | 0.00 | 0.00 | 3.00 | 1.00 | 1.36 | 0.00 | 1.64 | 0.00 | 0.00 | 0.00 | | | | |
| Final Sat.: | 1805 | 5187 | 0 | 0 | 5187 | 1900 | 1980 | 0 | 2379 | 0 | 0 | 0 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.43 | 0.00 | 0.00 | 0.30 | 0.00 | 0.04 | 0.00 | 0.06 | 0.00 | 0.00 | 0.00 | | | | |
| Crit Moves: | | **** | | **** | | | | | **** | | | | | | | |
| Green/Cycle: | 0.02 | 0.79 | 0.00 | 0.00 | 0.77 | 0.00 | 0.12 | 0.00 | 0.12 | 0.00 | 0.00 | 0.00 | | | | |
| Volume/Cap: | 0.39 | 0.54 | 0.00 | 0.00 | 0.39 | 0.00 | 0.37 | 0.00 | 0.54 | 0.00 | 0.00 | 0.00 | | | | |
| Delay/Veh: | 56.3 | 4.0 | 0.0 | 0.0 | 3.7 | 0.0 | 41.0 | 0.0 | 42.9 | 0.0 | 0.0 | 0.0 | | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| AdjDel/Veh: | 56.3 | 4.0 | 0.0 | 0.0 | 3.7 | 0.0 | 41.0 | 0.0 | 42.9 | 0.0 | 0.0 | 0.0 | | | | |
| LOS by Move: | E | A | A | A | A | A | D | A | D | A | A | A | | | | |
| HCM2kAvgQ: | 0 | 9 | 0 | 0 | 5 | 0 | 2 | 0 | 4 | 0 | 0 | 0 | | | | |

Note: Queue reported is the number of cars per lane.





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Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #95 Folsom Blvd/ EB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.708
Loss Time (sec): 12 Average Delay (sec/veh): 26.8
Optimal Cycle: 61 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Ignore | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 2 | 0 1 | 1 | 0 | 2 | 0 1 | 3 | 0 | 1 | 0 1 | 1 | 0 | 0 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 48 | 589 | 41 | 100 | 1201 | 226 | 1311 | 181 | 48 | 108 | 0 | 113 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 48 | 589 | 41 | 100 | 1201 | 226 | 1311 | 181 | 48 | 108 | 0 | 113 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Volume: | 48 | 589 | 41 | 100 | 1201 | 226 | 1311 | 181 | 0 | 108 | 0 | 113 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 48 | 589 | 41 | 100 | 1201 | 226 | 1311 | 181 | 0 | 108 | 0 | 113 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | | | | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | | | | |
| FinalVolume: | 48 | 589 | 41 | 100 | 1201 | 226 | 1311 | 181 | 0 | 108 | 0 | 113 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 0.95 | 0.95 | 0.85 | 0.95 | 0.95 | 0.85 | 0.92 | 1.00 | 1.00 | 0.95 | 1.00 | 0.85 | | | | |
| Lanes: | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 3.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | | | | |
| Final Sat.: | 1805 | 3610 | 1615 | 1805 | 3610 | 1615 | 5253 | 1900 | 1900 | 1805 | 0 | 1615 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.16 | 0.03 | 0.06 | 0.33 | 0.14 | 0.25 | 0.10 | 0.00 | 0.06 | 0.00 | 0.07 | | | | |
| Crit Moves: | **** | | | | **** | | **** | | | | | **** | | | | |
| Green/Cycle: | 0.04 | 0.38 | 0.38 | 0.13 | 0.47 | 0.47 | 0.35 | 0.23 | 0.00 | 0.14 | 0.00 | 0.27 | | | | |
| Volume/Cap: | 0.71 | 0.43 | 0.07 | 0.43 | 0.71 | 0.30 | 0.71 | 0.42 | 0.00 | 0.42 | 0.00 | 0.26 | | | | |
| Delay/Veh: | 76.7 | 23.3 | 19.9 | 41.5 | 22.5 | 16.6 | 29.2 | 33.5 | 0.0 | 40.1 | 0.0 | 28.8 | | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| AdjDel/Veh: | 76.7 | 23.3 | 19.9 | 41.5 | 22.5 | 16.6 | 29.2 | 33.5 | 0.0 | 40.1 | 0.0 | 28.8 | | | | |
| LOS by Move: | E | C | B | D | C | B | C | C | A | D | A | C | | | | |
| HCM2kAvgQ: | 3 | 7 | 1 | 3 | 15 | 4 | 12 | 5 | 0 | 3 | 0 | 3 | | | | |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #96 Prairie City/ WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.995
Loss Time (sec): 6 Average Delay (sec/veh): 37.2
Optimal Cycle: 180 Level Of Service: D

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Ignore | | | | Ignore | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 | 2 | 0 1 | 0 | 0 | 2 | 0 1 | 0 | 0 | 0 | 0 0 | 2 | 0 | 0 | 0 2 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1945 | 395 | 0 | 700 | 119 | 0 | 0 | 0 | 128 | 0 | 835 | | | | |
| Growth Adj: | 1.00 | 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 | 1945 | 395 | 0 | 700 | 119 | 0 | 0 | 0 | 128 | 0 | 835 | | | | |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.89 | 0.89 | 0.00 | 0.89 | 0.89 | 0.00 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | | | | |
| PHF Volume: | 0 | 2185 | 0 | 0 | 787 | 0 | 0 | 0 | 0 | 144 | 0 | 938 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 0 | 2185 | 0 | 0 | 787 | 0 | 0 | 0 | 0 | 144 | 0 | 938 | | | | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| FinalVolume: | 0 | 2185 | 0 | 0 | 787 | 0 | 0 | 0 | 0 | 144 | 0 | 938 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 0.59 | 1.00 | 0.75 | | | | |
| Lanes: | 0.00 | 2.00 | 1.00 | 0.00 | 2.00 | 1.00 | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 2.00 | | | | |
| Final Sat.: | 0 | 3610 | 1900 | 0 | 3610 | 1900 | 0 | 0 | 0 | 2256 | 0 | 2842 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.61 | 0.00 | 0.00 | 0.22 | 0.00 | 0.00 | 0.00 | 0.00 | 0.06 | 0.00 | 0.33 | | | | |
| Crit Moves: | | **** | | | | | | | | | | **** | | | | |
| Green/Cycle: | 0.00 | 0.61 | 0.00 | 0.00 | 0.61 | 0.00 | 0.00 | 0.00 | 0.00 | 0.33 | 0.00 | 0.33 | | | | |
| Volume/Cap: | 0.00 | 1.00 | 0.00 | 0.00 | 0.36 | 0.00 | 0.00 | 0.00 | 0.00 | 0.19 | 0.00 | 1.00 | | | | |
| Delay/Veh: | 0.0 | 37.5 | 0.0 | 0.0 | 9.9 | 0.0 | 0.0 | 0.0 | 0.0 | 24.0 | 0.0 | 61.4 | | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| AdjDel/Veh: | 0.0 | 37.5 | 0.0 | 0.0 | 9.9 | 0.0 | 0.0 | 0.0 | 0.0 | 24.0 | 0.0 | 61.4 | | | | |
| LOS by Move: | A | D | A | A | A | A | A | A | A | C | A | E | | | | |
| HCM2kAvgQ: | 0 | 38 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 2 | 0 | 23 | | | | |

Note: Queue reported is the number of cars per lane.





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Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #97 Prairie City/ EB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.860
Loss Time (sec): 6 Average Delay (sec/veh): 21.2
Optimal Cycle: 75 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 | 2 | 0 1 | 0 | 0 | 2 | 0 1 | 1 | 1 | 0 | 0 2 | 0 | 0 | 0 | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1735 | 237 | 0 | 828 | 0 | 811 | 2 | 344 | 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 | 1735 | 237 | 0 | 828 | 0 | 811 | 2 | 344 | 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: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | | | | |
| PHF Volume: | 0 | 1949 | 266 | 0 | 930 | 0 | 911 | 2 | 387 | 0 | 0 | 0 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 0 | 1949 | 266 | 0 | 930 | 0 | 911 | 2 | 387 | 0 | 0 | 0 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| FinalVolume: | 0 | 1949 | 266 | 0 | 930 | 0 | 911 | 2 | 387 | 0 | 0 | 0 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 1.00 | 0.95 | 0.85 | 1.00 | 0.95 | 1.00 | 0.90 | 0.90 | 0.75 | 1.00 | 1.00 | 1.00 | | | | |
| Lanes: | 0.00 | 2.00 | 1.00 | 0.00 | 2.00 | 1.00 | 1.99 | 0.01 | 2.00 | 0.00 | 0.00 | 0.00 | | | | |
| Final Sat.: | 0 | 3610 | 1615 | 0 | 3610 | 1900 | 3393 | 8 | 2842 | 0 | 0 | 0 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.54 | 0.16 | 0.00 | 0.26 | 0.00 | 0.27 | 0.27 | 0.14 | 0.00 | 0.00 | 0.00 | | | | |
| Crit Moves: | | **** | | | | | | **** | | | | | | | | |
| Green/Cycle: | 0.00 | 0.63 | 0.63 | 0.00 | 0.63 | 0.00 | 0.31 | 0.31 | 0.31 | 0.00 | 0.00 | 0.00 | | | | |
| Volume/Cap: | 0.00 | 0.86 | 0.26 | 0.00 | 0.41 | 0.00 | 0.86 | 0.86 | 0.44 | 0.00 | 0.00 | 0.00 | | | | |
| Delay/Veh: | 0.0 | 18.7 | 8.4 | 0.0 | 9.5 | 0.0 | 39.6 | 39.6 | 27.7 | 0.0 | 0.0 | 0.0 | | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| AdjDel/Veh: | 0.0 | 18.7 | 8.4 | 0.0 | 9.5 | 0.0 | 39.6 | 39.6 | 27.7 | 0.0 | 0.0 | 0.0 | | | | |
| LOS by Move: | A | B | A | A | A | A | D | D | C | A | A | A | | | | |
| HCM2kAvgQ: | 0 | 26 | 3 | 0 | 7 | 0 | 16 | 16 | 6 | 0 | 0 | 0 | | | | |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #98 East Bidwell St/ WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.848
Loss Time (sec): 6 Average Delay (sec/veh): 28.1
Optimal Cycle: 71 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Permitted | | | Permitted | | | Permitted | | | Permitted | | |
| Rights: | Ignore | | | Ignore | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 1340 | 297 | 0 | 1339 | 345 | 0 | 0 | 0 | 1005 | 0 | 640 |
| Growth Adj: | 1.00 | 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 | 1340 | 297 | 0 | 1339 | 345 | 0 | 0 | 0 | 1005 | 0 | 640 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | 0.00 | 0.89 | 0.89 | 0.00 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 0 | 1506 | 0 | 0 | 1504 | 0 | 0 | 0 | 0 | 1129 | 0 | 719 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 1506 | 0 | 0 | 1504 | 0 | 0 | 0 | 0 | 1129 | 0 | 719 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 1506 | 0 | 0 | 1504 | 0 | 0 | 0 | 0 | 1129 | 0 | 719 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 0.91 | 1.00 | 1.00 | 0.91 | 1.00 | 1.00 | 1.00 | 1.00 | 0.59 | 1.00 | 0.75 |
| Lanes: | 0.00 | 3.00 | 1.00 | 0.00 | 3.00 | 1.00 | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 2.00 |
| Final Sat.: | 0 | 5187 | 1900 | 0 | 5187 | 1900 | 0 | 0 | 0 | 2226 | 0 | 2842 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.29 | 0.00 | 0.00 | 0.29 | 0.00 | 0.00 | 0.00 | 0.00 | 0.51 | 0.00 | 0.25 |
| Crit Moves: | | **** | | | | | | | | **** | | |
| Green/Cycle: | 0.00 | 0.34 | 0.00 | 0.00 | 0.34 | 0.00 | 0.00 | 0.00 | 0.00 | 0.60 | 0.00 | 0.60 |
| Volume/Cap: | 0.00 | 0.85 | 0.00 | 0.00 | 0.85 | 0.00 | 0.00 | 0.00 | 0.00 | 0.85 | 0.00 | 0.42 |
| Delay/Veh: | 0.0 | 34.5 | 0.0 | 0.0 | 34.5 | 0.0 | 0.0 | 0.0 | 0.0 | 21.7 | 0.0 | 11.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 34.5 | 0.0 | 0.0 | 34.5 | 0.0 | 0.0 | 0.0 | 0.0 | 21.7 | 0.0 | 11.0 |
| LOS by Move: | A | C | A | A | C | A | A | A | A | C | A | B |
| HCM2kAvgQ: | 0 | 17 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 17 | 0 | 7 |

Note: Queue reported is the number of cars per lane.





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Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #99 East Bidwell St/ EB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.742
Loss Time (sec): 6 Average Delay (sec/veh): 17.1
Optimal Cycle: 48 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Permitted | | | Permitted | | | Permitted | | | Permitted | | |
| Rights: | Ignore | | | Ignore | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 3 | 0 | 1 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 1151 | 663 | 0 | 2102 | 242 | 486 | 0 | 455 | 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 | 1151 | 663 | 0 | 2102 | 242 | 486 | 0 | 455 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | 0.00 | 0.89 | 0.89 | 0.00 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 0 | 1293 | 0 | 0 | 2362 | 0 | 546 | 0 | 511 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 1293 | 0 | 0 | 2362 | 0 | 546 | 0 | 511 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 1293 | 0 | 0 | 2362 | 0 | 546 | 0 | 511 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 0.91 | 1.00 | 1.00 | 0.91 | 1.00 | 0.59 | 1.00 | 0.75 | 1.00 | 1.00 | 1.00 |
| Lanes: | 0.00 | 3.00 | 1.00 | 0.00 | 3.00 | 1.00 | 2.00 | 0.00 | 2.00 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 0 | 5187 | 1900 | 0 | 5187 | 1900 | 2256 | 0 | 2842 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.25 | 0.00 | 0.00 | 0.46 | 0.00 | 0.24 | 0.00 | 0.18 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | | | | | **** | | **** | | | | | |
| Green/Cycle: | 0.00 | 0.61 | 0.00 | 0.00 | 0.61 | 0.00 | 0.33 | 0.00 | 0.33 | 0.00 | 0.00 | 0.00 |
| Volume/Cap: | 0.00 | 0.41 | 0.00 | 0.00 | 0.74 | 0.00 | 0.74 | 0.00 | 0.55 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 10.0 | 0.0 | 0.0 | 14.7 | 0.0 | 34.0 | 0.0 | 28.4 | 0.0 | 0.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 10.0 | 0.0 | 0.0 | 14.7 | 0.0 | 34.0 | 0.0 | 28.4 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | A | B | A | A | B | A | C | A | C | A | A | A |
| HCM2kAvgQ: | 0 | 7 | 0 | 0 | 18 | 0 | 9 | 0 | 8 | 0 | 0 | 0 |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #100 El Dorado Hills Blvd/ WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.430
Loss Time (sec): 0 Average Delay (sec/veh): 0.0
Optimal Cycle: 25 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1533 | 0 | | 0 | 2228 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 0 | 1533 | 0 | | 0 | 2228 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 1.00 | 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 | 1533 | 0 | | 0 | 2228 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 1533 | 0 | | 0 | 2228 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 1533 | 0 | | 0 | 2228 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.91 | 1.00 | | 1.00 | 0.91 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Lanes: | 0.00 | 3.00 | 0.00 | | 0.00 | 3.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | |
| Final Sat.: | 0 | 5187 | 0 | | 0 | 5187 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.30 | 0.00 | | 0.00 | 0.43 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | |
| Crit Moves: | | | | | | **** | | | | | | | | | | |
| Green/Cycle: | 0.00 | 1.00 | 0.00 | | 0.00 | 1.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | |
| Volume/Cap: | 0.00 | 0.30 | 0.00 | | 0.00 | 0.43 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | | 0.0 | 0.1 | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | | 0.0 | 0.1 | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | |
| LOS by Move: | A | A | A | | A | A | A | | A | A | A | | A | A | A | |
| HCM2kAvgQ: | 0 | 0 | 0 | | 0 | 1 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |

Note: Queue reported is the number of cars per lane.





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Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #101 El Dorado Hills Blvd/ EB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.399
Loss Time (sec): 6 Average Delay (sec/veh): 3.8
Optimal Cycle: 23 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Ignore | | | | Ignore | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 3 | 0 | 1 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1403 | 119 | | 147 | 1944 | 0 | | 0 | 0 | 1561 | | 0 | 0 | 295 | |
| Growth Adj: | 1.00 | 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 | 1403 | 119 | | 147 | 1944 | 0 | | 0 | 0 | 1561 | | 0 | 0 | 295 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| PHF Volume: | 0 | 1403 | 119 | | 147 | 1944 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 1403 | 119 | | 147 | 1944 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| FinalVolume: | 0 | 1403 | 119 | | 147 | 1944 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.97 | 0.91 | 0.85 | | 0.95 | 0.91 | 1.00 | | 1.00 | 1.00 | 0.88 | | 1.00 | 1.00 | 1.00 | |
| Lanes: | 2.00 | 3.00 | 1.00 | | 1.00 | 3.00 | 0.00 | | 0.00 | 0.00 | 2.00 | | 0.00 | 0.00 | 1.00 | |
| Final Sat.: | 3686 | 5187 | 1615 | | 1805 | 5187 | 0 | | 0 | 0 | 3344 | | 0 | 0 | 1900 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.27 | 0.07 | | 0.08 | 0.37 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | |
| Crit Moves: | **** | | | | | **** | | | | | | | | | | |
| Green/Cycle: | 0.00 | 0.72 | 0.72 | | 0.22 | 0.94 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | |
| Volume/Cap: | 0.00 | 0.37 | 0.10 | | 0.37 | 0.40 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | |
| Delay/Veh: | 0.0 | 5.3 | 4.2 | | 33.9 | 0.3 | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 5.3 | 4.2 | | 33.9 | 0.3 | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | |
| LOS by Move: | A | A | A | | C | A | A | | A | A | A | | A | A | A | |
| HCM2kAvgQ: | 0 | 6 | 1 | | 4 | 3 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #102 Sunrise Rd/ Jackson Hwy-SR16

Cycle (sec): 100 Critical Vol./Cap. (X): 0.799
Loss Time (sec): 12 Average Delay (sec/veh): 29.2
Optimal Cycle: 77 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 2 | 0 1 | 2 | 0 | 2 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 15 | 997 | 186 | | 83 | 431 | 97 | | 90 | 559 | 12 | | 253 | 1386 | 28 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 15 | 997 | 186 | | 83 | 431 | 97 | | 90 | 559 | 12 | | 253 | 1386 | 28 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 17 | 1120 | 209 | | 93 | 484 | 109 | | 101 | 628 | 13 | | 284 | 1557 | 31 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 17 | 1120 | 209 | | 93 | 484 | 109 | | 101 | 628 | 13 | | 284 | 1557 | 31 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 17 | 1120 | 209 | | 93 | 484 | 109 | | 101 | 628 | 13 | | 284 | 1557 | 31 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.91 | 0.85 | | 0.92 | 0.91 | 0.85 | | 0.92 | 0.95 | 0.85 | | 0.92 | 0.95 | 0.85 | |
| Lanes: | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 2.00 | 1.00 | | 2.00 | 2.00 | 1.00 | |
| Final Sat.: | 3502 | 5187 | 1615 | | 3502 | 5187 | 1615 | | 3502 | 3610 | 1615 | | 3502 | 3610 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.22 | 0.13 | | 0.03 | 0.09 | 0.07 | | 0.03 | 0.17 | 0.01 | | 0.08 | 0.43 | 0.02 | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.01 | 0.27 | 0.45 | | 0.03 | 0.29 | 0.33 | | 0.04 | 0.39 | 0.41 | | 0.18 | 0.54 | 0.57 | |
| Volume/Cap: | 0.32 | 0.80 | 0.29 | | 0.80 | 0.32 | 0.21 | | 0.80 | 0.44 | 0.02 | | 0.44 | 0.80 | 0.03 | |
| Delay/Veh: | 52.3 | 37.3 | 17.4 | | 78.9 | 28.0 | 24.6 | | 76.8 | 22.5 | 17.7 | | 36.8 | 21.0 | 9.3 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 52.3 | 37.3 | 17.4 | | 78.9 | 28.0 | 24.6 | | 76.8 | 22.5 | 17.7 | | 36.8 | 21.0 | 9.3 | |
| LOS by Move: | D | D | B | | E | C | C | | E | C | B | | D | C | A | |
| HCM2kAvgQ: | 0 | 11 | 4 | | 2 | 4 | 2 | | 3 | 8 | 0 | | 4 | 21 | 0 | |

Note: Queue reported is the number of cars per lane.





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Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #103 Grant Line Rd/ Jackson Rd- SR16

Cycle (sec): 100 Critical Vol./Cap. (X): 0.433
Loss Time (sec): 12 Average Delay (sec/veh): 24.2
Optimal Cycle: 37 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 2 | 0 1 | 2 | 0 | 2 | 0 2 | 2 | 0 | 2 | 0 2 | 2 | 0 | 2 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 169 | 791 | 55 | | 2 | 720 | 142 | | 51 | 405 | 191 | | 177 | 598 | 2 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 169 | 791 | 55 | | 2 | 720 | 142 | | 51 | 405 | 191 | | 177 | 598 | 2 | |
| User Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Volume: | 150 | 704 | 49 | | 2 | 641 | 126 | | 45 | 360 | 170 | | 158 | 532 | 2 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 150 | 704 | 49 | | 2 | 641 | 126 | | 45 | 360 | 170 | | 158 | 532 | 2 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 150 | 704 | 49 | | 2 | 641 | 126 | | 45 | 360 | 170 | | 158 | 532 | 2 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.95 | 0.85 | | 0.92 | 0.95 | 0.75 | | 0.92 | 0.95 | 0.75 | | 0.92 | 0.95 | 0.85 | |
| Lanes: | 2.00 | 2.00 | 1.00 | | 2.00 | 2.00 | 2.00 | | 2.00 | 2.00 | 2.00 | | 2.00 | 2.00 | 1.00 | |
| Final Sat.: | 3502 | 3610 | 1615 | | 3502 | 3610 | 2842 | | 3502 | 3610 | 2842 | | 3502 | 3610 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.20 | 0.03 | | 0.00 | 0.18 | 0.04 | | 0.01 | 0.10 | 0.06 | | 0.04 | 0.15 | 0.00 | |
| Crit Moves: | **** | | | | | **** | | | **** | | | | | **** | | |
| Green/Cycle: | 0.10 | 0.51 | 0.62 | | 0.00 | 0.41 | 0.44 | | 0.03 | 0.26 | 0.35 | | 0.12 | 0.34 | 0.34 | |
| Volume/Cap: | 0.43 | 0.38 | 0.05 | | 0.38 | 0.43 | 0.10 | | 0.43 | 0.39 | 0.17 | | 0.39 | 0.43 | 0.00 | |
| Delay/Veh: | 43.3 | 15.2 | 7.3 | | 95.6 | 21.4 | 16.4 | | 50.5 | 31.1 | 22.2 | | 41.6 | 25.7 | 21.7 | |
| 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: | 43.3 | 15.2 | 7.3 | | 95.6 | 21.4 | 16.4 | | 50.5 | 31.1 | 22.2 | | 41.6 | 25.7 | 21.7 | |
| LOS by Move: | D | B | A | | F | C | B | | D | C | C | | D | C | C | |
| HCM2kAvgQ: | 3 | 7 | 1 | | 0 | 7 | 1 | | 1 | 5 | 2 | | 2 | 6 | 0 | |

Note: Queue reported is the number of cars per lane.

AM Cumulative Plus Project Thu May 7, 2009 18:14:57 Page 106-1

Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #104 Oak Ave Pkwy/ WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.764
Loss Time (sec): 6 Average Delay (sec/veh): 17.9
Optimal Cycle: 51 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Permitted | | | Permitted | | | Permitted | | | Permitted | | |
| Rights: | Ignore | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 1463 | 509 | 0 | 905 | 584 | 0 | 0 | 0 | 527 | 0 | 121 |
| Growth Adj: | 1.00 | 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 | 1463 | 509 | 0 | 905 | 584 | 0 | 0 | 0 | 527 | 0 | 121 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | 0.00 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 0 | 1644 | 0 | 0 | 1017 | 656 | 0 | 0 | 0 | 592 | 0 | 136 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 1644 | 0 | 0 | 1017 | 656 | 0 | 0 | 0 | 592 | 0 | 136 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 1644 | 0 | 0 | 1017 | 656 | 0 | 0 | 0 | 592 | 0 | 136 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 0.85 | 1.00 | 1.00 | 1.00 | 0.59 | 1.00 | 0.75 |
| Lanes: | 0.00 | 2.00 | 1.00 | 0.00 | 2.00 | 1.00 | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 2.00 |
| Final Sat.: | 0 | 3610 | 1900 | 0 | 3610 | 1615 | 0 | 0 | 0 | 2252 | 0 | 2842 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.46 | 0.00 | 0.00 | 0.28 | 0.41 | 0.00 | 0.00 | 0.00 | 0.26 | 0.00 | 0.05 |
| Crit Moves: | | **** | | | | | | | | **** | | |
| Green/Cycle: | 0.00 | 0.60 | 0.00 | 0.00 | 0.60 | 0.60 | 0.00 | 0.00 | 0.00 | 0.34 | 0.00 | 0.34 |
| Volume/Cap: | 0.00 | 0.76 | 0.00 | 0.00 | 0.47 | 0.68 | 0.00 | 0.00 | 0.00 | 0.76 | 0.00 | 0.14 |
| Delay/Veh: | 0.0 | 16.7 | 0.0 | 0.0 | 11.5 | 15.8 | 0.0 | 0.0 | 0.0 | 33.7 | 0.0 | 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: | 0.0 | 16.7 | 0.0 | 0.0 | 11.5 | 15.8 | 0.0 | 0.0 | 0.0 | 33.7 | 0.0 | 22.7 |
| LOS by Move: | A | B | A | A | B | B | A | A | A | C | A | C |
| HCM2kAvgQ: | 0 | 19 | 0 | 0 | 9 | 13 | 0 | 0 | 0 | 10 | 0 | 2 |

Note: Queue reported is the number of cars per lane.





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Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #105 Oak Ave Pkwy/ EB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.851
Loss Time (sec): 6 Average Delay (sec/veh): 27.3
Optimal Cycle: 72 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Permitted | | | Permitted | | | Permitted | | | Permitted | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 2 | 0 | 1 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 1009 | 124 | 0 | 982 | 129 | 963 | 0 | 506 | 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 | 1009 | 124 | 0 | 982 | 129 | 963 | 0 | 506 | 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: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 0 | 1134 | 139 | 0 | 1103 | 145 | 1082 | 0 | 569 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 1134 | 139 | 0 | 1103 | 145 | 1082 | 0 | 569 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 1134 | 139 | 0 | 1103 | 145 | 1082 | 0 | 569 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 0.95 | 0.85 | 1.00 | 0.95 | 0.85 | 0.59 | 1.00 | 0.75 | 1.00 | 1.00 | 1.00 |
| Lanes: | 0.00 | 2.00 | 1.00 | 0.00 | 2.00 | 1.00 | 2.00 | 0.00 | 2.00 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 0 | 3610 | 1615 | 0 | 3610 | 1615 | 2226 | 0 | 2842 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.31 | 0.09 | 0.00 | 0.31 | 0.09 | 0.49 | 0.00 | 0.20 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | | **** | | | | | **** | | | | | |
| Green/Cycle: | 0.00 | 0.37 | 0.37 | 0.00 | 0.37 | 0.37 | 0.57 | 0.00 | 0.57 | 0.00 | 0.00 | 0.00 |
| Volume/Cap: | 0.00 | 0.85 | 0.23 | 0.00 | 0.83 | 0.24 | 0.85 | 0.00 | 0.35 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 34.5 | 22.0 | 0.0 | 33.1 | 22.1 | 23.6 | 0.0 | 11.6 | 0.0 | 0.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 34.5 | 22.0 | 0.0 | 33.1 | 22.1 | 23.6 | 0.0 | 11.6 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | A | C | C | A | C | C | C | A | B | A | A | A |
| HCM2kAvgQ: | 0 | 18 | 3 | 0 | 17 | 3 | 17 | 0 | 5 | 0 | 0 | 0 |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #106 Empire Ranch Rd/ WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.590
Loss Time (sec): 6 Average Delay (sec/veh): 14.7
Optimal Cycle: 32 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 3 | 0 1 | 0 | 0 | 3 | 0 1 | 0 | 0 | 0 | 0 0 | 2 | 0 | 0 | 0 2 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 633 | 342 | | 0 | 1270 | 513 | | 0 | 0 | 0 | | 323 | 0 | 500 | |
| Growth Adj: | 1.00 | 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 | 633 | 342 | | 0 | 1270 | 513 | | 0 | 0 | 0 | | 323 | 0 | 500 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 0 | 711 | 384 | | 0 | 1427 | 576 | | 0 | 0 | 0 | | 363 | 0 | 562 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 711 | 384 | | 0 | 1427 | 576 | | 0 | 0 | 0 | | 363 | 0 | 562 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 0 | 711 | 384 | | 0 | 1427 | 576 | | 0 | 0 | 0 | | 363 | 0 | 562 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.91 | 0.85 | | 1.00 | 0.91 | 0.85 | | 1.00 | 1.00 | 1.00 | | 0.59 | 1.00 | 0.75 | |
| Lanes: | 0.00 | 3.00 | 1.00 | | 0.00 | 3.00 | 1.00 | | 0.00 | 0.00 | 0.00 | | 2.00 | 0.00 | 2.00 | |
| Final Sat.: | 0 | 5187 | 1615 | | 0 | 5187 | 1615 | | 0 | 0 | 0 | | 2252 | 0 | 2842 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.14 | 0.24 | | 0.00 | 0.28 | 0.36 | | 0.00 | 0.00 | 0.00 | | 0.16 | 0.00 | 0.20 | |
| Crit Moves: | | | | | | | **** | | | | | | | | **** | |
| Green/Cycle: | 0.00 | 0.60 | 0.60 | | 0.00 | 0.60 | 0.60 | | 0.00 | 0.00 | 0.00 | | 0.34 | 0.00 | 0.34 | |
| Volume/Cap: | 0.00 | 0.23 | 0.39 | | 0.00 | 0.45 | 0.59 | | 0.00 | 0.00 | 0.00 | | 0.48 | 0.00 | 0.59 | |
| Delay/Veh: | 0.0 | 9.1 | 10.5 | | 0.0 | 10.9 | 13.1 | | 0.0 | 0.0 | 0.0 | | 26.8 | 0.0 | 28.5 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 9.1 | 10.5 | | 0.0 | 10.9 | 13.1 | | 0.0 | 0.0 | 0.0 | | 26.8 | 0.0 | 28.5 | |
| LOS by Move: | A | A | B | | A | B | B | | A | A | A | | C | A | C | |
| HCM2kAvgQ: | 0 | 4 | 6 | | 0 | 8 | 10 | | 0 | 0 | 0 | | 5 | 0 | 9 | |

Note: Queue reported is the number of cars per lane.





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Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #107 Empire Ranch Rd/ EB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.433
Loss Time (sec): 6 Average Delay (sec/veh): 15.8
Optimal Cycle: 24 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Ignore | | | | Ignore | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 3 | 0 1 | 0 | 0 | 3 | 0 1 | 2 | 0 | 0 | 0 2 | 0 | 0 | 0 | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 728 | 178 | | 0 | 1067 | 526 | | 248 | 0 | 446 | | 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 | 728 | 178 | | 0 | 1067 | 526 | | 248 | 0 | 446 | | 0 | 0 | 0 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 0 | 818 | 0 | | 0 | 1199 | 0 | | 279 | 0 | 501 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 818 | 0 | | 0 | 1199 | 0 | | 279 | 0 | 501 | | 0 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 818 | 0 | | 0 | 1199 | 0 | | 279 | 0 | 501 | | 0 | 0 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.91 | 1.00 | | 1.00 | 0.91 | 1.00 | | 0.59 | 1.00 | 0.75 | | 1.00 | 1.00 | 1.00 | |
| Lanes: | 0.00 | 3.00 | 1.00 | | 0.00 | 3.00 | 1.00 | | 2.00 | 0.00 | 2.00 | | 0.00 | 0.00 | 0.00 | |
| Final Sat.: | 0 | 5187 | 1900 | | 0 | 5187 | 1900 | | 2245 | 0 | 2842 | | 0 | 0 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.16 | 0.00 | | 0.00 | 0.23 | 0.00 | | 0.12 | 0.00 | 0.18 | | 0.00 | 0.00 | 0.00 | |
| Crit Moves: | | | | | | **** | | | | | **** | | | | | |
| Green/Cycle: | 0.00 | 0.53 | 0.00 | | 0.00 | 0.53 | 0.00 | | 0.41 | 0.00 | 0.41 | | 0.00 | 0.00 | 0.00 | |
| Volume/Cap: | 0.00 | 0.30 | 0.00 | | 0.00 | 0.43 | 0.00 | | 0.31 | 0.00 | 0.43 | | 0.00 | 0.00 | 0.00 | |
| Delay/Veh: | 0.0 | 13.0 | 0.0 | | 0.0 | 14.3 | 0.0 | | 20.3 | 0.0 | 21.6 | | 0.0 | 0.0 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 13.0 | 0.0 | | 0.0 | 14.3 | 0.0 | | 20.3 | 0.0 | 21.6 | | 0.0 | 0.0 | 0.0 | |
| LOS by Move: | A | B | A | | A | B | A | | C | A | C | | A | A | A | |
| HCM2kAvgQ: | 0 | 5 | 0 | | 0 | 8 | 0 | | 3 | 0 | 6 | | 0 | 0 | 0 | |

Note: Queue reported is the number of cars per lane.

AM Cumulative Plus Project Thu May 7, 2009 18:14:57 Page 110-1

Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #108 Silva Way/ WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.973
Loss Time (sec): 6 Average Delay (sec/veh): 39.5
Optimal Cycle: 168 Level Of Service: D

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Ignore | | | | Ignore | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 | 2 | 0 1 | 0 | 0 | 2 | 0 1 | 0 | 0 | 0 | 0 0 | 2 | 0 | 0 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 560 | 74 | 0 | 1138 | 643 | 0 | 0 | 0 | 1110 | 0 | 113 | | | | |
| Growth Adj: | 1.00 | 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 | 560 | 74 | 0 | 1138 | 643 | 0 | 0 | 0 | 1110 | 0 | 113 | | | | |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.89 | 0.89 | 0.00 | 0.89 | 0.89 | 0.00 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | | | | |
| PHF Volume: | 0 | 629 | 0 | 0 | 1279 | 0 | 0 | 0 | 0 | 1247 | 0 | 127 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 0 | 629 | 0 | 0 | 1279 | 0 | 0 | 0 | 0 | 1247 | 0 | 127 | | | | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| FinalVolume: | 0 | 629 | 0 | 0 | 1279 | 0 | 0 | 0 | 0 | 1247 | 0 | 127 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 0.59 | 1.00 | 0.85 | | | | |
| Lanes: | 0.00 | 2.00 | 1.00 | 0.00 | 2.00 | 1.00 | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 1.00 | | | | |
| Final Sat.: | 0 | 3610 | 1900 | 0 | 3610 | 1900 | 0 | 0 | 0 | 2226 | 0 | 1615 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.17 | 0.00 | 0.00 | 0.35 | 0.00 | 0.00 | 0.00 | 0.00 | 0.56 | 0.00 | 0.08 | | | | |
| Crit Moves: | | | | | **** | | | | | **** | | | | | | |
| Green/Cycle: | 0.00 | 0.36 | 0.00 | 0.00 | 0.36 | 0.00 | 0.00 | 0.00 | 0.00 | 0.58 | 0.00 | 0.58 | | | | |
| Volume/Cap: | 0.00 | 0.48 | 0.00 | 0.00 | 0.97 | 0.00 | 0.00 | 0.00 | 0.00 | 0.97 | 0.00 | 0.14 | | | | |
| Delay/Veh: | 0.0 | 24.8 | 0.0 | 0.0 | 49.9 | 0.0 | 0.0 | 0.0 | 0.0 | 39.3 | 0.0 | 9.8 | | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| AdjDel/Veh: | 0.0 | 24.8 | 0.0 | 0.0 | 49.9 | 0.0 | 0.0 | 0.0 | 0.0 | 39.3 | 0.0 | 9.8 | | | | |
| LOS by Move: | A | C | A | A | D | A | A | A | A | D | A | A | | | | |
| HCM2kAvgQ: | 0 | 8 | 0 | 0 | 26 | 0 | 0 | 0 | 0 | 25 | 0 | 2 | | | | |

Note: Queue reported is the number of cars per lane.

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AM Cumulative Plus Project Thu May 7, 2009 18:14:57 Page 111-1

Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #109 Silva Way/ EB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.726
Loss Time (sec): 6 Average Delay (sec/veh): 8.1
Optimal Cycle: 45 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Ignore | | | | Ignore | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 | 2 | 0 1 | 0 | 0 | 2 | 0 1 | 2 | 0 | 0 | 0 2 | 0 | 0 | 0 | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 617 | 318 | 0 | 1930 | 261 | 171 | 0 | 91 | 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 | 617 | 318 | 0 | 1930 | 261 | 171 | 0 | 91 | 0 | 0 | 0 | | | | |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.89 | 0.89 | 0.00 | 0.89 | 0.89 | 0.00 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | | | | |
| PHF Volume: | 0 | 693 | 0 | 0 | 2169 | 0 | 192 | 0 | 102 | 0 | 0 | 0 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 0 | 693 | 0 | 0 | 2169 | 0 | 192 | 0 | 102 | 0 | 0 | 0 | | | | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| FinalVolume: | 0 | 693 | 0 | 0 | 2169 | 0 | 192 | 0 | 102 | 0 | 0 | 0 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 0.62 | 1.00 | 0.75 | 1.00 | 1.00 | 1.00 | | | | |
| Lanes: | 0.00 | 2.00 | 1.00 | 0.00 | 2.00 | 1.00 | 2.00 | 0.00 | 2.00 | 0.00 | 0.00 | 0.00 | | | | |
| Final Sat.: | 0 | 3610 | 1900 | 0 | 3610 | 1900 | 2363 | 0 | 2842 | 0 | 0 | 0 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.19 | 0.00 | 0.00 | 0.60 | 0.00 | 0.08 | 0.00 | 0.04 | 0.00 | 0.00 | 0.00 | | | | |
| Crit Moves: | | | | | **** | | **** | | | | | | | | | |
| Green/Cycle: | 0.00 | 0.83 | 0.00 | 0.00 | 0.83 | 0.00 | 0.11 | 0.00 | 0.11 | 0.00 | 0.00 | 0.00 | | | | |
| Volume/Cap: | 0.00 | 0.23 | 0.00 | 0.00 | 0.73 | 0.00 | 0.73 | 0.00 | 0.32 | 0.00 | 0.00 | 0.00 | | | | |
| Delay/Veh: | 0.0 | 1.9 | 0.0 | 0.0 | 4.6 | 0.0 | 52.5 | 0.0 | 41.5 | 0.0 | 0.0 | 0.0 | | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| AdjDel/Veh: | 0.0 | 1.9 | 0.0 | 0.0 | 4.6 | 0.0 | 52.5 | 0.0 | 41.5 | 0.0 | 0.0 | 0.0 | | | | |
| LOS by Move: | A | A | A | A | A | A | D | A | D | A | A | A | | | | |
| HCM2kAvgQ: | 0 | 2 | 0 | 0 | 14 | 0 | 3 | 0 | 2 | 0 | 0 | 0 | | | | |

Note: Queue reported is the number of cars per lane.

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LEVEL OF SERVICE WORKSHEETS

# CUMULATIVE CONDITIONS
# PROPOSED PROJECT (PP) ALTERNATIVE
# PM PEAK HOUR

Folsom South of US-50 Annexation
Cumulative Plus Project PM

Impact Analysis Report
Level Of Service

| Intersection | Base LOS | Base Del/ Veh | Base V/ C | Future LOS | Future Del/ Veh | Future V/ C | Change in |
|---|---|---|---|---|---|---|---|
| # 1 Folsom Blvd/ Blue Ravine Rd | E | 64.4 | 1.015 | E | 64.4 | 1.015 | + 0.000 D/V |
| # 2 Sibly Street/ Blue Ravine Road | C | 30.1 | 0.733 | C | 30.1 | 0.733 | + 0.000 D/V |
| # 3 Oak Avenue Parkway/ Blue Ravin | D | 37.7 | 0.833 | D | 37.7 | 0.833 | + 0.000 D/V |
| # 4 Empire Ranch Road/ Natoma Stre | A | 9.3 | 0.672 | A | 9.3 | 0.672 | + 0.000 D/V |
| # 5 Oak Avenue Parkway/ Riley Stre | C | 24.8 | 0.795 | C | 24.8 | 0.795 | + 0.000 D/V |
| # 6 Oak Avenue Parkway/ East Bidwe | D | 48.6 | 0.971 | D | 48.6 | 0.971 | + 0.000 D/V |
| # 7 East Bidwell St/Nesmith Ct | E | 62.6 | 1.104 | E | 62.6 | 1.104 | + 0.000 D/V |
| # 8 East Bidwell St/Scholar Way | B | 16.2 | 0.671 | B | 16.2 | 0.671 | + 0.000 D/V |
| # 9 East Bidwell St/Power Center D | B | 17.7 | 0.736 | B | 17.7 | 0.736 | + 0.000 D/V |
| # 10 Broadstone Pkwy/ East Bidwell | C | 33.1 | 0.818 | C | 33.1 | 0.818 | + 0.000 D/V |
| # 11 Empire Ranch Road/ Broadstone | C | 24.4 | 0.592 | C | 24.4 | 0.592 | + 0.000 D/V |
| # 12 Oak Avenue Prky / Haverhill Dr | A | 8.8 | 0.647 | A | 8.8 | 0.647 | + 0.000 D/V |
| # 13 Oak Avenue Prky / Haldion Wy | B | 12.9 | 0.703 | B | 12.9 | 0.703 | + 0.000 D/V |
| # 14 Folsom Blvd/ Iron Point Road | C | 30.3 | 0.964 | C | 30.3 | 0.964 | + 0.000 D/V |
| # 15 Prairie City Rd/ Iron Point Rd | C | 30.6 | 0.700 | C | 30.6 | 0.700 | + 0.000 D/V |
| # 16 Grover Rd/ Iron Point Rd | B | 11.2 | 0.413 | B | 11.2 | 0.413 | + 0.000 D/V |
| # 17 McAdoo Dr/ Iron Point Rd | B | 16.7 | 0.472 | B | 16.7 | 0.472 | + 0.000 D/V |
| # 18 Oak Ave Pkwy/ Iron Point Rd | D | 40.4 | 0.863 | D | 40.4 | 0.863 | + 0.000 D/V |
| # 19 Rowberry Dr/ Iron Point Rd | C | 32.0 | 0.871 | C | 32.0 | 0.871 | + 0.000 D/V |
| # 20 Broadstone Pkwy/ Iron Point Rd | C | 20.2 | 0.592 | C | 20.2 | 0.592 | + 0.000 D/V |
| # 21 East Bidwell St/ Iron Point Rd | E | 77.0 | 1.124 | E | 77.0 | 1.124 | + 0.000 D/V |
| # 22 Cavitt Dr/ Iron Point Rd | C | 21.6 | 0.648 | C | 21.6 | 0.648 | + 0.000 D/V |
| # 23 Serpa Way / Iron Point Rd | D | 43.7 | 0.976 | D | 43.7 | 0.976 | + 0.000 D/V |
| # 24 Empire Ranch Road/ Iron Point | E | 79.9 | 1.111 | E | 79.9 | 1.111 | + 0.000 D/V |

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Folsom South of US-50 Annexation
Cumulative Plus Project PM

| Intersection | Base LOS | Base Del/ Veh | Base V/ C | Future LOS | Future Del/ Veh | Future V/ C | Change in |
|---|---|---|---|---|---|---|---|
| # 25 Prairie City Rd/ High School | C | 25.8 | 0.652 | C | 25.8 | 0.652 | + 0.000 D/V |
| # 26 East Bidwell St / Placerville | F | 965.6 | 3.042 | F | 965.6 | 3.042 | + 0.000 D/V |
| # 27 Prairie City Rd/ White Rock Rd | C | 24.8 | 0.852 | C | 24.8 | 0.852 | + 0.000 D/V |
| # 28 Scott Rd (South)/ White Rock R | B | 10.2 | 0.751 | B | 10.2 | 0.751 | + 0.000 D/V |
| # 29 Scott Rd (North)/ White Rock R | C | 22.1 | 0.723 | C | 22.1 | 0.723 | + 0.000 D/V |
| # 30 Placerville Rd/ White Rock Rd | A | 9.7 | 0.515 | A | 9.7 | 0.515 | + 0.000 D/V |
| # 31 Empire Ranch Rd/ North Rd | B | 18.3 | 0.507 | B | 18.3 | 0.507 | + 0.000 D/V |
| # 32 Prairie City Rd/ Easton Valley | C | 32.6 | 0.700 | C | 32.6 | 0.700 | + 0.000 D/V |
| # 33 Oak Ave Pkwy/ Easton Valley Pk | C | 30.3 | 0.729 | C | 30.3 | 0.729 | + 0.000 D/V |
| # 34 RowberryDr/ Easton Valley Pkwy | C | 24.7 | 0.732 | C | 24.7 | 0.732 | + 0.000 D/V |
| # 35 1st/ Easton Valley Pkwy | B | 19.2 | 0.415 | B | 19.2 | 0.415 | + 0.000 D/V |
| # 36 2nd St/ Easton Valley Pkwy | C | 28.6 | 0.577 | C | 28.6 | 0.577 | + 0.000 D/V |
| # 37 3rd St/ Easton Valley Pkwy | C | 26.2 | 0.572 | C | 26.2 | 0.572 | + 0.000 D/V |
| # 38 Scott Rd (North)/ Easton Valle | D | 41.2 | 0.930 | D | 41.2 | 0.930 | + 0.000 D/V |
| # 39 Placerville Rd / Easton Valley | C | 31.0 | 0.723 | C | 31.0 | 0.723 | + 0.000 D/V |
| # 40 4th St/ Easton Valley Pkwy | A | 0.9 | 0.165 | A | 0.9 | 0.165 | + 0.000 D/V |
| # 41 Hillside Dr/ Easton Valley Pkw | B | 16.4 | 0.359 | B | 16.4 | 0.359 | + 0.000 D/V |
| # 42 Empire Ranch Rd/ Easton Valley | C | 27.9 | 0.592 | C | 27.9 | 0.592 | + 0.000 D/V |
| # 43 Prairie City Rd/Middle Rd | B | 11.0 | 0.495 | B | 11.0 | 0.495 | + 0.000 D/V |
| # 44 Oak Ave Pkwy/Middle Rd | C | 22.3 | 0.466 | C | 22.3 | 0.466 | + 0.000 D/V |
| # 45 Scott Rd (North)/ Street "B" | C | 26.0 | 0.575 | C | 26.0 | 0.575 | + 0.000 D/V |
| # 46 Placerville Drive/Street "B" | C | 24.3 | 0.535 | C | 24.3 | 0.535 | + 0.000 D/V |
| # 47 Prairie City Rd/Street "A" | A | 9.6 | 0.545 | A | 9.6 | 0.545 | + 0.000 D/V |
| # 48 Oak Ave Pkwy/Street "A" | C | 27.6 | 0.576 | C | 27.6 | 0.576 | + 0.000 D/V |
| # 49 2nd St/Street "A" | B | 18.4 | 0.391 | B | 18.4 | 0.391 | + 0.000 D/V |

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Folsom South of US-50 Annexation
Cumulative Plus Project PM

| Intersection | Base LOS | Base Del/ Veh | Base V/ C | Future LOS | Future Del/ Veh | Future V/ C | Change in |
|---|---|---|---|---|---|---|---|
| # 50 Scott Rd (North)/ Street "A" | C | 22.2 | 0.631 | C | 22.2 | 0.631 | + 0.000 D/V |
| # 51 East Rd/Street "A" | A | 9.8 | 0.304 | A | 9.8 | 0.304 | + 0.000 V/C |
| # 52 Placerville Rd/ Street "A" | C | 26.5 | 0.465 | C | 26.5 | 0.465 | + 0.000 D/V |
| # 53 Empire Ranch Rd/Street "A" | B | 14.1 | 0.342 | B | 14.1 | 0.342 | + 0.000 D/V |
| # 54 Scott Rd (North)/South Rd | C | 20.7 | 0.529 | C | 20.7 | 0.529 | + 0.000 D/V |
| # 55 Oak Ave Pkwy/ White Rock Rd | C | 27.1 | 0.855 | C | 27.1 | 0.855 | + 0.000 D/V |
| # 56 Empire Ranch Rd/ White Rock Rd | B | 17.7 | 0.784 | B | 17.7 | 0.784 | + 0.000 D/V |
| # 57 Hazel Blvd/ Gold Country | F | xxxxx | 1.268 | F | xxxxx | 1.268 | + 0.000 V/C |
| # 58 Hazel Ave/ Folsom Blvd | D | xxxxx | 0.833 | D | xxxxx | 0.833 | + 0.000 V/C |
| # 59 Grant Line Rd/ White Rock Rd | E | xxxxx | 0.973 | E | xxxxx | 0.973 | + 0.000 V/C |
| # 60 Grant Line Rd/ Sunrise Rd | C | xxxxx | 0.703 | C | xxxxx | 0.703 | + 0.000 V/C |
| # 61 Hazel Ave/ Easton Valley Pkwy | C | xxxxx | 0.708 | C | xxxxx | 0.708 | + 0.000 V/C |
| # 62 Aerojet Road/ Easton Valley Pk | C | xxxxx | 0.762 | C | xxxxx | 0.762 | + 0.000 V/C |
| # 63 Alabama Ave/ Easton Valley Pkw | A | xxxxx | 0.370 | A | xxxxx | 0.370 | + 0.000 V/C |
| # 64 Glenborough Rd/ Easton Valley | A | xxxxx | 0.501 | A | xxxxx | 0.501 | + 0.000 V/C |
| # 65 Sunrise Blvd/ White Rock Rd | B | xxxxx | 0.667 | B | xxxxx | 0.667 | + 0.000 V/C |
| # 66 Fitzgerald Road / White Rock R | A | xxxxx | 0.334 | A | xxxxx | 0.334 | + 0.000 V/C |
| # 67 Sunrise Blvd/ Douglas Rd | C | xxxxx | 0.796 | C | xxxxx | 0.796 | + 0.000 V/C |
| # 68 Grant Line Rd/ Douglas Rd | B | xxxxx | 0.637 | B | xxxxx | 0.637 | + 0.000 V/C |
| # 69 Grant Line Rd/ Kiefer Boulevar | B | xxxxx | 0.645 | B | xxxxx | 0.645 | + 0.000 V/C |
| # 70 Rancho Cordova Pkwy/ Easton Va | E | xxxxx | 0.956 | E | xxxxx | 0.956 | + 0.000 V/C |
| # 71 Rancho Cordova Pkwy/ White Roc | D | xxxxx | 0.871 | D | xxxxx | 0.871 | + 0.000 V/C |
| # 72 International Drive/White Rock | B | xxxxx | 0.698 | B | xxxxx | 0.698 | + 0.000 V/C |
| # 73 Rio Del Oro Prky/ White Rock R | A | xxxxx | 0.367 | A | xxxxx | 0.367 | + 0.000 V/C |
| # 74 Villagio Prky/ White Rock Rd | A | xxxxx | 0.529 | A | xxxxx | 0.529 | + 0.000 V/C |

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Folsom South of US-50 Annexation
Cumulative Plus Project PM

| Intersection | Base LOS | Base Del/ Veh | Base V/ C | Future LOS | Future Del/ Veh | Future V/ C | Change in |
|---|---|---|---|---|---|---|---|
| # 75 Sunrise Rd/ International Dr | B | xxxxx | 0.693 | B | xxxxx | 0.693 | + 0.000 V/C |
| # 76 Villagio Prky/Americanos Blvd | B | xxxxx | 0.628 | B | xxxxx | 0.628 | + 0.000 V/C |
| # 77 Grant Line Rd/Centenial | C | xxxxx | 0.736 | C | xxxxx | 0.736 | + 0.000 V/C |
| # 78 Villagio Prky/ Rancho Cordova | C | 22.9 | 0.525 | C | 22.9 | 0.525 | + 0.000 D/V |
| # 79 Rancho Cordova Pkwy/ Douglas R | C | xxxxx | 0.763 | C | xxxxx | 0.763 | + 0.000 V/C |
| # 80 Americanos Blvd/ Douglas Rd | C | 30.3 | 0.681 | C | 30.3 | 0.681 | + 0.000 D/V |
| # 81 Grant Line Rd/ Chrysanthy Blvd | B | xxxxx | 0.651 | B | xxxxx | 0.651 | + 0.000 V/C |
| # 82 Grant Line Rd/ Rancho Cordova | A | xxxxx | 0.406 | A | xxxxx | 0.406 | + 0.000 V/C |
| # 83 White Rock Rd/ Carson Crossing | D | 35.1 | 0.963 | D | 35.1 | 0.963 | + 0.000 D/V |
| # 84 White Rock Rd/ Stonebriar Rd | B | 10.4 | 0.490 | B | 10.4 | 0.490 | + 0.000 D/V |
| # 85 White Rock Rd/ Windfield Way | C | 31.3 | 0.831 | C | 31.3 | 0.831 | + 0.000 D/V |
| # 86 White Rock Rd/ Latrobe Rd | C | 29.9 | 0.766 | C | 29.9 | 0.766 | + 0.000 D/V |
| # 87 White Rock Rd/ Valley View Pkw | E | 65.5 | 1.068 | E | 65.5 | 1.068 | + 0.000 D/V |
| # 88 El Dorado Hills Blvd/Serrano P | C | 26.2 | 0.821 | C | 26.2 | 0.821 | + 0.000 D/V |
| # 89 El Dorado Hills Blvd/Saratoga | D | 43.5 | 0.935 | D | 43.5 | 0.935 | + 0.000 D/V |
| # 90 El Dorado Hills Blvd/Park Driv | C | 27.2 | 0.816 | C | 27.2 | 0.816 | + 0.000 D/V |
| # 91 Latrobe Rd/ Town Center Blvd | E | 77.5 | 1.116 | E | 77.5 | 1.116 | + 0.000 D/V |
| # 92 Hazel Blvd/ Tributary- WB US 5 | F | 102.3 | 1.259 | F | 102.3 | 1.259 | + 0.000 D/V |
| # 93 Hazel Ave/ EB US-50 Ramps | F | 147.3 | 1.380 | F | 147.3 | 1.380 | + 0.000 D/V |
| # 94 Folsom Blvd/ WB US 50 Ramps | B | 10.7 | 0.588 | B | 10.7 | 0.588 | + 0.000 D/V |
| # 95 Folsom Blvd/ EB US 50 Ramps | C | 29.8 | 0.676 | C | 29.8 | 0.676 | + 0.000 D/V |
| # 96 Prairie City/ WB US 50 Ramps | B | 12.9 | 0.595 | B | 12.9 | 0.595 | + 0.000 D/V |
| # 97 Prairie City/ EB US 50 Ramps | B | 13.3 | 0.657 | B | 13.3 | 0.657 | + 0.000 D/V |
| # 98 East Bidwell St/ WB US 50 Ramp | C | 22.5 | 0.761 | C | 22.5 | 0.761 | + 0.000 D/V |
| # 99 East Bidwell St/ EB US 50 Ramp | C | 20.7 | 0.737 | C | 20.7 | 0.737 | + 0.000 D/V |

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Folsom South of US-50 Annexation
Cumulative Plus Project PM

| Intersection | Base LOS | Base Del/ Veh | Base V/ C | Future LOS | Future Del/ Veh | Future V/ C | Change in |
|---|---|---|---|---|---|---|---|
| #100 El Dorado Hills Blvd/ WB US 50 | A | 0.3 | 0.683 | A | 0.3 | 0.683 | + 0.000 D/V |
| #101 El Dorado Hills Blvd/ EB US 50 | A | 4.2 | 0.760 | A | 4.2 | 0.760 | + 0.000 D/V |
| #102 Sunrise Rd/ Jackson Hwy-SR16 | C | 30.3 | 0.833 | C | 30.3 | 0.833 | + 0.000 D/V |
| #103 Grant Line Rd/ Jackson Rd- SR1 | C | 26.2 | 0.613 | C | 26.2 | 0.613 | + 0.000 D/V |
| #104 Oak Ave Pkwy/ WB US 50 Ramps | B | 11.7 | 0.655 | B | 11.7 | 0.655 | + 0.000 D/V |
| #105 Oak Ave Pkwy/ EB US 50 Ramps | C | 27.4 | 0.808 | C | 27.4 | 0.808 | + 0.000 D/V |
| #106 Empire Ranch Rd/ WB US 50 Ramp | B | 15.8 | 0.554 | B | 15.8 | 0.554 | + 0.000 D/V |
| #107 Empire Ranch Rd/ EB US 50 Ramp | B | 19.2 | 0.530 | B | 19.2 | 0.530 | + 0.000 D/V |
| #108 Silva Way/ WB US 50 Ramps | C | 25.3 | 0.890 | C | 25.3 | 0.890 | + 0.000 D/V |
| #109 Silva Way/ EB US 50 Ramps | C | 23.3 | 0.766 | C | 23.3 | 0.766 | + 0.000 D/V |





Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #1 Folsom Blvd/ Blue Ravine Rd

Cycle (sec): 120 Critical Vol./Cap. (X): 1.015
Loss Time (sec): 15 Average Delay (sec/veh): 64.4
Optimal Cycle: 180 Level Of Service: E

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | |
| Lanes: | 1 | 0 | 2 | 0 1 | 1 | 0 | 2 | 0 1 | 1 | 0 | 1 | 0 1 | 2 | 0 | 1 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 62 | 1171 | 408 | | 236 | 1504 | 19 | | 571 | 443 | 239 | | 73 | 120 | 280 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 62 | 1171 | 408 | | 236 | 1504 | 19 | | 571 | 443 | 239 | | 73 | 120 | 280 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 66 | 1246 | 434 | | 251 | 1600 | 20 | | 607 | 471 | 254 | | 78 | 128 | 298 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 66 | 1246 | 434 | | 251 | 1600 | 20 | | 607 | 471 | 254 | | 78 | 128 | 298 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 66 | 1246 | 434 | | 251 | 1600 | 20 | | 607 | 471 | 254 | | 78 | 128 | 298 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.95 | 0.85 | | 0.95 | 0.95 | 0.85 | | 0.95 | 1.00 | 0.85 | | 0.92 | 1.00 | 0.85 | |
| Lanes: | 1.00 | 2.00 | 1.00 | | 1.00 | 2.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 2.00 | 1.00 | 1.00 | |
| Final Sat.: | 1805 | 3610 | 1615 | | 1805 | 3610 | 1615 | | 1805 | 1900 | 1615 | | 3502 | 1900 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.35 | 0.27 | | 0.14 | 0.44 | 0.01 | | 0.34 | 0.25 | 0.16 | | 0.02 | 0.07 | 0.18 | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.04 | 0.34 | 0.37 | | 0.14 | 0.44 | 0.77 | | 0.33 | 0.37 | 0.40 | | 0.03 | 0.07 | 0.20 | |
| Volume/Cap: | 1.01 | 1.01 | 0.72 | | 1.01 | 1.01 | 0.02 | | 1.01 | 0.68 | 0.39 | | 0.68 | 1.01 | 0.91 | |
| Delay/Veh: | 170.5 | 69.0 | 36.5 | | 112.8 | 57.4 | 3.2 | | 80.6 | 34.9 | 25.9 | | 72.7 | 140 | 74.2 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 170.5 | 69.0 | 36.5 | | 112.8 | 57.4 | 3.2 | | 80.6 | 34.9 | 25.9 | | 72.7 | 140 | 74.2 | |
| LOS by Move: | F | E | D | | F | E | A | | F | C | C | | E | F | E | |
| HCM2kAvgQ: | 3 | 26 | 13 | | 14 | 39 | 0 | | 30 | 15 | 7 | | 2 | 6 | 12 | |

Note: Queue reported is the number of cars per lane.

PM Cumulative Plus Project Fri May 8, 2009 10:30:04 Page 4-1

Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #2 Sibly Street/ Blue Ravine Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.733
Loss Time (sec): 12 Average Delay (sec/veh): 30.1
Optimal Cycle: 64 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 2 | 0 1 | 1 | 0 | 2 | 0 1 | 2 | 0 | 2 | 0 1 | 2 | 0 | 1 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 141 | 1075 | 352 | | 68 | 652 | 181 | | 296 | 670 | 270 | | 300 | 316 | 55 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 141 | 1075 | 352 | | 68 | 652 | 181 | | 296 | 670 | 270 | | 300 | 316 | 55 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 150 | 1144 | 374 | | 72 | 694 | 193 | | 315 | 713 | 287 | | 319 | 336 | 59 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 150 | 1144 | 374 | | 72 | 694 | 193 | | 315 | 713 | 287 | | 319 | 336 | 59 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 150 | 1144 | 374 | | 72 | 694 | 193 | | 315 | 713 | 287 | | 319 | 336 | 59 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.95 | 0.85 | | 0.95 | 0.95 | 0.85 | | 0.92 | 0.95 | 0.85 | | 0.92 | 0.93 | 0.93 | |
| Lanes: | 1.00 | 2.00 | 1.00 | | 1.00 | 2.00 | 1.00 | | 2.00 | 2.00 | 1.00 | | 2.00 | 1.70 | 0.30 | |
| Final Sat.: | 1805 | 3610 | 1615 | | 1805 | 3610 | 1615 | | 3502 | 3610 | 1615 | | 3502 | 3007 | 523 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.08 | 0.32 | 0.23 | | 0.04 | 0.19 | 0.12 | | 0.09 | 0.20 | 0.18 | | 0.09 | 0.11 | 0.11 | |
| Crit Moves: | | **** | | | **** | | | | | **** | | | **** | | | |
| Green/Cycle: | 0.15 | 0.43 | 0.56 | | 0.05 | 0.34 | 0.52 | | 0.18 | 0.27 | 0.42 | | 0.12 | 0.22 | 0.27 | |
| Volume/Cap: | 0.57 | 0.73 | 0.42 | | 0.73 | 0.57 | 0.23 | | 0.51 | 0.73 | 0.43 | | 0.73 | 0.51 | 0.41 | |
| Delay/Veh: | 42.5 | 25.5 | 13.1 | | 71.0 | 27.6 | 13.5 | | 38.1 | 36.2 | 21.2 | | 48.5 | 35.0 | 30.1 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 42.5 | 25.5 | 13.1 | | 71.0 | 27.6 | 13.5 | | 38.1 | 36.2 | 21.2 | | 48.5 | 35.0 | 30.1 | |
| LOS by Move: | D | C | B | | E | C | B | | D | D | C | | D | D | C | |
| HCM2kAvgQ: | 4 | 15 | 6 | | 4 | 10 | 3 | | 4 | 10 | 6 | | 5 | 6 | 5 | |

Note: Queue reported is the number of cars per lane.





PM Cumulative Plus Project Fri May 8, 2009 10:30:04 Page 5-1

Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #3 Oak Avenue Parkway/ Blue Ravine Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.833
Loss Time (sec): 12 Average Delay (sec/veh): 37.7
Optimal Cycle: 85 Level Of Service: D

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ignore | | | | Include | | | | Ignore | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 3 | 0 1 | 1 | 0 | 3 | 0 1 | 2 | 0 | 2 | 0 1 | 2 | 0 | 1 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 209 | 1246 | 968 | | 62 | 879 | 34 | | 39 | 1017 | 170 | | 428 | 448 | 47 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 209 | 1246 | 968 | | 62 | 879 | 34 | | 39 | 1017 | 170 | | 428 | 448 | 47 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 222 | 1326 | 0 | | 66 | 935 | 36 | | 41 | 1082 | 0 | | 455 | 477 | 50 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 222 | 1326 | 0 | | 66 | 935 | 36 | | 41 | 1082 | 0 | | 455 | 477 | 50 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 222 | 1326 | 0 | | 66 | 935 | 36 | | 41 | 1082 | 0 | | 455 | 477 | 50 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.91 | 1.00 | | 0.95 | 0.91 | 0.85 | | 0.92 | 0.95 | 1.00 | | 0.92 | 0.94 | 0.94 | |
| Lanes: | 1.00 | 3.00 | 1.00 | | 1.00 | 3.00 | 1.00 | | 2.00 | 2.00 | 1.00 | | 2.00 | 1.81 | 0.19 | |
| Final Sat.: | 1805 | 5187 | 1900 | | 1805 | 5187 | 1615 | | 3502 | 3610 | 1900 | | 3502 | 3221 | 338 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.12 | 0.26 | 0.00 | | 0.04 | 0.18 | 0.02 | | 0.01 | 0.30 | 0.00 | | 0.13 | 0.15 | 0.15 | |
| Crit Moves: | **** | | | | | **** | | | | | **** | | **** | | | |
| Green/Cycle: | 0.15 | 0.32 | 0.00 | | 0.05 | 0.22 | 0.22 | | 0.04 | 0.36 | 0.00 | | 0.16 | 0.48 | 0.48 | |
| Volume/Cap: | 0.83 | 0.80 | 0.00 | | 0.80 | 0.83 | 0.10 | | 0.31 | 0.83 | 0.00 | | 0.83 | 0.31 | 0.31 | |
| Delay/Veh: | 61.0 | 34.1 | 0.0 | | 88.6 | 42.9 | 31.5 | | 48.1 | 34.0 | 0.0 | | 51.5 | 16.1 | 16.1 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 61.0 | 34.1 | 0.0 | | 88.6 | 42.9 | 31.5 | | 48.1 | 34.0 | 0.0 | | 51.5 | 16.1 | 16.1 | |
| LOS by Move: | E | C | A | | F | D | C | | D | C | A | | D | B | B | |
| HCM2kAvgQ: | 6 | 13 | 0 | | 4 | 13 | 1 | | 1 | 16 | 0 | | 10 | 5 | 5 | |

Note: Queue reported is the number of cars per lane.

PM Cumulative Plus Project Fri May 8, 2009 10:30:04 Page 6-1

Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #4 Empire Ranch Road/ Natoma Street

Cycle (sec): 100 Critical Vol./Cap. (X): 0.672
Loss Time (sec): 9 Average Delay (sec/veh): 9.3
Optimal Cycle: 48 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Permitted | | | Permitted | | |
| Rights: | Include | | | Include | | | Ovl | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 | 0 2 | 0 0 | 0 | 0 2 | 0 1 | 1 | 0 1! | 0 1 | 0 | 0 0 | 0 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 900 | 395 | 0 | 0 | 224 | 46 | 23 | 0 | 723 | 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: | 900 | 395 | 0 | 0 | 224 | 46 | 23 | 0 | 723 | 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: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 957 | 420 | 0 | 0 | 238 | 49 | 24 | 0 | 769 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 957 | 420 | 0 | 0 | 238 | 49 | 24 | 0 | 769 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 957 | 420 | 0 | 0 | 238 | 49 | 24 | 0 | 769 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.95 | 1.00 | 1.00 | 0.95 | 0.85 | 0.81 | 1.00 | 0.81 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 2.00 | 0.00 | 0.00 | 2.00 | 1.00 | 1.03 | 0.00 | 1.97 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 1805 | 3610 | 0 | 0 | 3610 | 1615 | 1586 | 0 | 3029 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.53 | 0.12 | 0.00 | 0.00 | 0.07 | 0.03 | 0.02 | 0.00 | 0.25 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | **** | | | | **** | | **** | | | | | |
| Green/Cycle: | 0.79 | 0.89 | 0.00 | 0.00 | 0.10 | 0.10 | 0.02 | 0.00 | 0.81 | 0.00 | 0.00 | 0.00 |
| Volume/Cap: | 0.67 | 0.13 | 0.00 | 0.00 | 0.67 | 0.31 | 0.34 | 0.00 | 0.31 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 6.0 | 0.7 | 0.0 | 0.0 | 48.5 | 43.0 | 48.2 | 0.0 | 2.4 | 0.0 | 0.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 6.0 | 0.7 | 0.0 | 0.0 | 48.5 | 43.0 | 48.2 | 0.0 | 2.4 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | A | A | A | A | D | D | D | A | A | A | A | A |
| HCM2kAvgQ: | 13 | 1 | 0 | 0 | 5 | 2 | 1 | 0 | 3 | 0 | 0 | 0 |

Note: Queue reported is the number of cars per lane.





PM Cumulative Plus Project Fri May 8, 2009 10:30:04 Page 7-1

Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #5 Oak Avenue Parkway/ Riley Street

Cycle (sec): 100 Critical Vol./Cap. (X): 0.795
Loss Time (sec): 12 Average Delay (sec/veh): 24.8
Optimal Cycle: 76 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 | 0 2 | 1 0 | 1 | 0 1 | 1 0 | 1 | 0 1 | 0 1 | 1 | 0 0 | 1 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 234 | 1364 | 43 | 26 | 1048 | 196 | 300 | 3 | 161 | 42 | 8 | 8 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 234 | 1364 | 43 | 26 | 1048 | 196 | 300 | 3 | 161 | 42 | 8 | 8 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 249 | 1451 | 46 | 28 | 1115 | 209 | 319 | 3 | 171 | 45 | 9 | 9 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 249 | 1451 | 46 | 28 | 1115 | 209 | 319 | 3 | 171 | 45 | 9 | 9 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 249 | 1451 | 46 | 28 | 1115 | 209 | 319 | 3 | 171 | 45 | 9 | 9 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.91 | 0.91 | 0.95 | 0.93 | 0.93 | 0.95 | 1.00 | 0.85 | 0.95 | 0.93 | 0.93 |
| Lanes: | 1.00 | 2.91 | 0.09 | 1.00 | 1.68 | 0.32 | 1.00 | 1.00 | 1.00 | 1.00 | 0.50 | 0.50 |
| Final Sat.: | 1805 | 5003 | 158 | 1805 | 2968 | 555 | 1805 | 1900 | 1615 | 1805 | 879 | 879 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.14 | 0.29 | 0.29 | 0.02 | 0.38 | 0.38 | 0.18 | 0.00 | 0.11 | 0.02 | 0.01 | 0.01 |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | |
| Green/Cycle: | 0.17 | 0.61 | 0.61 | 0.03 | 0.47 | 0.47 | 0.22 | 0.19 | 0.19 | 0.04 | 0.01 | 0.01 |
| Volume/Cap: | 0.80 | 0.47 | 0.47 | 0.47 | 0.80 | 0.80 | 0.80 | 0.01 | 0.56 | 0.56 | 0.80 | 0.80 |
| Delay/Veh: | 52.8 | 10.7 | 10.7 | 53.5 | 25.1 | 25.1 | 47.3 | 32.9 | 39.0 | 55.3 | 153 | 152.9 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 52.8 | 10.7 | 10.7 | 53.5 | 25.1 | 25.1 | 47.3 | 32.9 | 39.0 | 55.3 | 153 | 152.9 |
| LOS by Move: | D | B | B | D | C | C | D | C | D | E | F | F |
| HCM2kAvgQ: | 8 | 9 | 9 | 1 | 19 | 19 | 11 | 0 | 5 | 2 | 2 | 2 |

Note: Queue reported is the number of cars per lane.

PM Cumulative Plus Project Fri May 8, 2009 10:30:04 Page 8-1

Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #6 Oak Avenue Parkway/ East Bidwell Street

Cycle (sec): 100 Critical Vol./Cap. (X): 0.971
Loss Time (sec): 12 Average Delay (sec/veh): 48.6
Optimal Cycle: 157 Level Of Service: D

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ignore | | | | Ignore | | | | Ignore | | | | Ignore | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 3 | 0 | 1 | 2 | 0 | 3 | 0 | 1 | 2 | 0 | 3 | 0 | 1 | |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 182 | 971 | 485 | | 737 | 427 | 92 | | 82 | 1254 | 276 | | 574 | 1314 | 1014 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 182 | 971 | 485 | | 737 | 427 | 92 | | 82 | 1254 | 276 | | 574 | 1314 | 1014 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.00 | |
| PHF Volume: | 194 | 1033 | 0 | | 784 | 454 | 0 | | 87 | 1334 | 0 | | 611 | 1398 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 194 | 1033 | 0 | | 784 | 454 | 0 | | 87 | 1334 | 0 | | 611 | 1398 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| FinalVolume: | 194 | 1033 | 0 | | 784 | 454 | 0 | | 87 | 1334 | 0 | | 611 | 1398 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.91 | 1.00 | | 0.92 | 0.91 | 1.00 | | 0.92 | 0.91 | 1.00 | | 0.92 | 0.91 | 1.00 | |
| Lanes: | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | |
| Final Sat.: | 3502 | 5187 | 1900 | | 3502 | 5187 | 1900 | | 3502 | 5187 | 1900 | | 3502 | 5187 | 1900 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.06 | 0.20 | 0.00 | | 0.22 | 0.09 | 0.00 | | 0.02 | 0.26 | 0.00 | | 0.17 | 0.27 | 0.00 | |
| Crit Moves: | | **** | | | **** | | | | | **** | | | **** | | | |
| Green/Cycle: | 0.17 | 0.21 | 0.00 | | 0.23 | 0.27 | 0.00 | | 0.04 | 0.26 | 0.00 | | 0.18 | 0.41 | 0.00 | |
| Volume/Cap: | 0.33 | 0.97 | 0.00 | | 0.97 | 0.33 | 0.00 | | 0.66 | 0.97 | 0.00 | | 0.97 | 0.66 | 0.00 | |
| Delay/Veh: | 36.9 | 60.3 | 0.0 | | 62.8 | 29.6 | 0.0 | | 59.4 | 54.1 | 0.0 | | 69.4 | 24.9 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 36.9 | 60.3 | 0.0 | | 62.8 | 29.6 | 0.0 | | 59.4 | 54.1 | 0.0 | | 69.4 | 24.9 | 0.0 | |
| LOS by Move: | D | E | A | | E | C | A | | E | D | A | | E | C | A | |
| HCM2kAvgQ: | 3 | 14 | 0 | | 14 | 4 | 0 | | 3 | 20 | 0 | | 12 | 13 | 0 | |

Note: Queue reported is the number of cars per lane.





PM Cumulative Plus Project Fri May 8, 2009 10:30:04 Page 9-1

Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #7 East Bidwell St/Nesmith Ct

Cycle (sec): 100 Critical Vol./Cap. (X): 1.104
Loss Time (sec): 12 Average Delay (sec/veh): 62.6
Optimal Cycle: 180 Level Of Service: E

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Split Phase | | | | Split Phase | | | |
| Rights: | Ovl | | | | Include | | | | Include | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 3 | 0 | 1 | 2 | 0 | 2 | 1 | 0 | 0 | 0 | 1! | 0 | 0 | |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 13 | 1959 | 381 | | 625 | 1766 | 16 | | 57 | 2 | 53 | | 393 | 1 | 760 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 13 | 1959 | 381 | | 625 | 1766 | 16 | | 57 | 2 | 53 | | 393 | 1 | 760 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 14 | 2084 | 405 | | 665 | 1879 | 17 | | 61 | 2 | 56 | | 418 | 1 | 809 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 14 | 2084 | 405 | | 665 | 1879 | 17 | | 61 | 2 | 56 | | 418 | 1 | 809 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 14 | 2084 | 405 | | 665 | 1879 | 17 | | 61 | 2 | 56 | | 418 | 1 | 809 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.91 | 0.85 | | 0.92 | 0.91 | 0.91 | | 0.91 | 0.91 | 0.91 | | 0.95 | 0.95 | 0.85 | |
| Lanes: | 1.00 | 3.00 | 1.00 | | 2.00 | 2.97 | 0.03 | | 0.51 | 0.02 | 0.47 | | 1.99 | 0.01 | 1.00 | |
| Final Sat.: | 1805 | 5187 | 1615 | | 3502 | 5135 | 47 | | 882 | 31 | 821 | | 3612 | 9 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.40 | 0.25 | | 0.19 | 0.37 | 0.37 | | 0.07 | 0.07 | 0.07 | | 0.12 | 0.12 | 0.50 | |
| Crit Moves: | | **** | | | **** | | | | | | **** | | | | **** | |
| Green/Cycle: | 0.01 | 0.36 | 0.65 | | 0.17 | 0.53 | 0.53 | | 0.06 | 0.06 | 0.06 | | 0.28 | 0.28 | 0.45 | |
| Volume/Cap: | 0.70 | 1.10 | 0.39 | | 1.10 | 0.70 | 0.70 | | 1.10 | 1.10 | 1.10 | | 0.41 | 0.41 | 1.10 | |
| Delay/Veh: | 121.9 | 87.0 | 8.6 | | 109.7 | 18.6 | 18.6 | | 164.1 | 164 | 164.1 | | 29.5 | 29.5 | 92.6 | |
| 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: | 121.9 | 87.0 | 8.6 | | 109.7 | 18.6 | 18.6 | | 164.1 | 164 | 164.1 | | 29.5 | 29.5 | 92.6 | |
| LOS by Move: | F | F | A | | F | B | B | | F | F | F | | C | C | F | |
| HCM2kAvgQ: | 1 | 36 | 6 | | 18 | 17 | 17 | | 5 | 5 | 5 | | 5 | 5 | 35 | |

Note: Queue reported is the number of cars per lane.

PM Cumulative Plus Project Fri May 8, 2009 10:30:04 Page 10-1

Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #8 East Bidwell St/Scholar Way

Cycle (sec): 100 Critical Vol./Cap. (X): 0.671
Loss Time (sec): 12 Average Delay (sec/veh): 16.2
Optimal Cycle: 56 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Ignore | | | Ignore | | | Ignore | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 2 0 | 3 0 | 1 | 2 0 | 3 0 | 1 | 1 0 | 2 0 | 1 | 1 0 | 2 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 32 | 2034 | 279 | 104 | 1929 | 184 | 218 | 53 | 5 | 108 | 45 | 118 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 32 | 2034 | 279 | 104 | 1929 | 184 | 218 | 53 | 5 | 108 | 45 | 118 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 0.94 | 0.94 | 0.00 | 0.94 | 0.94 | 0.00 | 0.94 | 0.94 | 0.00 | 0.94 | 0.94 | 0.00 |
| PHF Volume: | 34 | 2164 | 0 | 111 | 2052 | 0 | 232 | 56 | 0 | 115 | 48 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 34 | 2164 | 0 | 111 | 2052 | 0 | 232 | 56 | 0 | 115 | 48 | 0 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| FinalVolume: | 34 | 2164 | 0 | 111 | 2052 | 0 | 232 | 56 | 0 | 115 | 48 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.91 | 1.00 | 0.92 | 0.91 | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 | 1.00 |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 3502 | 5187 | 1900 | 3502 | 5187 | 1900 | 1805 | 3610 | 1900 | 1805 | 3610 | 1900 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.42 | 0.00 | 0.03 | 0.40 | 0.00 | 0.13 | 0.02 | 0.00 | 0.06 | 0.01 | 0.00 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green/Cycle: | 0.02 | 0.62 | 0.00 | 0.05 | 0.65 | 0.00 | 0.19 | 0.04 | 0.00 | 0.17 | 0.02 | 0.00 |
| Volume/Cap: | 0.61 | 0.67 | 0.00 | 0.67 | 0.61 | 0.00 | 0.67 | 0.38 | 0.00 | 0.38 | 0.67 | 0.00 |
| Delay/Veh: | 66.4 | 12.8 | 0.0 | 57.2 | 10.3 | 0.0 | 42.6 | 48.2 | 0.0 | 37.6 | 70.8 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 66.4 | 12.8 | 0.0 | 57.2 | 10.3 | 0.0 | 42.6 | 48.2 | 0.0 | 37.6 | 70.8 | 0.0 |
| LOS by Move: | E | B | A | E | B | A | D | D | A | D | E | A |
| HCM2kAvgQ: | 1 | 16 | 0 | 3 | 13 | 0 | 6 | 1 | 0 | 3 | 1 | 0 |

Note: Queue reported is the number of cars per lane.





PM Cumulative Plus Project Fri May 8, 2009 10:30:04 Page 11-1

Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #9 East Bidwell St/Power Center Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.736
Loss Time (sec): 12 Average Delay (sec/veh): 17.7
Optimal Cycle: 65 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Split Phase | | | Split Phase | | |
| Rights: | Ovl | | | Ovl | | | Ovl | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 0 | 3 0 | 1 | 1 0 | 3 0 | 1 | 1 1 | 0 0 | 1 | 0 1 | 0 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 100 | 2204 | 192 | 144 | 1886 | 61 | 120 | 28 | 73 | 113 | 2 | 63 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 100 | 2204 | 192 | 144 | 1886 | 61 | 120 | 28 | 73 | 113 | 2 | 63 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 106 | 2345 | 204 | 153 | 2006 | 65 | 128 | 30 | 78 | 120 | 2 | 67 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 106 | 2345 | 204 | 153 | 2006 | 65 | 128 | 30 | 78 | 120 | 2 | 67 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 106 | 2345 | 204 | 153 | 2006 | 65 | 128 | 30 | 78 | 120 | 2 | 67 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.91 | 0.85 | 0.95 | 0.91 | 0.85 | 0.96 | 0.96 | 0.85 | 0.95 | 0.95 | 0.85 |
| Lanes: | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 | 1.62 | 0.38 | 1.00 | 0.98 | 0.02 | 1.00 |
| Final Sat.: | 1805 | 5187 | 1615 | 1805 | 5187 | 1615 | 2961 | 691 | 1615 | 1779 | 31 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.06 | 0.45 | 0.13 | 0.08 | 0.39 | 0.04 | 0.04 | 0.04 | 0.05 | 0.07 | 0.07 | 0.04 |
| Crit Moves: | | **** | | **** | | | | **** | | **** | | |
| Green/Cycle: | 0.10 | 0.61 | 0.71 | 0.12 | 0.63 | 0.69 | 0.06 | 0.06 | 0.16 | 0.09 | 0.09 | 0.21 |
| Volume/Cap: | 0.61 | 0.74 | 0.18 | 0.74 | 0.61 | 0.06 | 0.74 | 0.74 | 0.31 | 0.74 | 0.74 | 0.20 |
| Delay/Veh: | 49.6 | 14.5 | 5.0 | 55.6 | 11.3 | 5.0 | 58.8 | 58.8 | 38.2 | 60.0 | 60.0 | 33.1 |
| 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: | 49.6 | 14.5 | 5.0 | 55.6 | 11.3 | 5.0 | 58.8 | 58.8 | 38.2 | 60.0 | 60.0 | 33.1 |
| LOS by Move: | D | B | A | E | B | A | E | E | D | E | E | C |
| HCM2kAvgQ: | 4 | 19 | 2 | 6 | 14 | 1 | 3 | 3 | 2 | 4 | 4 | 2 |

Note: Queue reported is the number of cars per lane.

PM Cumulative Plus Project Fri May 8, 2009 10:30:04 Page 12-1

Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #10 Broadstone Pkwy/ East Bidwell St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.818
Loss Time (sec): 12 Average Delay (sec/veh): 33.1
Optimal Cycle: 81 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Ignore | | | Ignore | | | Ignore | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 2 | 0 3 | 0 1 | 2 | 0 3 | 0 1 | 2 | 0 3 | 0 1 | 2 | 0 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 68 | 1259 | 58 | 244 | 993 | 202 | 292 | 1278 | 49 | 156 | 1456 | 377 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 68 | 1259 | 58 | 244 | 993 | 202 | 292 | 1278 | 49 | 156 | 1456 | 377 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 0.94 | 0.94 | 0.00 | 0.94 | 0.94 | 0.00 | 0.94 | 0.94 | 0.00 | 0.94 | 0.94 | 0.00 |
| PHF Volume: | 72 | 1339 | 0 | 260 | 1056 | 0 | 311 | 1360 | 0 | 166 | 1549 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 72 | 1339 | 0 | 260 | 1056 | 0 | 311 | 1360 | 0 | 166 | 1549 | 0 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| FinalVolume: | 72 | 1339 | 0 | 260 | 1056 | 0 | 311 | 1360 | 0 | 166 | 1549 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.91 | 1.00 | 0.92 | 0.91 | 1.00 | 0.92 | 0.91 | 1.00 | 0.92 | 0.91 | 1.00 |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3502 | 5187 | 1900 | 3502 | 5187 | 1900 | 3502 | 5187 | 1900 | 3502 | 5187 | 1900 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.26 | 0.00 | 0.07 | 0.20 | 0.00 | 0.09 | 0.26 | 0.00 | 0.05 | 0.30 | 0.00 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green/Cycle: | 0.04 | 0.32 | 0.00 | 0.09 | 0.37 | 0.00 | 0.11 | 0.40 | 0.00 | 0.07 | 0.37 | 0.00 |
| Volume/Cap: | 0.55 | 0.82 | 0.00 | 0.82 | 0.55 | 0.00 | 0.82 | 0.65 | 0.00 | 0.65 | 0.82 | 0.00 |
| Delay/Veh: | 52.3 | 34.9 | 0.0 | 59.9 | 25.4 | 0.0 | 56.6 | 25.1 | 0.0 | 51.1 | 31.7 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 52.3 | 34.9 | 0.0 | 59.9 | 25.4 | 0.0 | 56.6 | 25.1 | 0.0 | 51.1 | 31.7 | 0.0 |
| LOS by Move: | D | C | A | E | C | A | E | C | A | D | C | A |
| HCM2kAvgQ: | 1 | 13 | 0 | 6 | 10 | 0 | 5 | 12 | 0 | 4 | 18 | 0 |

Note: Queue reported is the number of cars per lane.

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PM Cumulative Plus Project Fri May 8, 2009 10:30:04 Page 13-1

Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #11 Empire Ranch Road/ Broadstone Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.592
Loss Time (sec): 12 Average Delay (sec/veh): 24.4
Optimal Cycle: 48 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Split Phase | | | Split Phase | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 | 0 2 | 1 0 | 1 | 0 2 | 1 0 | 2 | 0 1 | 0 1 | 0 | 0 1! | 0 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 151 | 1302 | 14 | 11 | 940 | 71 | 103 | 22 | 304 | 8 | 28 | 3 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 151 | 1302 | 14 | 11 | 940 | 71 | 103 | 22 | 304 | 8 | 28 | 3 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 161 | 1385 | 15 | 12 | 1000 | 76 | 110 | 23 | 323 | 9 | 30 | 3 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 161 | 1385 | 15 | 12 | 1000 | 76 | 110 | 23 | 323 | 9 | 30 | 3 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 161 | 1385 | 15 | 12 | 1000 | 76 | 110 | 23 | 323 | 9 | 30 | 3 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.91 | 0.91 | 0.95 | 0.90 | 0.90 | 0.92 | 1.00 | 0.85 | 0.98 | 0.98 | 0.98 |
| Lanes: | 1.00 | 2.97 | 0.03 | 1.00 | 2.79 | 0.21 | 2.00 | 1.00 | 1.00 | 0.20 | 0.72 | 0.08 |
| Final Sat.: | 1805 | 5122 | 55 | 1805 | 4775 | 361 | 3502 | 1900 | 1615 | 382 | 1337 | 143 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.09 | 0.27 | 0.27 | 0.01 | 0.21 | 0.21 | 0.03 | 0.01 | 0.20 | 0.02 | 0.02 | 0.02 |
| Crit Moves: | **** | | | | **** | | | | **** | **** | | |
| Green/Cycle: | 0.15 | 0.49 | 0.49 | 0.01 | 0.35 | 0.35 | 0.34 | 0.34 | 0.34 | 0.04 | 0.04 | 0.04 |
| Volume/Cap: | 0.59 | 0.55 | 0.55 | 0.55 | 0.59 | 0.59 | 0.09 | 0.04 | 0.59 | 0.59 | 0.59 | 0.59 |
| Delay/Veh: | 43.1 | 17.9 | 17.9 | 76.3 | 26.9 | 26.9 | 22.6 | 22.2 | 29.1 | 60.2 | 60.2 | 60.2 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 43.1 | 17.9 | 17.9 | 76.3 | 26.9 | 26.9 | 22.6 | 22.2 | 29.1 | 60.2 | 60.2 | 60.2 |
| LOS by Move: | D | B | B | E | C | C | C | C | C | E | E | E |
| HCM2kAvgQ: | 4 | 10 | 10 | 0 | 10 | 10 | 1 | 0 | 9 | 2 | 2 | 2 |

Note: Queue reported is the number of cars per lane.

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PM Cumulative Plus Project Fri May 8, 2009 10:30:04 Page 14-1

Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #12 Oak Avenue Prky / Haverhill Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.647
Loss Time (sec): 9 Average Delay (sec/veh): 8.8
Optimal Cycle: 45 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 1 | 1 0 | 1 | 0 | 1 | 1 0 | 0 | 0 | 1! | 0 0 | 0 | 0 | 1! | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 5 | 1532 | 74 | | 61 | 1178 | 4 | | 2 | 5 | 3 | | 21 | 7 | 88 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 5 | 1532 | 74 | | 61 | 1178 | 4 | | 2 | 5 | 3 | | 21 | 7 | 88 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 5 | 1630 | 79 | | 65 | 1253 | 4 | | 2 | 5 | 3 | | 22 | 7 | 94 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 5 | 1630 | 79 | | 65 | 1253 | 4 | | 2 | 5 | 3 | | 22 | 7 | 94 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 5 | 1630 | 79 | | 65 | 1253 | 4 | | 2 | 5 | 3 | | 22 | 7 | 94 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.94 | 0.94 | | 0.95 | 0.95 | 0.95 | | 0.93 | 0.93 | 0.93 | | 0.85 | 0.85 | 0.85 | |
| Lanes: | 1.00 | 1.91 | 0.09 | | 1.00 | 1.99 | 0.01 | | 0.20 | 0.50 | 0.30 | | 0.18 | 0.06 | 0.76 | |
| Final Sat.: | 1805 | 3420 | 165 | | 1805 | 3598 | 12 | | 353 | 882 | 529 | | 292 | 97 | 1224 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.48 | 0.48 | | 0.04 | 0.35 | 0.35 | | 0.01 | 0.01 | 0.01 | | 0.08 | 0.08 | 0.08 | |
| Crit Moves: | | **** | | | **** | | | | | | | | | **** | | |
| Green/Cycle: | 0.01 | 0.74 | 0.74 | | 0.06 | 0.79 | 0.79 | | 0.12 | 0.12 | 0.12 | | 0.12 | 0.12 | 0.12 | |
| Volume/Cap: | 0.44 | 0.65 | 0.65 | | 0.65 | 0.44 | 0.44 | | 0.05 | 0.05 | 0.05 | | 0.65 | 0.65 | 0.65 | |
| Delay/Veh: | 73.5 | 7.2 | 7.2 | | 60.1 | 3.7 | 3.7 | | 39.2 | 39.2 | 39.2 | | 49.6 | 49.6 | 49.6 | |
| 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: | 73.5 | 7.2 | 7.2 | | 60.1 | 3.7 | 3.7 | | 39.2 | 39.2 | 39.2 | | 49.6 | 49.6 | 49.6 | |
| LOS by Move: | E | A | A | | E | A | A | | D | D | D | | D | D | D | |
| HCM2kAvgQ: | 0 | 14 | 14 | | 2 | 6 | 6 | | 0 | 0 | 0 | | 5 | 5 | 5 | |

Note: Queue reported is the number of cars per lane.





PM Cumulative Plus Project Fri May 8, 2009 10:30:04 Page 15-1

Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #13 Oak Avenue Prky / Haldion Wy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.703
Loss Time (sec): 9 Average Delay (sec/veh): 12.9
Optimal Cycle: 52 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 1 | 1 0 | 1 | 0 | 1 | 1 0 | 0 | 0 | 1! | 0 0 | 0 | 0 | 1! | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 62 | 1557 | 121 | | 65 | 1105 | 23 | | 15 | 5 | 47 | | 80 | 8 | 41 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 62 | 1557 | 121 | | 65 | 1105 | 23 | | 15 | 5 | 47 | | 80 | 8 | 41 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 66 | 1656 | 129 | | 69 | 1176 | 24 | | 16 | 5 | 50 | | 85 | 9 | 44 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 66 | 1656 | 129 | | 69 | 1176 | 24 | | 16 | 5 | 50 | | 85 | 9 | 44 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 66 | 1656 | 129 | | 69 | 1176 | 24 | | 16 | 5 | 50 | | 85 | 9 | 44 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.94 | 0.94 | | 0.95 | 0.95 | 0.95 | | 0.85 | 0.85 | 0.85 | | 0.71 | 0.71 | 0.71 | |
| Lanes: | 1.00 | 1.86 | 0.14 | | 1.00 | 1.96 | 0.04 | | 0.22 | 0.07 | 0.71 | | 0.62 | 0.06 | 0.32 | |
| Final Sat.: | 1805 | 3313 | 257 | | 1805 | 3526 | 73 | | 360 | 120 | 1128 | | 836 | 84 | 428 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.50 | 0.50 | | 0.04 | 0.33 | 0.33 | | 0.04 | 0.04 | 0.04 | | 0.10 | 0.10 | 0.10 | |
| Crit Moves: | | **** | | | **** | | | | | | | | | **** | | |
| Green/Cycle: | 0.08 | 0.71 | 0.71 | | 0.05 | 0.69 | 0.69 | | 0.14 | 0.14 | 0.14 | | 0.14 | 0.14 | 0.14 | |
| Volume/Cap: | 0.48 | 0.70 | 0.70 | | 0.70 | 0.48 | 0.48 | | 0.31 | 0.31 | 0.31 | | 0.70 | 0.70 | 0.70 | |
| Delay/Veh: | 47.0 | 9.3 | 9.3 | | 67.0 | 7.4 | 7.4 | | 39.0 | 39.0 | 39.0 | | 51.7 | 51.7 | 51.7 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 47.0 | 9.3 | 9.3 | | 67.0 | 7.4 | 7.4 | | 39.0 | 39.0 | 39.0 | | 51.7 | 51.7 | 51.7 | |
| LOS by Move: | D | A | A | | E | A | A | | D | D | D | | D | D | D | |
| HCM2kAvgQ: | 2 | 16 | 16 | | 2 | 9 | 9 | | 2 | 2 | 2 | | 6 | 6 | 6 | |

Note: Queue reported is the number of cars per lane.

PM Cumulative Plus Project Fri May 8, 2009 10:30:04 Page 16-1

Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #14 Folsom Blvd/ Iron Point Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.964
Loss Time (sec): 12 Average Delay (sec/veh): 30.3
Optimal Cycle: 151 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 2 | 0 1 | 1 | 0 | 2 | 0 0 | 0 | 0 | 0 | 0 0 | 2 | 0 | 0 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1773 | 701 | | 157 | 1749 | 0 | | 0 | 0 | 0 | | 769 | 0 | 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: | 0 | 1773 | 701 | | 157 | 1749 | 0 | | 0 | 0 | 0 | | 769 | 0 | 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: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 0 | 1886 | 746 | | 167 | 1861 | 0 | | 0 | 0 | 0 | | 818 | 0 | 193 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 1886 | 746 | | 167 | 1861 | 0 | | 0 | 0 | 0 | | 818 | 0 | 193 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 0 | 1886 | 746 | | 167 | 1861 | 0 | | 0 | 0 | 0 | | 818 | 0 | 193 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.95 | 0.85 | | 0.95 | 0.95 | 1.00 | | 1.00 | 1.00 | 1.00 | | 0.92 | 1.00 | 0.85 | |
| Lanes: | 0.00 | 2.00 | 1.00 | | 1.00 | 2.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 2.00 | 0.00 | 1.00 | |
| Final Sat.: | 0 | 3610 | 1615 | | 1805 | 3610 | 0 | | 0 | 0 | 0 | | 3502 | 0 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.52 | 0.46 | | 0.09 | 0.52 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.23 | 0.00 | 0.12 | |
| Crit Moves: | | **** | | | **** | | | | | | | | **** | | | |
| Green/Cycle: | 0.00 | 0.54 | 0.78 | | 0.10 | 0.64 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.24 | 0.00 | 0.24 | |
| Volume/Cap: | 0.00 | 0.96 | 0.59 | | 0.96 | 0.81 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.96 | 0.00 | 0.49 | |
| Delay/Veh: | 0.0 | 35.0 | 5.1 | | 102.7 | 15.8 | 0.0 | | 0.0 | 0.0 | 0.0 | | 60.0 | 0.0 | 33.6 | |
| 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: | 0.0 | 35.0 | 5.1 | | 102.7 | 15.8 | 0.0 | | 0.0 | 0.0 | 0.0 | | 60.0 | 0.0 | 33.6 | |
| LOS by Move: | A | C | A | | F | B | A | | A | A | A | | E | A | C | |
| HCM2kAvgQ: | 0 | 33 | 9 | | 5 | 21 | 0 | | 0 | 0 | 0 | | 16 | 0 | 5 | |

Note: Queue reported is the number of cars per lane.





PM Cumulative Plus Project Fri May 8, 2009 10:30:04 Page 17-1

Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #15 Prairie City Rd/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.700
Loss Time (sec): 12 Average Delay (sec/veh): 30.6
Optimal Cycle: 59 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ignore | | | | Ignore | | | | Ignore | | | | Ignore | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 309 | 1338 | 318 | | 539 | 938 | 2 | | 11 | 718 | 308 | | 102 | 280 | 358 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 309 | 1338 | 318 | | 539 | 938 | 2 | | 11 | 718 | 308 | | 102 | 280 | 358 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.00 | |
| PHF Volume: | 329 | 1423 | 0 | | 573 | 998 | 0 | | 12 | 764 | 0 | | 109 | 298 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 329 | 1423 | 0 | | 573 | 998 | 0 | | 12 | 764 | 0 | | 109 | 298 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| FinalVolume: | 329 | 1423 | 0 | | 573 | 998 | 0 | | 12 | 764 | 0 | | 109 | 298 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.91 | 1.00 | | 0.92 | 0.91 | 1.00 | | 0.92 | 0.91 | 1.00 | | 0.92 | 0.91 | 1.00 | |
| Lanes: | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | |
| Final Sat.: | 3502 | 5187 | 1900 | | 3502 | 5187 | 1900 | | 3502 | 5187 | 1900 | | 3502 | 5187 | 1900 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.09 | 0.27 | 0.00 | | 0.16 | 0.19 | 0.00 | | 0.00 | 0.15 | 0.00 | | 0.03 | 0.06 | 0.00 | |
| Crit Moves: | | **** | | | **** | | | | | **** | | | **** | | | |
| Green/Cycle: | 0.21 | 0.39 | 0.00 | | 0.23 | 0.42 | 0.00 | | 0.01 | 0.21 | 0.00 | | 0.04 | 0.24 | 0.00 | |
| Volume/Cap: | 0.46 | 0.70 | 0.00 | | 0.70 | 0.46 | 0.00 | | 0.24 | 0.70 | 0.00 | | 0.70 | 0.24 | 0.00 | |
| Delay/Veh: | 35.3 | 26.6 | 0.0 | | 37.8 | 21.0 | 0.0 | | 51.3 | 38.6 | 0.0 | | 60.5 | 30.7 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 35.3 | 26.6 | 0.0 | | 37.8 | 21.0 | 0.0 | | 51.3 | 38.6 | 0.0 | | 60.5 | 30.7 | 0.0 | |
| LOS by Move: | D | C | A | | D | C | A | | D | D | A | | E | C | A | |
| HCM2kAvgQ: | 4 | 13 | 0 | | 8 | 8 | 0 | | 0 | 8 | 0 | | 2 | 3 | 0 | |

Note: Queue reported is the number of cars per lane.

PM Cumulative Plus Project Fri May 8, 2009 10:30:04 Page 18-1

Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #16 Grover Rd/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.413
Loss Time (sec): 12 Average Delay (sec/veh): 11.2
Optimal Cycle: 36 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Split Phase | | | | Split Phase | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 1! | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 3 | 0 | 1 | 1 | 0 | 2 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 15 | 1 | 4 | | 71 | 3 | 24 | | 104 | 1453 | 2 | | 28 | 698 | 90 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 15 | 1 | 4 | | 71 | 3 | 24 | | 104 | 1453 | 2 | | 28 | 698 | 90 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 16 | 1 | 4 | | 76 | 3 | 26 | | 111 | 1546 | 2 | | 30 | 743 | 96 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 16 | 1 | 4 | | 76 | 3 | 26 | | 111 | 1546 | 2 | | 30 | 743 | 96 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 16 | 1 | 4 | | 76 | 3 | 26 | | 111 | 1546 | 2 | | 30 | 743 | 96 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.94 | 0.94 | 0.94 | | 0.95 | 0.87 | 0.87 | | 0.95 | 0.91 | 0.85 | | 0.95 | 0.89 | 0.89 | |
| Lanes: | 1.60 | 0.08 | 0.32 | | 1.00 | 0.11 | 0.89 | | 1.00 | 3.00 | 1.00 | | 1.00 | 2.66 | 0.34 | |
| Final Sat.: | 2843 | 142 | 569 | | 1805 | 183 | 1464 | | 1805 | 5187 | 1615 | | 1805 | 4516 | 582 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.01 | 0.01 | | 0.04 | 0.02 | 0.02 | | 0.06 | 0.30 | 0.00 | | 0.02 | 0.16 | 0.16 | |
| Crit Moves: | | **** | | | **** | | | | | **** | | | **** | | | |
| Green/Cycle: | 0.02 | 0.02 | 0.02 | | 0.10 | 0.10 | 0.10 | | 0.21 | 0.72 | 0.72 | | 0.04 | 0.55 | 0.55 | |
| Volume/Cap: | 0.31 | 0.41 | 0.41 | | 0.41 | 0.17 | 0.17 | | 0.30 | 0.41 | 0.00 | | 0.41 | 0.30 | 0.30 | |
| Delay/Veh: | 51.1 | 53.9 | 53.9 | | 43.7 | 41.6 | 41.6 | | 34.0 | 5.6 | 3.9 | | 50.7 | 12.0 | 12.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 51.1 | 53.9 | 53.9 | | 43.7 | 41.6 | 41.6 | | 34.0 | 5.6 | 3.9 | | 50.7 | 12.0 | 12.0 | |
| LOS by Move: | D | D | D | | D | D | D | | C | A | A | | D | B | B | |
| HCM2kAvgQ: | 1 | 1 | 1 | | 3 | 1 | 1 | | 3 | 7 | 0 | | 1 | 5 | 5 | |

Note: Queue reported is the number of cars per lane.





PM Cumulative Plus Project Fri May 8, 2009 10:30:04 Page 19-1

Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #17 McAdoo Dr/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.472
Loss Time (sec): 12 Average Delay (sec/veh): 16.7
Optimal Cycle: 39 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Permitted | | | | Permitted | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 2 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | | 138 | 0 | 50 | | 242 | 1459 | 0 | | 0 | 635 | 177 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 0 | 0 | 0 | | 138 | 0 | 50 | | 242 | 1459 | 0 | | 0 | 635 | 177 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 0 | 0 | 0 | | 147 | 0 | 53 | | 257 | 1552 | 0 | | 0 | 676 | 188 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 0 | 0 | | 147 | 0 | 53 | | 257 | 1552 | 0 | | 0 | 676 | 188 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 0 | 0 | 0 | | 147 | 0 | 53 | | 257 | 1552 | 0 | | 0 | 676 | 188 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 1.00 | 1.00 | | 0.77 | 1.00 | 0.85 | | 0.95 | 0.91 | 1.00 | | 1.00 | 0.88 | 0.88 | |
| Lanes: | 0.00 | 0.00 | 0.00 | | 1.00 | 0.00 | 1.00 | | 1.00 | 3.00 | 0.00 | | 0.00 | 2.35 | 0.65 | |
| Final Sat.: | 0 | 0 | 0 | | 1461 | 0 | 1615 | | 1805 | 5187 | 0 | | 0 | 3922 | 1093 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | | 0.10 | 0.00 | 0.03 | | 0.14 | 0.30 | 0.00 | | 0.00 | 0.17 | 0.17 | |
| Crit Moves: | | | | | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | | 0.21 | 0.00 | 0.21 | | 0.30 | 0.67 | 0.00 | | 0.00 | 0.36 | 0.36 | |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | | 0.47 | 0.00 | 0.15 | | 0.47 | 0.45 | 0.00 | | 0.00 | 0.47 | 0.47 | |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | | 35.6 | 0.0 | 32.2 | | 29.0 | 8.0 | 0.0 | | 0.0 | 24.6 | 24.6 | |
| 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: | 0.0 | 0.0 | 0.0 | | 35.6 | 0.0 | 32.2 | | 29.0 | 8.0 | 0.0 | | 0.0 | 24.6 | 24.6 | |
| LOS by Move: | A | A | A | | D | A | C | | C | A | A | | A | C | C | |
| HCM2kAvgQ: | 0 | 0 | 0 | | 4 | 0 | 1 | | 6 | 8 | 0 | | 0 | 7 | 7 | |

Note: Queue reported is the number of cars per lane.

PM Cumulative Plus Project Fri May 8, 2009 10:30:04 Page 20-1

Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #18 Oak Ave Pkwy/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.863
Loss Time (sec): 12 Average Delay (sec/veh): 40.4
Optimal Cycle: 95 Level Of Service: D

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Ignore | | | Ovl | | | Ignore | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 2 0 | 2 0 | 1 | 2 0 | 2 0 | 1 | 2 0 | 3 0 | 1 | 2 0 | 3 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 318 | 962 | 431 | 296 | 905 | 102 | 497 | 1169 | 395 | 515 | 616 | 403 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 318 | 962 | 431 | 296 | 905 | 102 | 497 | 1169 | 395 | 515 | 616 | 403 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.00 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.00 |
| PHF Volume: | 338 | 1023 | 459 | 315 | 963 | 0 | 529 | 1244 | 420 | 548 | 655 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 338 | 1023 | 459 | 315 | 963 | 0 | 529 | 1244 | 420 | 548 | 655 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| FinalVolume: | 338 | 1023 | 459 | 315 | 963 | 0 | 529 | 1244 | 420 | 548 | 655 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.95 | 0.85 | 0.92 | 0.95 | 1.00 | 0.92 | 0.91 | 0.85 | 0.92 | 0.91 | 1.00 |
| Lanes: | 2.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3502 | 3610 | 1615 | 3502 | 3610 | 1900 | 3502 | 5187 | 1615 | 3502 | 5187 | 1900 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.10 | 0.28 | 0.28 | 0.09 | 0.27 | 0.00 | 0.15 | 0.24 | 0.26 | 0.16 | 0.13 | 0.00 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green/Cycle: | 0.11 | 0.32 | 0.50 | 0.10 | 0.31 | 0.00 | 0.25 | 0.28 | 0.39 | 0.18 | 0.21 | 0.00 |
| Volume/Cap: | 0.86 | 0.89 | 0.57 | 0.89 | 0.86 | 0.00 | 0.60 | 0.86 | 0.67 | 0.86 | 0.60 | 0.00 |
| Delay/Veh: | 61.2 | 40.9 | 18.3 | 67.0 | 39.7 | 0.0 | 34.3 | 39.9 | 27.9 | 51.5 | 36.8 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 61.2 | 40.9 | 18.3 | 67.0 | 39.7 | 0.0 | 34.3 | 39.9 | 27.9 | 51.5 | 36.8 | 0.0 |
| LOS by Move: | E | D | B | E | D | A | C | D | C | D | D | A |
| HCM2kAvgQ: | 6 | 17 | 9 | 6 | 16 | 0 | 7 | 14 | 11 | 9 | 7 | 0 |

Note: Queue reported is the number of cars per lane.





PM Cumulative Plus Project Fri May 8, 2009 10:30:04 Page 21-1

Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #19 Rowberry Dr/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.871
Loss Time (sec): 12 Average Delay (sec/veh): 32.0
Optimal Cycle: 98 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Split Phase | | | Split Phase | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Include | | | Ovl | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 1 | 0 0 | 1 | 1 0 | 0 1 | 0 | 1 0 | 3 0 | 1 | 2 0 | 2 1 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 598 | 106 | 671 | 8 | 72 | 11 | 30 | 1350 | 565 | 653 | 965 | 10 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 598 | 106 | 671 | 8 | 72 | 11 | 30 | 1350 | 565 | 653 | 965 | 10 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 636 | 113 | 714 | 9 | 77 | 12 | 32 | 1436 | 601 | 695 | 1027 | 11 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 636 | 113 | 714 | 9 | 77 | 12 | 32 | 1436 | 601 | 695 | 1027 | 11 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 636 | 113 | 714 | 9 | 77 | 12 | 32 | 1436 | 601 | 695 | 1027 | 11 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.96 | 0.96 | 0.85 | 0.95 | 0.98 | 0.98 | 0.95 | 0.91 | 0.85 | 0.92 | 0.91 | 0.91 |
| Lanes: | 1.70 | 0.30 | 1.00 | 1.00 | 0.87 | 0.13 | 1.00 | 3.00 | 1.00 | 2.00 | 2.97 | 0.03 |
| Final Sat.: | 3095 | 549 | 1615 | 1805 | 1615 | 247 | 1805 | 5187 | 1615 | 3502 | 5129 | 53 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.21 | 0.21 | 0.44 | 0.00 | 0.05 | 0.05 | 0.02 | 0.28 | 0.37 | 0.20 | 0.20 | 0.20 |
| Crit Moves: | | | **** | | | **** | | **** | | **** | | |
| Green/Cycle: | 0.28 | 0.28 | 0.51 | 0.05 | 0.05 | 0.05 | 0.04 | 0.32 | 0.60 | 0.23 | 0.50 | 0.50 |
| Volume/Cap: | 0.73 | 0.73 | 0.87 | 0.09 | 0.87 | 0.87 | 0.40 | 0.87 | 0.62 | 0.87 | 0.40 | 0.40 |
| Delay/Veh: | 35.5 | 35.5 | 31.7 | 45.3 | 97.6 | 97.6 | 49.7 | 37.5 | 14.2 | 47.4 | 15.6 | 15.6 |
| 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: | 35.5 | 35.5 | 31.7 | 45.3 | 97.6 | 97.6 | 49.7 | 37.5 | 14.2 | 47.4 | 15.6 | 15.6 |
| LOS by Move: | D | D | C | D | F | F | D | D | B | D | B | B |
| HCM2kAvgQ: | 10 | 10 | 20 | 0 | 5 | 5 | 1 | 15 | 11 | 11 | 7 | 7 |

Note: Queue reported is the number of cars per lane.

PM Cumulative Plus Project Fri May 8, 2009 10:30:04 Page 22-1

Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #20 Broadstone Pkwy/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.592
Loss Time (sec): 12 Average Delay (sec/veh): 20.2
Optimal Cycle: 48 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Split Phase | | | | Split Phase | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Ignore | | | | Include | | | | Ignore | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 1 | 0 | 0 1 | 2 | 0 | 1 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 52 | 46 | 79 | | 77 | 14 | 648 | | 814 | 1207 | 8 | | 28 | 966 | 111 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 52 | 46 | 79 | | 77 | 14 | 648 | | 814 | 1207 | 8 | | 28 | 966 | 111 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.00 | |
| PHF Volume: | 55 | 49 | 84 | | 82 | 15 | 0 | | 866 | 1284 | 9 | | 30 | 1028 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 55 | 49 | 84 | | 82 | 15 | 0 | | 866 | 1284 | 9 | | 30 | 1028 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| FinalVolume: | 55 | 49 | 84 | | 82 | 15 | 0 | | 866 | 1284 | 9 | | 30 | 1028 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.97 | 0.97 | 0.85 | | 0.92 | 1.00 | 1.00 | | 0.92 | 0.91 | 0.85 | | 0.92 | 0.91 | 1.00 | |
| Lanes: | 1.06 | 0.94 | 1.00 | | 2.00 | 1.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | |
| Final Sat.: | 1964 | 1737 | 1615 | | 3502 | 1900 | 1900 | | 3502 | 5187 | 1615 | | 3502 | 5187 | 1900 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.03 | 0.05 | | 0.02 | 0.01 | 0.00 | | 0.25 | 0.25 | 0.01 | | 0.01 | 0.20 | 0.00 | |
| Crit Moves: | | | **** | | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.09 | 0.09 | 0.09 | | 0.04 | 0.04 | 0.00 | | 0.42 | 0.73 | 0.73 | | 0.03 | 0.33 | 0.00 | |
| Volume/Cap: | 0.32 | 0.32 | 0.59 | | 0.59 | 0.20 | 0.00 | | 0.59 | 0.34 | 0.01 | | 0.34 | 0.59 | 0.00 | |
| Delay/Veh: | 43.4 | 43.4 | 50.4 | | 53.9 | 47.8 | 0.0 | | 23.2 | 5.0 | 3.7 | | 50.3 | 28.1 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 43.4 | 43.4 | 50.4 | | 53.9 | 47.8 | 0.0 | | 23.2 | 5.0 | 3.7 | | 50.3 | 28.1 | 0.0 | |
| LOS by Move: | D | D | D | | D | D | A | | C | A | A | | D | C | A | |
| HCM2kAvgQ: | 2 | 2 | 3 | | 2 | 1 | 0 | | 10 | 5 | 0 | | 0 | 9 | 0 | |

Note: Queue reported is the number of cars per lane.





PM Cumulative Plus Project Fri May 8, 2009 10:30:04 Page 23-1

Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #21 East Bidwell St/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 1.124
Loss Time (sec): 12 Average Delay (sec/veh): 77.0
Optimal Cycle: 180 Level Of Service: E

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ignore | | | | Ignore | | | | Ovl | | | | Ignore | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 497 | 2071 | 581 | | 714 | 1350 | 186 | | 185 | 778 | 470 | | 619 | 415 | 599 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 497 | 2071 | 581 | | 714 | 1350 | 186 | | 185 | 778 | 470 | | 619 | 415 | 599 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.00 | |
| PHF Volume: | 529 | 2203 | 0 | | 760 | 1436 | 0 | | 197 | 828 | 500 | | 659 | 441 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 529 | 2203 | 0 | | 760 | 1436 | 0 | | 197 | 828 | 500 | | 659 | 441 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| FinalVolume: | 529 | 2203 | 0 | | 760 | 1436 | 0 | | 197 | 828 | 500 | | 659 | 441 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.91 | 1.00 | | 0.92 | 0.91 | 1.00 | | 0.92 | 0.91 | 0.85 | | 0.92 | 0.91 | 1.00 | |
| Lanes: | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | |
| Final Sat.: | 3502 | 5187 | 1900 | | 3502 | 5187 | 1900 | | 3502 | 5187 | 1615 | | 3502 | 5187 | 1900 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.15 | 0.42 | 0.00 | | 0.22 | 0.28 | 0.00 | | 0.06 | 0.16 | 0.31 | | 0.19 | 0.09 | 0.00 | |
| Crit Moves: | | **** | | | **** | | | | | **** | | | **** | | | |
| Green/Cycle: | 0.20 | 0.38 | 0.00 | | 0.19 | 0.37 | 0.00 | | 0.12 | 0.14 | 0.34 | | 0.17 | 0.19 | 0.00 | |
| Volume/Cap: | 0.75 | 1.12 | 0.00 | | 1.12 | 0.75 | 0.00 | | 0.46 | 1.12 | 0.90 | | 1.12 | 0.46 | 0.00 | |
| Delay/Veh: | 42.0 | 94.3 | 0.0 | | 114.4 | 29.2 | 0.0 | | 41.5 | 116 | 49.1 | | 117.9 | 36.5 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 42.0 | 94.3 | 0.0 | | 114.4 | 29.2 | 0.0 | | 41.5 | 116 | 49.1 | | 117.9 | 36.5 | 0.0 | |
| LOS by Move: | D | F | A | | F | C | A | | D | F | D | | F | D | A | |
| HCM2kAvgQ: | 8 | 36 | 0 | | 18 | 14 | 0 | | 3 | 15 | 16 | | 16 | 4 | 0 | |

Note: Queue reported is the number of cars per lane.

PM Cumulative Plus Project Fri May 8, 2009 10:30:04 Page 24-1

Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #22 Cavitt Dr/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.648
Loss Time (sec): 12 Average Delay (sec/veh): 21.6
Optimal Cycle: 53 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 1 | 0 | 0 1 | 1 | 1 | 0 | 0 1 | 1 | 0 | 3 | 0 1 | 1 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 353 | 51 | 77 | | 204 | 43 | 21 | | 70 | 1571 | 446 | | 52 | 1261 | 184 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 353 | 51 | 77 | | 204 | 43 | 21 | | 70 | 1571 | 446 | | 52 | 1261 | 184 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 376 | 54 | 82 | | 217 | 46 | 22 | | 74 | 1671 | 474 | | 55 | 1341 | 196 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 376 | 54 | 82 | | 217 | 46 | 22 | | 74 | 1671 | 474 | | 55 | 1341 | 196 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 376 | 54 | 82 | | 217 | 46 | 22 | | 74 | 1671 | 474 | | 55 | 1341 | 196 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.52 | 0.52 | 0.85 | | 0.53 | 0.53 | 0.85 | | 0.95 | 0.91 | 0.85 | | 0.95 | 0.91 | 0.85 | |
| Lanes: | 1.75 | 0.25 | 1.00 | | 1.65 | 0.35 | 1.00 | | 1.00 | 3.00 | 1.00 | | 1.00 | 3.00 | 1.00 | |
| Final Sat.: | 1730 | 250 | 1615 | | 1657 | 349 | 1615 | | 1805 | 5187 | 1615 | | 1805 | 5187 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.22 | 0.22 | 0.05 | | 0.13 | 0.13 | 0.01 | | 0.04 | 0.32 | 0.29 | | 0.03 | 0.26 | 0.12 | |
| Crit Moves: | | **** | | | | | | | | **** | | | **** | | | |
| Green/Cycle: | 0.34 | 0.34 | 0.34 | | 0.34 | 0.34 | 0.34 | | 0.07 | 0.50 | 0.50 | | 0.05 | 0.47 | 0.47 | |
| Volume/Cap: | 0.65 | 0.65 | 0.15 | | 0.39 | 0.39 | 0.04 | | 0.55 | 0.65 | 0.59 | | 0.65 | 0.55 | 0.26 | |
| Delay/Veh: | 30.5 | 30.5 | 23.4 | | 25.8 | 25.8 | 22.4 | | 49.4 | 19.2 | 19.0 | | 62.9 | 19.2 | 16.2 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 30.5 | 30.5 | 23.4 | | 25.8 | 25.8 | 22.4 | | 49.4 | 19.2 | 19.0 | | 62.9 | 19.2 | 16.2 | |
| LOS by Move: | C | C | C | | C | C | C | | D | B | B | | E | B | B | |
| HCM2kAvgQ: | 7 | 7 | 2 | | 3 | 3 | 0 | | 2 | 13 | 9 | | 2 | 10 | 3 | |

Note: Queue reported is the number of cars per lane.





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Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #23 Serpa Way / Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.976
Loss Time (sec): 12 Average Delay (sec/veh): 43.7
Optimal Cycle: 162 Level Of Service: D

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Include | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 1 | 0 1 | 1 | 0 | 0 | 1 0 | 1 | 0 | 3 | 0 1 | 1 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 750 | 28 | 288 | | 104 | 19 | 63 | | 94 | 1221 | 559 | | 195 | 793 | 87 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 750 | 28 | 288 | | 104 | 19 | 63 | | 94 | 1221 | 559 | | 195 | 793 | 87 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 798 | 30 | 306 | | 111 | 20 | 67 | | 100 | 1299 | 595 | | 207 | 844 | 93 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 798 | 30 | 306 | | 111 | 20 | 67 | | 100 | 1299 | 595 | | 207 | 844 | 93 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 798 | 30 | 306 | | 111 | 20 | 67 | | 100 | 1299 | 595 | | 207 | 844 | 93 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 1.00 | 0.85 | | 0.95 | 0.89 | 0.89 | | 0.95 | 0.91 | 0.85 | | 0.95 | 0.91 | 0.85 | |
| Lanes: | 1.00 | 1.00 | 1.00 | | 1.00 | 0.23 | 0.77 | | 1.00 | 3.00 | 1.00 | | 1.00 | 3.00 | 1.00 | |
| Final Sat.: | 1805 | 1900 | 1615 | | 1805 | 390 | 1292 | | 1805 | 5187 | 1615 | | 1805 | 5187 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.44 | 0.02 | 0.19 | | 0.06 | 0.05 | 0.05 | | 0.06 | 0.25 | 0.37 | | 0.11 | 0.16 | 0.06 | |
| Crit Moves: | **** | | | | | **** | | | | **** | | | **** | | | |
| Green/Cycle: | 0.45 | 0.28 | 0.40 | | 0.23 | 0.05 | 0.05 | | 0.10 | 0.26 | 0.71 | | 0.12 | 0.28 | 0.51 | |
| Volume/Cap: | 0.98 | 0.06 | 0.48 | | 0.27 | 0.98 | 0.98 | | 0.58 | 0.98 | 0.52 | | 0.98 | 0.58 | 0.11 | |
| Delay/Veh: | 52.5 | 26.5 | 23.1 | | 32.1 | 134 | 134.4 | | 48.4 | 56.1 | 7.1 | | 98.8 | 31.6 | 13.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 52.5 | 26.5 | 23.1 | | 32.1 | 134 | 134.4 | | 48.4 | 56.1 | 7.1 | | 98.8 | 31.6 | 13.0 | |
| LOS by Move: | D | C | C | | C | F | F | | D | E | A | | F | C | B | |
| HCM2kAvgQ: | 31 | 1 | 7 | | 3 | 6 | 6 | | 3 | 17 | 8 | | 7 | 8 | 1 | |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #24 Empire Ranch Road/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 1.111
Loss Time (sec): 12 Average Delay (sec/veh): 79.9
Optimal Cycle: 180 Level Of Service: E

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 3 | 0 1 | 1 | 0 | 3 | 0 1 | 1 | 0 | 1 | 1 0 | 1 | 0 | 1 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 360 | 1197 | 434 | | 384 | 1026 | 114 | | 85 | 803 | 601 | | 108 | 553 | 463 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 360 | 1197 | 434 | | 384 | 1026 | 114 | | 85 | 803 | 601 | | 108 | 553 | 463 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 383 | 1273 | 462 | | 409 | 1091 | 121 | | 90 | 854 | 639 | | 115 | 588 | 493 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 383 | 1273 | 462 | | 409 | 1091 | 121 | | 90 | 854 | 639 | | 115 | 588 | 493 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 383 | 1273 | 462 | | 409 | 1091 | 121 | | 90 | 854 | 639 | | 115 | 588 | 493 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.91 | 0.85 | | 0.95 | 0.91 | 0.85 | | 0.95 | 0.89 | 0.89 | | 0.95 | 0.89 | 0.89 | |
| Lanes: | 1.00 | 3.00 | 1.00 | | 1.00 | 3.00 | 1.00 | | 1.00 | 1.14 | 0.86 | | 1.00 | 1.09 | 0.91 | |
| Final Sat.: | 1805 | 5187 | 1615 | | 1805 | 5187 | 1615 | | 1805 | 1933 | 1446 | | 1805 | 1831 | 1533 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.21 | 0.25 | 0.29 | | 0.23 | 0.21 | 0.08 | | 0.05 | 0.44 | 0.44 | | 0.06 | 0.32 | 0.32 | |
| Crit Moves: | | **** | | | **** | | | | | **** | | | **** | | | |
| Green/Cycle: | 0.21 | 0.22 | 0.28 | | 0.20 | 0.21 | 0.27 | | 0.06 | 0.40 | 0.40 | | 0.06 | 0.39 | 0.39 | |
| Volume/Cap: | 0.99 | 1.11 | 1.03 | | 1.11 | 0.99 | 0.28 | | 0.82 | 1.11 | 1.11 | | 1.11 | 0.82 | 0.82 | |
| Delay/Veh: | 83.7 | 101 | 85.7 | | 120.1 | 65.2 | 28.9 | | 81.9 | 91.0 | 91.0 | | 168.6 | 31.1 | 31.1 | |
| 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: | 83.7 | 101 | 85.7 | | 120.1 | 65.2 | 28.9 | | 81.9 | 91.0 | 91.0 | | 168.6 | 31.1 | 31.1 | |
| LOS by Move: | F | F | F | | F | E | C | | F | F | F | | F | C | C | |
| HCM2kAvgQ: | 15 | 21 | 18 | | 19 | 15 | 3 | | 3 | 32 | 32 | | 6 | 16 | 16 | |

Note: Queue reported is the number of cars per lane.





PM Cumulative Plus Project Fri May 8, 2009 10:30:04 Page 27-1

Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #25 Prairie City Rd/ High School

Cycle (sec): 100 Critical Vol./Cap. (X): 0.652
Loss Time (sec): 12 Average Delay (sec/veh): 25.8
Optimal Cycle: 53 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 2 | 1 0 | 2 | 0 | 2 | 1 0 | 2 | 0 | 0 | 1 1 | 1 | 0 | 0 | 1 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 310 | 1295 | 66 | | 30 | 1144 | 171 | | 642 | 0 | 496 | | 60 | 1 | 28 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 310 | 1295 | 66 | | 30 | 1144 | 171 | | 642 | 0 | 496 | | 60 | 1 | 28 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 330 | 1378 | 70 | | 32 | 1217 | 182 | | 683 | 0 | 528 | | 64 | 1 | 30 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 330 | 1378 | 70 | | 32 | 1217 | 182 | | 683 | 0 | 528 | | 64 | 1 | 30 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 330 | 1378 | 70 | | 32 | 1217 | 182 | | 683 | 0 | 528 | | 64 | 1 | 30 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.90 | 0.90 | | 0.92 | 0.89 | 0.89 | | 0.92 | 1.00 | 0.85 | | 0.95 | 0.86 | 0.86 | |
| Lanes: | 2.00 | 2.85 | 0.15 | | 2.00 | 2.61 | 0.39 | | 2.00 | 0.00 | 2.00 | | 1.00 | 0.07 | 1.93 | |
| Final Sat.: | 3502 | 4901 | 250 | | 3502 | 4427 | 662 | | 3502 | 0 | 3230 | | 1805 | 112 | 3137 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.09 | 0.28 | 0.28 | | 0.01 | 0.27 | 0.27 | | 0.20 | 0.00 | 0.16 | | 0.04 | 0.01 | 0.01 | |
| Crit Moves: | **** | | | | | **** | | | **** | | | | | **** | | |
| Green/Cycle: | 0.14 | 0.55 | 0.55 | | 0.02 | 0.42 | 0.42 | | 0.30 | 0.00 | 0.26 | | 0.06 | 0.01 | 0.01 | |
| Volume/Cap: | 0.65 | 0.51 | 0.51 | | 0.51 | 0.65 | 0.65 | | 0.65 | 0.00 | 0.63 | | 0.63 | 0.65 | 0.65 | |
| Delay/Veh: | 43.4 | 14.3 | 14.3 | | 55.8 | 23.8 | 23.8 | | 32.0 | 0.0 | 34.5 | | 58.6 | 77.0 | 77.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 43.4 | 14.3 | 14.3 | | 55.8 | 23.8 | 23.8 | | 32.0 | 0.0 | 34.5 | | 58.6 | 77.0 | 77.0 | |
| LOS by Move: | D | B | B | | E | C | C | | C | A | C | | E | E | E | |
| HCM2kAvgQ: | 5 | 10 | 10 | | 1 | 12 | 12 | | 10 | 0 | 8 | | 3 | 1 | 1 | |

Note: Queue reported is the number of cars per lane.

PM Cumulative Plus Project Fri May 8, 2009 10:30:04 Page 28-1

Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #26 East Bidwell St / Placerville Rd

Average Delay (sec/veh): 95.5 Worst Case Level Of Service: F[965.6]

| 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 | 2 | 1 0 | 0 | 0 | 3 | 0 0 | 0 | 0 | 0 | 0 0 | 0 | 0 | 0 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 3037 | 36 | 0 | 2438 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 605 | | | |
| Growth Adj: | 1.00 | 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 | 3037 | 36 | 0 | 2438 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 605 | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | | | | |
| PHF Volume: | 0 | 3231 | 38 | 0 | 2594 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 644 | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| FinalVolume: | 0 | 3231 | 38 | 0 | 2594 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 644 | | | |

Critical Gap Module:

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Critical Gp: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | 6.9 |
| FollowUpTim: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | 3.3 |

Capacity Module:

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Cnflict Vol: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | 1096 |
| Potent Cap.: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | 212 |
| Move Cap.: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | 212 |
| Volume/Cap: | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | 3.04 |

Level Of Service Module:

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2Way95thQ: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | 58.2 |
| Control Del: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | 965.6 |
| LOS by Move: | * | * | * | * | * | * | * | * | * | * | * | F |
| Movement: | LT - | LTR - | RT | LT - | LTR - | RT | LT - | LTR - | RT | LT - | LTR - | RT |
| Shared Cap.: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| SharedQueue: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| Shrd ConDel: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| Shared LOS: | * | * | * | * | * | * | * | * | * | * | * | * |
| ApproachDel: | xxxxxx | | | xxxxxx | | | xxxxxx | | | 965.6 | | |
| ApproachLOS: | * | | | * | | | * | | | F | | |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #27 Prairie City Rd/ White Rock Rd

| | | | |
|---|---|---|---|
| Cycle (sec): | 100 | Critical Vol./Cap. (X): | 0.852 |
| Loss Time (sec): | 12 | Average Delay (sec/veh): | 24.8 |
| Optimal Cycle: | 91 | Level Of Service: | C |

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Split Phase | | | | Split Phase | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Ovl | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 1! | 0 0 | 1 | 1 | 0 | 0 2 | 2 | 0 | 2 | 0 1 | 1 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 1 | 2 | 1 | | 242 | 1 | 904 | | 925 | 1566 | 0 | | 1 | 1924 | 38 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 1 | 2 | 1 | | 242 | 1 | 904 | | 925 | 1566 | 0 | | 1 | 1924 | 38 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 1 | 2 | 1 | | 257 | 1 | 962 | | 984 | 1666 | 0 | | 1 | 2047 | 40 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 1 | 2 | 1 | | 257 | 1 | 962 | | 984 | 1666 | 0 | | 1 | 2047 | 40 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 1 | 2 | 1 | | 257 | 1 | 962 | | 984 | 1666 | 0 | | 1 | 2047 | 40 | |

Saturation Flow Module:

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.75 | 0.92 | 0.95 | 1.00 | 0.95 | 0.91 | 0.85 |
| Lanes: | 0.25 | 0.50 | 0.25 | 1.99 | 0.01 | 2.00 | 2.00 | 2.00 | 1.00 | 1.00 | 3.00 | 1.00 |
| Final Sat.: | 453 | 907 | 453 | 3606 | 15 | 2842 | 3502 | 3610 | 1900 | 1805 | 5187 | 1615 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.07 | 0.07 | 0.34 | 0.28 | 0.46 | 0.00 | 0.00 | 0.39 | 0.03 |
| Crit Moves: | | **** | | | **** | | **** | | | | **** | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | 0.08 | 0.08 | 0.41 | 0.33 | 0.79 | 0.00 | 0.00 | 0.46 | 0.46 |
| Volume/Cap: | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.82 | 0.85 | 0.58 | 0.00 | 0.58 | 0.85 | 0.05 |
| Delay/Veh: | 342.6 | 343 | 342.6 | 65.2 | 65.2 | 30.6 | 37.4 | 4.3 | 0.0 | 271.7 | 26.9 | 14.8 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 342.6 | 343 | 342.6 | 65.2 | 65.2 | 30.6 | 37.4 | 4.3 | 0.0 | 271.7 | 26.9 | 14.8 |
| LOS by Move: | F | F | F | E | E | C | D | A | A | F | C | B |
| HCM2kAvgQ: | 1 | 1 | 1 | 4 | 4 | 16 | 14 | 10 | 0 | 0 | 21 | 1 |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #28 Scott Rd (South)/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.751
Loss Time (sec): 0 Average Delay (sec/veh): 10.2
Optimal Cycle: 75 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Include | | | | Ovl | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 0 | 0 1 | 0 | 0 | 0 | 0 0 | 0 | 0 | 2 | 0 1 | 1 | 0 | 3 | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 42 | 0 | 125 | | 0 | 0 | 0 | | 0 | 1624 | 136 | | 442 | 1983 | 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: | 42 | 0 | 125 | | 0 | 0 | 0 | | 0 | 1624 | 136 | | 442 | 1983 | 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: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 45 | 0 | 133 | | 0 | 0 | 0 | | 0 | 1728 | 145 | | 470 | 2110 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 45 | 0 | 133 | | 0 | 0 | 0 | | 0 | 1728 | 145 | | 470 | 2110 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 45 | 0 | 133 | | 0 | 0 | 0 | | 0 | 1728 | 145 | | 470 | 2110 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.97 | 1.00 | 0.85 | | 1.00 | 1.00 | 1.00 | | 1.00 | 0.95 | 0.85 | | 0.95 | 0.91 | 1.00 | |
| Lanes: | 2.00 | 0.00 | 1.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 2.00 | 1.00 | | 1.00 | 3.00 | 0.00 | |
| Final Sat.: | 3686 | 0 | 1615 | | 0 | 0 | 0 | | 0 | 3610 | 1615 | | 1805 | 5187 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.00 | 0.08 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.48 | 0.09 | | 0.26 | 0.41 | 0.00 | |
| Crit Moves: | **** | | | | | | | | | **** | | | **** | | | |
| Green/Cycle: | 0.02 | 0.00 | 0.36 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.64 | 0.64 | | 0.35 | 0.98 | 0.00 | |
| Volume/Cap: | 0.62 | 0.00 | 0.23 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.75 | 0.14 | | 0.75 | 0.41 | 0.00 | |
| Delay/Veh: | 64.4 | 0.0 | 22.3 | | 0.0 | 0.0 | 0.0 | | 0.0 | 14.1 | 7.3 | | 33.9 | 0.1 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 64.4 | 0.0 | 22.3 | | 0.0 | 0.0 | 0.0 | | 0.0 | 14.1 | 7.3 | | 33.9 | 0.1 | 0.0 | |
| LOS by Move: | E | A | C | | A | A | A | | A | B | A | | C | A | A | |
| HCM2kAvgQ: | 2 | 0 | 3 | | 0 | 0 | 0 | | 0 | 19 | 2 | | 12 | 1 | 0 | |

Note: Queue reported is the number of cars per lane.





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Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #29 Scott Rd (North)/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.723
Loss Time (sec): 9 Average Delay (sec/veh): 22.1
Optimal Cycle: 54 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Ovl | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 1 | 0 1 | 1 | 0 | 1 | 0 2 | 2 | 0 | 2 | 0 1 | 1 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 1 | 3 | 0 | | 200 | 3 | 691 | | 784 | 892 | 1 | | 1 | 1462 | 255 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 1 | 3 | 0 | | 200 | 3 | 691 | | 784 | 892 | 1 | | 1 | 1462 | 255 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 1 | 3 | 0 | | 213 | 3 | 735 | | 834 | 949 | 1 | | 1 | 1555 | 271 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 1 | 3 | 0 | | 213 | 3 | 735 | | 834 | 949 | 1 | | 1 | 1555 | 271 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 1 | 3 | 0 | | 213 | 3 | 735 | | 834 | 949 | 1 | | 1 | 1555 | 271 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 1.00 | 1.00 | | 0.95 | 1.00 | 0.75 | | 0.92 | 0.95 | 0.85 | | 0.95 | 0.91 | 0.85 | |
| Lanes: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 2.00 | | 2.00 | 2.00 | 1.00 | | 1.00 | 3.00 | 1.00 | |
| Final Sat.: | 1805 | 1900 | 1900 | | 1805 | 1900 | 2842 | | 3502 | 3610 | 1615 | | 1805 | 5187 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | | 0.12 | 0.00 | 0.26 | | 0.24 | 0.26 | 0.00 | | 0.00 | 0.30 | 0.17 | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | | 0.16 | 0.16 | 0.49 | | 0.33 | 0.74 | 0.74 | | 0.00 | 0.41 | 0.41 | |
| Volume/Cap: | 0.13 | 0.72 | 0.00 | | 0.72 | 0.01 | 0.53 | | 0.72 | 0.35 | 0.00 | | 0.35 | 0.72 | 0.40 | |
| Delay/Veh: | 56.3 | 270 | 0.0 | | 48.2 | 35.3 | 17.9 | | 31.8 | 4.6 | 3.3 | | 109.7 | 25.7 | 21.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 56.3 | 270 | 0.0 | | 48.2 | 35.3 | 17.9 | | 31.8 | 4.6 | 3.3 | | 109.7 | 25.7 | 21.0 | |
| LOS by Move: | E | F | A | | D | D | B | | C | A | A | | F | C | C | |
| HCM2kAvgQ: | 0 | 1 | 0 | | 6 | 0 | 9 | | 11 | 5 | 0 | | 0 | 15 | 6 | |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #30 Placerville Rd/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.515
Loss Time (sec): 12 Average Delay (sec/veh): 9.7
Optimal Cycle: 42 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Split Phase | | | | Split Phase | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 | 0 | 0 1 | 1 | 1 | 0 | 0 1 | 1 | 0 | 2 | 0 1 | 1 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 2 | 312 | 0 | 15 | 8 | 956 | 1 | 0 | 1731 | 371 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 0 | 0 | 2 | 312 | 0 | 15 | 8 | 956 | 1 | 0 | 1731 | 371 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | | | | |
| PHF Volume: | 0 | 0 | 2 | 332 | 0 | 16 | 9 | 1017 | 1 | 0 | 1841 | 395 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 0 | 0 | 2 | 332 | 0 | 16 | 9 | 1017 | 1 | 0 | 1841 | 395 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| 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: | 0 | 0 | 2 | 332 | 0 | 16 | 9 | 1017 | 1 | 0 | 1841 | 395 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 1.00 | 1.00 | 0.87 | 0.95 | 1.00 | 0.85 | 0.95 | 0.95 | 0.85 | 1.00 | 0.91 | 0.85 | | | | |
| Lanes: | 0.00 | 0.00 | 1.00 | 2.00 | 0.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 3.00 | 1.00 | | | | |
| Final Sat.: | 0 | 0 | 1644 | 3618 | 0 | 1615 | 1805 | 3610 | 1615 | 1900 | 5187 | 1615 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.09 | 0.00 | 0.01 | 0.00 | 0.28 | 0.00 | 0.00 | 0.36 | 0.24 | | | | |
| Crit Moves: | | | **** | **** | | | **** | | | | **** | | | | | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | 0.18 | 0.00 | 0.19 | 0.01 | 0.70 | 0.70 | 0.00 | 0.69 | 0.87 | | | | |
| Volume/Cap: | 0.00 | 0.00 | 0.51 | 0.51 | 0.00 | 0.05 | 0.51 | 0.40 | 0.00 | 0.00 | 0.51 | 0.28 | | | | |
| Delay/Veh: | 0.0 | 0.0 | 131.5 | 37.9 | 0.0 | 33.4 | 74.5 | 6.4 | 4.5 | 0.0 | 7.6 | 1.3 | | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| AdjDel/Veh: | 0.0 | 0.0 | 131.5 | 37.9 | 0.0 | 33.4 | 74.5 | 6.4 | 4.5 | 0.0 | 7.6 | 1.3 | | | | |
| LOS by Move: | A | A | F | D | A | C | E | A | A | A | A | A | | | | |
| HCM2kAvgQ: | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 7 | 0 | 0 | 10 | 2 | | | | |

Note: Queue reported is the number of cars per lane.





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Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #31 Empire Ranch Rd/ North Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.507
Loss Time (sec): 12 Average Delay (sec/veh): 18.3
Optimal Cycle: 41 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 1 | 0 1 | 2 | 0 | 1 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 12 | 1217 | 86 | 208 | 996 | 57 | 72 | 2 | 12 | 108 | 2 | 265 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 12 | 1217 | 86 | 208 | 996 | 57 | 72 | 2 | 12 | 108 | 2 | 265 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | | | | |
| PHF Volume: | 13 | 1295 | 91 | 221 | 1060 | 61 | 77 | 2 | 13 | 115 | 2 | 282 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 13 | 1295 | 91 | 221 | 1060 | 61 | 77 | 2 | 13 | 115 | 2 | 282 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| 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: | 13 | 1295 | 91 | 221 | 1060 | 61 | 77 | 2 | 13 | 115 | 2 | 282 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 0.92 | 0.91 | 0.85 | 0.92 | 0.91 | 0.85 | 0.92 | 1.00 | 0.85 | 0.92 | 1.00 | 0.85 | | | | |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | | | | |
| Final Sat.: | 3502 | 5187 | 1615 | 3502 | 5187 | 1615 | 3502 | 1900 | 1615 | 3502 | 1900 | 1615 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.25 | 0.06 | 0.06 | 0.20 | 0.04 | 0.02 | 0.00 | 0.01 | 0.03 | 0.00 | 0.17 | | | | |
| Crit Moves: | | **** | | **** | | | **** | | | | | **** | | | | |
| Green/Cycle: | 0.01 | 0.49 | 0.73 | 0.12 | 0.61 | 0.65 | 0.04 | 0.03 | 0.04 | 0.23 | 0.22 | 0.34 | | | | |
| Volume/Cap: | 0.34 | 0.51 | 0.08 | 0.51 | 0.34 | 0.06 | 0.51 | 0.04 | 0.19 | 0.14 | 0.01 | 0.51 | | | | |
| Delay/Veh: | 54.3 | 17.3 | 4.0 | 41.9 | 9.8 | 6.4 | 49.6 | 47.3 | 47.8 | 30.5 | 30.5 | 26.8 | | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| AdjDel/Veh: | 54.3 | 17.3 | 4.0 | 41.9 | 9.8 | 6.4 | 49.6 | 47.3 | 47.8 | 30.5 | 30.5 | 26.8 | | | | |
| LOS by Move: | D | B | A | D | A | A | D | D | D | C | C | C | | | | |
| HCM2kAvgQ: | 0 | 9 | 1 | 3 | 6 | 1 | 2 | 0 | 1 | 1 | 0 | 7 | | | | |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #32 Prairie City Rd/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.700
Loss Time (sec): 12 Average Delay (sec/veh): 32.6
Optimal Cycle: 59 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 248 | 828 | 329 | 307 | 961 | 230 | 529 | 952 | 390 | 296 | 892 | 381 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 248 | 828 | 329 | 307 | 961 | 230 | 529 | 952 | 390 | 296 | 892 | 381 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | | | | |
| PHF Volume: | 264 | 881 | 350 | 327 | 1022 | 245 | 563 | 1013 | 415 | 315 | 949 | 405 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 264 | 881 | 350 | 327 | 1022 | 245 | 563 | 1013 | 415 | 315 | 949 | 405 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| 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: | 264 | 881 | 350 | 327 | 1022 | 245 | 563 | 1013 | 415 | 315 | 949 | 405 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 0.92 | 0.91 | 0.85 | 0.92 | 0.91 | 0.85 | 0.92 | 0.91 | 0.85 | 0.92 | 0.91 | 0.85 | | | | |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | | | | |
| Final Sat.: | 3502 | 5187 | 1615 | 3502 | 5187 | 1615 | 3502 | 5187 | 1615 | 3502 | 5187 | 1615 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.08 | 0.17 | 0.22 | 0.09 | 0.20 | 0.15 | 0.16 | 0.20 | 0.26 | 0.09 | 0.18 | 0.25 | | | | |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | | | | | |
| Green/Cycle: | 0.11 | 0.25 | 0.41 | 0.14 | 0.28 | 0.51 | 0.23 | 0.34 | 0.44 | 0.15 | 0.26 | 0.40 | | | | |
| Volume/Cap: | 0.70 | 0.68 | 0.53 | 0.68 | 0.70 | 0.30 | 0.70 | 0.58 | 0.58 | 0.58 | 0.70 | 0.63 | | | | |
| Delay/Veh: | 48.8 | 35.2 | 23.4 | 44.8 | 33.7 | 14.3 | 38.1 | 27.9 | 22.0 | 40.8 | 35.0 | 26.1 | | | | |
| 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: | 48.8 | 35.2 | 23.4 | 44.8 | 33.7 | 14.3 | 38.1 | 27.9 | 22.0 | 40.8 | 35.0 | 26.1 | | | | |
| LOS by Move: | D | D | C | D | C | B | D | C | C | D | D | C | | | | |
| HCM2kAvgQ: | 4 | 9 | 8 | 5 | 10 | 4 | 8 | 9 | 9 | 4 | 9 | 10 | | | | |

Note: Queue reported is the number of cars per lane.





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Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #33 Oak Ave Pkwy/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.729
Loss Time (sec): 12 Average Delay (sec/veh): 30.3
Optimal Cycle: 64 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 2 | 0 1 | 2 | 0 | 2 | 0 1 | 2 | 0 | 2 | 0 1 | 2 | 0 | 2 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 92 | 241 | 145 | 195 | 343 | 581 | 646 | 1035 | 44 | 294 | 782 | 304 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 92 | 241 | 145 | 195 | 343 | 581 | 646 | 1035 | 44 | 294 | 782 | 304 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | | | | |
| PHF Volume: | 98 | 256 | 154 | 207 | 365 | 618 | 687 | 1101 | 47 | 313 | 832 | 323 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 98 | 256 | 154 | 207 | 365 | 618 | 687 | 1101 | 47 | 313 | 832 | 323 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| 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: | 98 | 256 | 154 | 207 | 365 | 618 | 687 | 1101 | 47 | 313 | 832 | 323 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 0.92 | 0.95 | 0.85 | 0.92 | 0.95 | 0.85 | 0.92 | 0.95 | 0.85 | 0.92 | 0.95 | 0.85 | | | | |
| Lanes: | 2.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 | | | | |
| Final Sat.: | 3502 | 3610 | 1615 | 3502 | 3610 | 1615 | 3502 | 3610 | 1615 | 3502 | 3610 | 1615 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.07 | 0.10 | 0.06 | 0.10 | 0.38 | 0.20 | 0.31 | 0.03 | 0.09 | 0.23 | 0.20 | | | | |
| Crit Moves: | **** | | | | | **** | **** | | | | **** | | | | | |
| Green/Cycle: | 0.04 | 0.16 | 0.29 | 0.13 | 0.26 | 0.53 | 0.27 | 0.45 | 0.49 | 0.13 | 0.32 | 0.45 | | | | |
| Volume/Cap: | 0.73 | 0.44 | 0.33 | 0.44 | 0.39 | 0.73 | 0.73 | 0.67 | 0.06 | 0.67 | 0.73 | 0.44 | | | | |
| Delay/Veh: | 65.7 | 38.5 | 28.0 | 40.5 | 31.1 | 21.5 | 36.1 | 22.6 | 13.4 | 45.2 | 32.8 | 19.3 | | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| AdjDel/Veh: | 65.7 | 38.5 | 28.0 | 40.5 | 31.1 | 21.5 | 36.1 | 22.6 | 13.4 | 45.2 | 32.8 | 19.3 | | | | |
| LOS by Move: | E | D | C | D | C | C | D | C | B | D | C | B | | | | |
| HCM2kAvgQ: | 2 | 4 | 4 | 3 | 5 | 14 | 10 | 14 | 1 | 5 | 12 | 6 | | | | |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #34 RowberryDr/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.732
Loss Time (sec): 12 Average Delay (sec/veh): 24.7
Optimal Cycle: 64 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Split Phase | | | | Split Phase | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 | 1! | 0 0 | 1 | 1 | 0 | 0 1 | 2 | 0 | 2 | 0 1 | 1 | 0 | 2 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 3 | 4 | 5 | 364 | 6 | 635 | 607 | 764 | 5 | 7 | 743 | 310 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 3 | 4 | 5 | 364 | 6 | 635 | 607 | 764 | 5 | 7 | 743 | 310 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | | | | |
| PHF Volume: | 3 | 4 | 5 | 387 | 6 | 676 | 646 | 813 | 5 | 7 | 790 | 330 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 3 | 4 | 5 | 387 | 6 | 676 | 646 | 813 | 5 | 7 | 790 | 330 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| 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: | 3 | 4 | 5 | 387 | 6 | 676 | 646 | 813 | 5 | 7 | 790 | 330 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 0.93 | 0.93 | 0.93 | 0.95 | 0.95 | 0.85 | 0.92 | 0.95 | 0.85 | 0.95 | 0.95 | 0.85 | | | | |
| Lanes: | 0.25 | 0.33 | 0.42 | 1.97 | 0.03 | 1.00 | 2.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | | | | |
| Final Sat.: | 443 | 591 | 738 | 3563 | 59 | 1615 | 3502 | 3610 | 1615 | 1805 | 3610 | 1615 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.01 | 0.01 | 0.11 | 0.11 | 0.42 | 0.18 | 0.23 | 0.00 | 0.00 | 0.22 | 0.20 | | | | |
| Crit Moves: | | | **** | | | **** | **** | | | | **** | | | | | |
| Green/Cycle: | 0.01 | 0.01 | 0.01 | 0.32 | 0.32 | 0.57 | 0.25 | 0.54 | 0.55 | 0.01 | 0.30 | 0.62 | | | | |
| Volume/Cap: | 0.73 | 0.73 | 0.73 | 0.34 | 0.34 | 0.73 | 0.73 | 0.42 | 0.01 | 0.42 | 0.73 | 0.33 | | | | |
| Delay/Veh: | 142.6 | 143 | 142.6 | 26.2 | 26.2 | 18.9 | 37.5 | 13.7 | 10.1 | 64.2 | 34.1 | 9.3 | | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| AdjDel/Veh: | 142.6 | 143 | 142.6 | 26.2 | 26.2 | 18.9 | 37.5 | 13.7 | 10.1 | 64.2 | 34.1 | 9.3 | | | | |
| LOS by Move: | F | F | F | C | C | B | D | B | B | E | C | A | | | | |
| HCM2kAvgQ: | 1 | 1 | 1 | 4 | 4 | 15 | 9 | 7 | 0 | 0 | 12 | 5 | | | | |

Note: Queue reported is the number of cars per lane.





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Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #35 1st/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.415
Loss Time (sec): 12 Average Delay (sec/veh): 19.2
Optimal Cycle: 36 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Ovl | | | | Include | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 0 | 1 0 | 1 | 0 | 1 | 0 1 | 1 | 0 | 2 | 1 0 | 1 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 81 | 10 | 8 | 95 | 21 | 244 | 204 | 767 | 156 | 13 | 763 | 72 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 81 | 10 | 8 | 95 | 21 | 244 | 204 | 767 | 156 | 13 | 763 | 72 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | | | | |
| PHF Volume: | 86 | 11 | 9 | 101 | 22 | 260 | 217 | 816 | 166 | 14 | 812 | 77 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 86 | 11 | 9 | 101 | 22 | 260 | 217 | 816 | 166 | 14 | 812 | 77 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| 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: | 86 | 11 | 9 | 101 | 22 | 260 | 217 | 816 | 166 | 14 | 812 | 77 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 0.95 | 0.93 | 0.93 | 0.95 | 1.00 | 0.85 | 0.95 | 0.89 | 0.89 | 0.95 | 0.91 | 0.85 | | | | |
| Lanes: | 1.00 | 0.56 | 0.44 | 1.00 | 1.00 | 1.00 | 1.00 | 2.49 | 0.51 | 1.00 | 3.00 | 1.00 | | | | |
| Final Sat.: | 1805 | 985 | 788 | 1805 | 1900 | 1615 | 1805 | 4203 | 855 | 1805 | 5187 | 1615 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.05 | 0.01 | 0.01 | 0.06 | 0.01 | 0.16 | 0.12 | 0.19 | 0.19 | 0.01 | 0.16 | 0.05 | | | | |
| Crit Moves: | **** | | | | | **** | **** | | | | **** | | | | | |
| Green/Cycle: | 0.12 | 0.03 | 0.03 | 0.18 | 0.10 | 0.39 | 0.29 | 0.64 | 0.64 | 0.03 | 0.38 | 0.56 | | | | |
| Volume/Cap: | 0.41 | 0.31 | 0.31 | 0.31 | 0.12 | 0.41 | 0.41 | 0.30 | 0.30 | 0.30 | 0.41 | 0.09 | | | | |
| Delay/Veh: | 42.5 | 50.1 | 50.1 | 36.3 | 41.5 | 22.8 | 29.2 | 8.0 | 8.0 | 51.6 | 23.1 | 10.4 | | | | |
| 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: | 42.5 | 50.1 | 50.1 | 36.3 | 41.5 | 22.8 | 29.2 | 8.0 | 8.0 | 51.6 | 23.1 | 10.4 | | | | |
| LOS by Move: | D | D | D | D | D | C | C | A | A | D | C | B | | | | |
| HCM2kAvgQ: | 3 | 1 | 1 | 3 | 1 | 6 | 5 | 5 | 5 | 0 | 6 | 1 | | | | |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #36 2nd St/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.577
Loss Time (sec): 12 Average Delay (sec/veh): 28.6
Optimal Cycle: 46 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 0 | 0 | 1 0 | 2 0 | 1 0 | 1 | 1 0 | 2 | 1 0 | 1 0 | 2 | 1 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 54 | 121 | 125 | 403 | 213 | 0 | 0 | 810 | 60 | 87 | 794 | 309 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 54 | 121 | 125 | 403 | 213 | 0 | 0 | 810 | 60 | 87 | 794 | 309 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 57 | 129 | 133 | 429 | 227 | 0 | 0 | 862 | 64 | 93 | 845 | 329 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 57 | 129 | 133 | 429 | 227 | 0 | 0 | 862 | 64 | 93 | 845 | 329 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 57 | 129 | 133 | 429 | 227 | 0 | 0 | 862 | 64 | 93 | 845 | 329 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.92 | 0.92 | 0.92 | 1.00 | 1.00 | 1.00 | 0.90 | 0.90 | 0.95 | 0.87 | 0.87 |
| Lanes: | 1.00 | 0.49 | 0.51 | 2.00 | 1.00 | 1.00 | 1.00 | 2.79 | 0.21 | 1.00 | 2.16 | 0.84 |
| Final Sat.: | 1805 | 864 | 892 | 3502 | 1900 | 1900 | 1900 | 4781 | 354 | 1805 | 3577 | 1392 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.15 | 0.15 | 0.12 | 0.12 | 0.00 | 0.00 | 0.18 | 0.18 | 0.05 | 0.24 | 0.24 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green/Cycle: | 0.10 | 0.26 | 0.26 | 0.21 | 0.37 | 0.00 | 0.00 | 0.32 | 0.32 | 0.09 | 0.41 | 0.41 |
| Volume/Cap: | 0.32 | 0.58 | 0.58 | 0.58 | 0.32 | 0.00 | 0.00 | 0.57 | 0.57 | 0.57 | 0.58 | 0.58 |
| Delay/Veh: | 43.0 | 34.2 | 34.2 | 36.5 | 22.7 | 0.0 | 0.0 | 28.8 | 28.8 | 48.1 | 23.2 | 23.2 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 43.0 | 34.2 | 34.2 | 36.5 | 22.7 | 0.0 | 0.0 | 28.8 | 28.8 | 48.1 | 23.2 | 23.2 |
| LOS by Move: | D | C | C | D | C | A | A | C | C | D | C | C |
| HCM2kAvgQ: | 2 | 8 | 8 | 7 | 5 | 0 | 0 | 8 | 8 | 3 | 10 | 10 |

Note: Queue reported is the number of cars per lane.





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Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #37 3rd St/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.572
Loss Time (sec): 12 Average Delay (sec/veh): 26.2
Optimal Cycle: 46 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Ovl | | | Include | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 0 | 1 | 0 1 | 2 0 | 1 | 0 1 | 1 0 | 2 | 1 0 | 1 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 133 | 38 | 76 | 392 | 30 | 353 | 171 | 918 | 250 | 78 | 702 | 161 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 133 | 38 | 76 | 392 | 30 | 353 | 171 | 918 | 250 | 78 | 702 | 161 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 141 | 40 | 81 | 417 | 32 | 376 | 182 | 977 | 266 | 83 | 747 | 171 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 141 | 40 | 81 | 417 | 32 | 376 | 182 | 977 | 266 | 83 | 747 | 171 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 141 | 40 | 81 | 417 | 32 | 376 | 182 | 977 | 266 | 83 | 747 | 171 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 1.00 | 0.85 | 0.92 | 1.00 | 0.85 | 0.95 | 0.88 | 0.88 | 0.95 | 0.91 | 0.85 |
| Lanes: | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 1.00 | 2.36 | 0.64 | 1.00 | 3.00 | 1.00 |
| Final Sat.: | 1805 | 1900 | 1615 | 3502 | 1900 | 1615 | 1805 | 3946 | 1075 | 1805 | 5187 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.08 | 0.02 | 0.05 | 0.12 | 0.02 | 0.23 | 0.10 | 0.25 | 0.25 | 0.05 | 0.14 | 0.11 |
| Crit Moves: | **** | | | | | **** | | **** | | **** | | |
| Green/Cycle: | 0.14 | 0.06 | 0.14 | 0.31 | 0.23 | 0.44 | 0.21 | 0.43 | 0.43 | 0.08 | 0.30 | 0.61 |
| Volume/Cap: | 0.57 | 0.38 | 0.37 | 0.38 | 0.07 | 0.53 | 0.48 | 0.57 | 0.57 | 0.57 | 0.48 | 0.17 |
| Delay/Veh: | 43.6 | 47.9 | 40.3 | 27.1 | 30.2 | 21.1 | 35.5 | 21.8 | 21.8 | 49.7 | 28.7 | 8.5 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 43.6 | 47.9 | 40.3 | 27.1 | 30.2 | 21.1 | 35.5 | 21.8 | 21.8 | 49.7 | 28.7 | 8.5 |
| LOS by Move: | D | D | D | C | C | C | D | C | C | D | C | A |
| HCM2kAvgQ: | 5 | 2 | 3 | 5 | 1 | 9 | 5 | 10 | 10 | 2 | 6 | 2 |

Note: Queue reported is the number of cars per lane.

PM Cumulative Plus Project Fri May 8, 2009 10:30:04 Page 40-1

Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #38 Scott Rd (North)/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.930
Loss Time (sec): 12 Average Delay (sec/veh): 41.2
Optimal Cycle: 126 Level Of Service: D

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Ovl | | | Ovl | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 2 0 | 3 0 | 1 | 2 0 | 3 0 | 1 | 2 0 | 3 0 | 1 | 2 0 | 3 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 65 | 966 | 249 | 976 | 836 | 236 | 805 | 635 | 8 | 343 | 641 | 280 |
| Growth Adj: | 1.00 | 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 | 966 | 249 | 976 | 836 | 236 | 805 | 635 | 8 | 343 | 641 | 280 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 65 | 966 | 249 | 976 | 836 | 236 | 805 | 635 | 8 | 343 | 641 | 280 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 65 | 966 | 249 | 976 | 836 | 236 | 805 | 635 | 8 | 343 | 641 | 280 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 65 | 966 | 249 | 976 | 836 | 236 | 805 | 635 | 8 | 343 | 641 | 280 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.91 | 0.85 | 0.92 | 0.91 | 0.85 | 0.92 | 0.91 | 0.85 | 0.92 | 0.91 | 0.85 |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3502 | 5187 | 1615 | 3502 | 5187 | 1615 | 3502 | 5187 | 1615 | 3502 | 5187 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.19 | 0.15 | 0.28 | 0.16 | 0.15 | 0.23 | 0.12 | 0.00 | 0.10 | 0.12 | 0.17 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green/Cycle: | 0.05 | 0.20 | 0.37 | 0.30 | 0.45 | 0.70 | 0.25 | 0.21 | 0.26 | 0.17 | 0.13 | 0.43 |
| Volume/Cap: | 0.36 | 0.93 | 0.42 | 0.93 | 0.36 | 0.21 | 0.93 | 0.58 | 0.02 | 0.58 | 0.93 | 0.40 |
| Delay/Veh: | 47.0 | 53.4 | 24.0 | 48.0 | 18.2 | 5.5 | 53.0 | 36.2 | 27.3 | 39.7 | 62.1 | 19.9 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 47.0 | 53.4 | 24.0 | 48.0 | 18.2 | 5.5 | 53.0 | 36.2 | 27.3 | 39.7 | 62.1 | 19.9 |
| LOS by Move: | D | D | C | D | B | A | D | D | C | D | E | B |
| HCM2kAvgQ: | 1 | 12 | 5 | 16 | 6 | 2 | 14 | 6 | 0 | 5 | 8 | 6 |

Note: Queue reported is the number of cars per lane.





PM Cumulative Plus Project Fri May 8, 2009 10:30:04 Page 41-1

Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #39 Placerville Rd / Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.723
Loss Time (sec): 12 Average Delay (sec/veh): 31.0
Optimal Cycle: 63 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Ovl | | | Include | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 0 | 1 0 | 1 | 1 0 | 1 0 | 1 | 2 0 | 2 1 | 0 | 1 0 | 3 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 305 | 312 | 62 | 38 | 176 | 150 | 889 | 374 | 441 | 67 | 257 | 168 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 305 | 312 | 62 | 38 | 176 | 150 | 889 | 374 | 441 | 67 | 257 | 168 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 324 | 332 | 66 | 40 | 187 | 160 | 946 | 398 | 469 | 71 | 273 | 179 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 324 | 332 | 66 | 40 | 187 | 160 | 946 | 398 | 469 | 71 | 273 | 179 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 324 | 332 | 66 | 40 | 187 | 160 | 946 | 398 | 469 | 71 | 273 | 179 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 1.00 | 0.85 | 0.95 | 1.00 | 0.85 | 0.92 | 0.84 | 0.84 | 0.95 | 0.91 | 0.85 |
| Lanes: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 2.00 | 1.00 | 1.00 | 3.00 | 1.00 |
| Final Sat.: | 1805 | 1900 | 1615 | 1805 | 1900 | 1615 | 3502 | 3178 | 1589 | 1805 | 5187 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.18 | 0.17 | 0.04 | 0.02 | 0.10 | 0.10 | 0.27 | 0.13 | 0.30 | 0.04 | 0.05 | 0.11 |
| Crit Moves: | **** | | | | **** | | **** | | | | | **** |
| Green/Cycle: | 0.25 | 0.34 | 0.40 | 0.04 | 0.14 | 0.51 | 0.37 | 0.44 | 0.44 | 0.06 | 0.12 | 0.17 |
| Volume/Cap: | 0.72 | 0.51 | 0.10 | 0.51 | 0.72 | 0.19 | 0.72 | 0.29 | 0.68 | 0.68 | 0.43 | 0.67 |
| Delay/Veh: | 40.2 | 27.0 | 18.9 | 52.4 | 51.1 | 13.5 | 28.9 | 18.2 | 23.9 | 62.2 | 41.2 | 45.5 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 40.2 | 27.0 | 18.9 | 52.4 | 51.1 | 13.5 | 28.9 | 18.2 | 23.9 | 62.2 | 41.2 | 45.5 |
| LOS by Move: | D | C | B | D | D | B | C | B | C | E | D | D |
| HCM2kAvgQ: | 11 | 8 | 1 | 2 | 7 | 3 | 13 | 4 | 12 | 2 | 3 | 5 |

Note: Queue reported is the number of cars per lane.

PM Cumulative Plus Project Fri May 8, 2009 10:30:05 Page 42-1

Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #40 4th St/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.165
Loss Time (sec): 12 Average Delay (sec/veh): 0.9
Optimal Cycle: 27 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 0 | 1 0 | 1 | 0 | 1 | 0 1 | 1 | 0 | 1 | 1 0 | 1 | 0 | 1 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 474 | 0 | | 0 | 492 | 0 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 474 | 0 | | 0 | 492 | 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: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 504 | 0 | | 0 | 523 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 504 | 0 | | 0 | 523 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 504 | 0 | | 0 | 523 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 0.95 | 0.95 | | 1.00 | 0.95 | 0.95 | |
| Lanes: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 2.00 | 0.00 | | 1.00 | 2.00 | 0.00 | |
| Final Sat.: | 1900 | 1900 | 0 | | 1900 | 1900 | 1900 | | 1900 | 3610 | 0 | | 1900 | 3610 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.14 | 0.00 | | 0.00 | 0.14 | 0.00 | |
| Crit Moves: | | | | | | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.88 | 0.00 | | 0.00 | 0.88 | 0.00 | |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.16 | 0.00 | | 0.00 | 0.16 | 0.00 | |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.0 | 0.9 | 0.0 | | 0.0 | 0.9 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.0 | 0.9 | 0.0 | | 0.0 | 0.9 | 0.0 | |
| LOS by Move: | A | A | A | | A | A | A | | A | A | A | | A | A | A | |
| HCM2kAvgQ: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 1 | 0 | | 0 | 1 | 0 | |

Note: Queue reported is the number of cars per lane.





PM Cumulative Plus Project Fri May 8, 2009 10:30:05 Page 43-1

Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #41 Hillside Dr/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.359
Loss Time (sec): 9 Average Delay (sec/veh): 16.4
Optimal Cycle: 28 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Ovl | | | | Include | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 0 | 0 0 | 1 | 0 | 0 | 0 1 | 1 | 0 | 1 | 0 0 | 0 | 0 | 1 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | | 75 | 0 | 246 | | 162 | 352 | 0 | | 0 | 294 | 40 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 0 | 0 | 0 | | 75 | 0 | 246 | | 162 | 352 | 0 | | 0 | 294 | 40 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 0 | 0 | 0 | | 80 | 0 | 262 | | 172 | 374 | 0 | | 0 | 313 | 43 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 0 | 0 | | 80 | 0 | 262 | | 172 | 374 | 0 | | 0 | 313 | 43 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 0 | 0 | | 80 | 0 | 262 | | 172 | 374 | 0 | | 0 | 313 | 43 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 1.00 | 1.00 | | 0.95 | 1.00 | 0.85 | | 0.95 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.85 | |
| Lanes: | 0.00 | 0.00 | 0.00 | | 1.00 | 0.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 0.00 | 1.00 | 1.00 | |
| Final Sat.: | 0 | 0 | 0 | | 1805 | 0 | 1615 | | 1805 | 1900 | 0 | | 0 | 1900 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | | 0.04 | 0.00 | 0.16 | | 0.10 | 0.20 | 0.00 | | 0.00 | 0.16 | 0.03 | |
| Crit Moves: | | | | | | | **** | | **** | | | | | **** | | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | | 0.19 | 0.00 | 0.45 | | 0.27 | 0.72 | 0.00 | | 0.00 | 0.46 | 0.64 | |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | | 0.24 | 0.00 | 0.36 | | 0.36 | 0.27 | 0.00 | | 0.00 | 0.36 | 0.04 | |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | | 35.1 | 0.0 | 18.3 | | 30.2 | 4.8 | 0.0 | | 0.0 | 17.8 | 6.5 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | | 35.1 | 0.0 | 18.3 | | 30.2 | 4.8 | 0.0 | | 0.0 | 17.8 | 6.5 | |
| LOS by Move: | A | A | A | | D | A | B | | C | A | A | | A | B | A | |
| HCM2kAvgQ: | 0 | 0 | 0 | | 2 | 0 | 5 | | 4 | 4 | 0 | | 0 | 6 | 0 | |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #42 Empire Ranch Rd/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.592
Loss Time (sec): 12 Average Delay (sec/veh): 27.9
Optimal Cycle: 48 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Split Phase | | | | Split Phase | | | |
| Rights: | Include | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 2 | 1 0 | 1 | 0 | 3 | 0 1 | 1 | 1 | 0 | 0 1 | 0 | 1 | 0 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 47 | 671 | 56 | | 253 | 554 | 309 | | 396 | 98 | 48 | | 64 | 71 | 248 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 47 | 671 | 56 | | 253 | 554 | 309 | | 396 | 98 | 48 | | 64 | 71 | 248 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 50 | 714 | 60 | | 269 | 589 | 329 | | 421 | 104 | 51 | | 68 | 76 | 264 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 50 | 714 | 60 | | 269 | 589 | 329 | | 421 | 104 | 51 | | 68 | 76 | 264 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 50 | 714 | 60 | | 269 | 589 | 329 | | 421 | 104 | 51 | | 68 | 76 | 264 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.90 | 0.90 | | 0.95 | 0.91 | 0.85 | | 0.96 | 0.96 | 0.85 | | 0.98 | 0.98 | 0.85 | |
| Lanes: | 1.00 | 2.77 | 0.23 | | 1.00 | 3.00 | 1.00 | | 1.60 | 0.40 | 1.00 | | 0.47 | 0.53 | 1.00 | |
| Final Sat.: | 1805 | 4730 | 395 | | 1805 | 5187 | 1615 | | 2927 | 724 | 1615 | | 880 | 976 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.15 | 0.15 | | 0.15 | 0.11 | 0.20 | | 0.14 | 0.14 | 0.03 | | 0.08 | 0.08 | 0.16 | |
| Crit Moves: | | **** | | | **** | | | | | **** | | | | **** | | |
| Green/Cycle: | 0.10 | 0.25 | 0.25 | | 0.25 | 0.41 | 0.65 | | 0.24 | 0.24 | 0.34 | | 0.13 | 0.13 | 0.38 | |
| Volume/Cap: | 0.28 | 0.59 | 0.59 | | 0.59 | 0.28 | 0.31 | | 0.59 | 0.59 | 0.09 | | 0.59 | 0.59 | 0.43 | |
| Delay/Veh: | 42.6 | 33.4 | 33.4 | | 35.0 | 19.9 | 7.9 | | 34.6 | 34.6 | 22.4 | | 44.8 | 44.8 | 23.3 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 42.6 | 33.4 | 33.4 | | 35.0 | 19.9 | 7.9 | | 34.6 | 34.6 | 22.4 | | 44.8 | 44.8 | 23.3 | |
| LOS by Move: | D | C | C | | C | B | A | | C | C | C | | D | D | C | |
| HCM2kAvgQ: | 1 | 8 | 8 | | 7 | 4 | 4 | | 7 | 7 | 1 | | 5 | 5 | 6 | |

Note: Queue reported is the number of cars per lane.





PM Cumulative Plus Project Fri May 8, 2009 10:30:05 Page 45-1

Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #43 Prairie City Rd/Middle Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.495
Loss Time (sec): 9 Average Delay (sec/veh): 11.0
Optimal Cycle: 34 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 2 | 1 0 | 1 | 0 | 3 | 0 0 | 0 | 0 | 0 | 0 0 | 1 | 0 | 0 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1170 | 18 | | 350 | 1282 | 0 | | 0 | 0 | 0 | | 8 | 0 | 206 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 0 | 1170 | 18 | | 350 | 1282 | 0 | | 0 | 0 | 0 | | 8 | 0 | 206 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 0 | 1245 | 19 | | 372 | 1364 | 0 | | 0 | 0 | 0 | | 9 | 0 | 219 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 1245 | 19 | | 372 | 1364 | 0 | | 0 | 0 | 0 | | 9 | 0 | 219 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 0 | 1245 | 19 | | 372 | 1364 | 0 | | 0 | 0 | 0 | | 9 | 0 | 219 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.91 | 0.91 | | 0.95 | 0.91 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.85 | |
| Lanes: | 0.00 | 2.95 | 0.05 | | 1.00 | 3.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 1.00 | 0.00 | 1.00 | |
| Final Sat.: | 0 | 5098 | 78 | | 1805 | 5187 | 0 | | 0 | 0 | 0 | | 1900 | 0 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.24 | 0.24 | | 0.21 | 0.26 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.14 | |
| Crit Moves: | | **** | | | **** | | | | | | | | | **** | | |
| Green/Cycle: | 0.00 | 0.49 | 0.49 | | 0.42 | 0.91 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.42 | |
| Volume/Cap: | 0.00 | 0.49 | 0.49 | | 0.49 | 0.29 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.12 | 0.00 | 0.33 | |
| Delay/Veh: | 0.0 | 17.1 | 17.1 | | 21.9 | 0.6 | 0.0 | | 0.0 | 0.0 | 0.0 | | 50.7 | 0.0 | 20.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 17.1 | 17.1 | | 21.9 | 0.6 | 0.0 | | 0.0 | 0.0 | 0.0 | | 50.7 | 0.0 | 20.0 | |
| LOS by Move: | A | B | B | | C | A | A | | A | A | A | | D | A | B | |
| HCM2kAvgQ: | 0 | 9 | 9 | | 8 | 2 | 0 | | 0 | 0 | 0 | | 0 | 0 | 4 | |

Note: Queue reported is the number of cars per lane.

PM Cumulative Plus Project Fri May 8, 2009 10:30:05 Page 46-1

Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #44 Oak Ave Pkwy/Middle Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.466
Loss Time (sec): 12 Average Delay (sec/veh): 22.3
Optimal Cycle: 39 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Ovl | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 219 | 401 | 13 | 57 | 595 | 29 | 36 | 32 | 333 | 9 | 12 | 42 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 219 | 401 | 13 | 57 | 595 | 29 | 36 | 32 | 333 | 9 | 12 | 42 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 233 | 427 | 14 | 61 | 633 | 31 | 38 | 34 | 354 | 10 | 13 | 45 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 233 | 427 | 14 | 61 | 633 | 31 | 38 | 34 | 354 | 10 | 13 | 45 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 233 | 427 | 14 | 61 | 633 | 31 | 38 | 34 | 354 | 10 | 13 | 45 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.95 | 0.95 | 0.95 | 0.94 | 0.94 | 0.95 | 1.00 | 0.85 | 0.95 | 0.88 | 0.88 |
| Lanes: | 1.00 | 1.94 | 0.06 | 1.00 | 1.91 | 0.09 | 1.00 | 1.00 | 1.00 | 1.00 | 0.22 | 0.78 |
| Final Sat.: | 1805 | 3479 | 113 | 1805 | 3418 | 167 | 1805 | 1900 | 1615 | 1805 | 373 | 1305 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.13 | 0.12 | 0.12 | 0.03 | 0.19 | 0.19 | 0.02 | 0.02 | 0.22 | 0.01 | 0.03 | 0.03 |
| Crit Moves: | **** | | | | **** | | | | **** | **** | | |
| Green/Cycle: | 0.28 | 0.53 | 0.53 | 0.15 | 0.40 | 0.40 | 0.08 | 0.19 | 0.47 | 0.01 | 0.13 | 0.13 |
| Volume/Cap: | 0.47 | 0.23 | 0.23 | 0.23 | 0.47 | 0.47 | 0.27 | 0.09 | 0.47 | 0.47 | 0.27 | 0.27 |
| Delay/Veh: | 30.7 | 12.7 | 12.7 | 38.3 | 22.5 | 22.5 | 44.4 | 33.2 | 18.4 | 64.9 | 40.2 | 40.2 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 30.7 | 12.7 | 12.7 | 38.3 | 22.5 | 22.5 | 44.4 | 33.2 | 18.4 | 64.9 | 40.2 | 40.2 |
| LOS by Move: | C | B | B | D | C | C | D | C | B | E | D | D |
| HCM2kAvgQ: | 6 | 4 | 4 | 2 | 8 | 8 | 1 | 1 | 7 | 1 | 2 | 2 |

Note: Queue reported is the number of cars per lane.





PM Cumulative Plus Project Fri May 8, 2009 10:30:05 Page 47-1

Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #45 Scott Rd (North)/ Street "B"

Cycle (sec): 100 Critical Vol./Cap. (X): 0.575
Loss Time (sec): 12 Average Delay (sec/veh): 26.0
Optimal Cycle: 46 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 | 0 | 3 | 0 | 1 | 1 | 0 | 3 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 45 | 1095 | 84 | 121 | 886 | 180 | 115 | 219 | 44 | 100 | 85 | 70 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 45 | 1095 | 84 | 121 | 886 | 180 | 115 | 219 | 44 | 100 | 85 | 70 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 48 | 1165 | 89 | 129 | 943 | 191 | 122 | 233 | 47 | 106 | 90 | 74 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 48 | 1165 | 89 | 129 | 943 | 191 | 122 | 233 | 47 | 106 | 90 | 74 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 48 | 1165 | 89 | 129 | 943 | 191 | 122 | 233 | 47 | 106 | 90 | 74 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.91 | 0.85 | 0.95 | 0.91 | 0.85 | 0.95 | 0.98 | 0.98 | 0.95 | 0.93 | 0.93 |
| Lanes: | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 | 1.00 | 0.83 | 0.17 | 1.00 | 0.55 | 0.45 |
| Final Sat.: | 1805 | 5187 | 1615 | 1805 | 5187 | 1615 | 1805 | 1543 | 310 | 1805 | 971 | 800 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.22 | 0.06 | 0.07 | 0.18 | 0.12 | 0.07 | 0.15 | 0.15 | 0.06 | 0.09 | 0.09 |
| Crit Moves: | | **** | | **** | | | | **** | | **** | | |
| Green/Cycle: | 0.07 | 0.39 | 0.39 | 0.12 | 0.45 | 0.45 | 0.15 | 0.26 | 0.26 | 0.10 | 0.21 | 0.21 |
| Volume/Cap: | 0.40 | 0.57 | 0.14 | 0.57 | 0.40 | 0.26 | 0.44 | 0.57 | 0.57 | 0.57 | 0.44 | 0.44 |
| Delay/Veh: | 47.1 | 24.3 | 19.8 | 44.9 | 18.7 | 17.4 | 39.5 | 33.7 | 33.7 | 47.2 | 35.1 | 35.1 |
| 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: | 47.1 | 24.3 | 19.8 | 44.9 | 18.7 | 17.4 | 39.5 | 33.7 | 33.7 | 47.2 | 35.1 | 35.1 |
| LOS by Move: | D | C | B | D | B | B | D | C | C | D | D | D |
| HCM2kAvgQ: | 1 | 10 | 2 | 4 | 7 | 4 | 4 | 8 | 8 | 3 | 4 | 4 |

Note: Queue reported is the number of cars per lane.

PM Cumulative Plus Project Fri May 8, 2009 10:30:05 Page 48-1

Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #46 Placerville Drive/Street "B"

Cycle (sec): 100 Critical Vol./Cap. (X): 0.535
Loss Time (sec): 12 Average Delay (sec/veh): 24.3
Optimal Cycle: 43 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 0 | 0 | 1 0 | 1 0 | 0 | 1 0 | 1 0 | 0 | 1 0 | 1 0 | 1 | 0 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 19 | 171 | 5 | 329 | 201 | 54 | 57 | 222 | 77 | 6 | 117 | 383 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 19 | 171 | 5 | 329 | 201 | 54 | 57 | 222 | 77 | 6 | 117 | 383 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 20 | 182 | 5 | 350 | 214 | 57 | 61 | 236 | 82 | 6 | 124 | 407 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 20 | 182 | 5 | 350 | 214 | 57 | 61 | 236 | 82 | 6 | 124 | 407 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 20 | 182 | 5 | 350 | 214 | 57 | 61 | 236 | 82 | 6 | 124 | 407 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 1.00 | 1.00 | 0.95 | 0.97 | 0.97 | 0.95 | 0.96 | 0.96 | 0.95 | 1.00 | 0.85 |
| Lanes: | 1.00 | 0.97 | 0.03 | 1.00 | 0.79 | 0.21 | 1.00 | 0.74 | 0.26 | 1.00 | 1.00 | 1.00 |
| Final Sat.: | 1805 | 1839 | 54 | 1805 | 1450 | 389 | 1805 | 1356 | 470 | 1805 | 1900 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.10 | 0.10 | 0.19 | 0.15 | 0.15 | 0.03 | 0.17 | 0.17 | 0.00 | 0.07 | 0.25 |
| Crit Moves: | | **** | | **** | | | | **** | | **** | | |
| Green/Cycle: | 0.04 | 0.19 | 0.19 | 0.36 | 0.51 | 0.51 | 0.11 | 0.33 | 0.33 | 0.01 | 0.22 | 0.58 |
| Volume/Cap: | 0.29 | 0.53 | 0.53 | 0.53 | 0.29 | 0.29 | 0.30 | 0.53 | 0.53 | 0.53 | 0.30 | 0.43 |
| Delay/Veh: | 49.0 | 38.5 | 38.5 | 26.1 | 14.3 | 14.3 | 41.6 | 28.5 | 28.5 | 89.6 | 33.0 | 12.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 49.0 | 38.5 | 38.5 | 26.1 | 14.3 | 14.3 | 41.6 | 28.5 | 28.5 | 89.6 | 33.0 | 12.0 |
| LOS by Move: | D | D | D | C | B | B | D | C | C | F | C | B |
| HCM2kAvgQ: | 1 | 6 | 6 | 9 | 5 | 5 | 2 | 8 | 8 | 1 | 3 | 7 |

Note: Queue reported is the number of cars per lane.





PM Cumulative Plus Project Fri May 8, 2009 10:30:05 Page 49-1

Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #47 Prairie City Rd/Street "A"

Cycle (sec): 100 Critical Vol./Cap. (X): 0.545
Loss Time (sec): 12 Average Delay (sec/veh): 9.6
Optimal Cycle: 44 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Permitted | | | Permitted | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 0 0 | 1 | 1 0 | 1 0 | 2 | 0 0 | 0 0 | 0 | 0 0 | 1 0 | 0 | 0 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 1122 | 95 | 124 | 1166 | 0 | 0 | 0 | 0 | 44 | 0 | 66 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 1122 | 95 | 124 | 1166 | 0 | 0 | 0 | 0 | 44 | 0 | 66 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 0 | 1194 | 101 | 132 | 1240 | 0 | 0 | 0 | 0 | 47 | 0 | 70 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 1194 | 101 | 132 | 1240 | 0 | 0 | 0 | 0 | 47 | 0 | 70 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 1194 | 101 | 132 | 1240 | 0 | 0 | 0 | 0 | 47 | 0 | 70 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 0.94 | 0.94 | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 0.77 | 1.00 | 0.85 |
| Lanes: | 0.00 | 1.84 | 0.16 | 1.00 | 2.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 |
| Final Sat.: | 0 | 3288 | 278 | 1805 | 3610 | 0 | 0 | 0 | 0 | 1461 | 0 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.36 | 0.36 | 0.07 | 0.34 | 0.00 | 0.00 | 0.00 | 0.00 | 0.03 | 0.00 | 0.04 |
| Crit Moves: | | **** | | **** | | | | | | | | **** |
| Green/Cycle: | 0.00 | 0.67 | 0.67 | 0.13 | 0.80 | 0.00 | 0.00 | 0.00 | 0.00 | 0.08 | 0.00 | 0.08 |
| Volume/Cap: | 0.00 | 0.54 | 0.54 | 0.54 | 0.43 | 0.00 | 0.00 | 0.00 | 0.00 | 0.40 | 0.00 | 0.54 |
| Delay/Veh: | 0.0 | 9.0 | 9.0 | 43.0 | 3.1 | 0.0 | 0.0 | 0.0 | 0.0 | 46.0 | 0.0 | 49.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 9.0 | 9.0 | 43.0 | 3.1 | 0.0 | 0.0 | 0.0 | 0.0 | 46.0 | 0.0 | 49.0 |
| LOS by Move: | A | A | A | D | A | A | A | A | A | D | A | D |
| HCM2kAvgQ: | 0 | 10 | 10 | 4 | 6 | 0 | 0 | 0 | 0 | 1 | 0 | 2 |

Note: Queue reported is the number of cars per lane.

PM Cumulative Plus Project Fri May 8, 2009 10:30:05 Page 50-1

Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #48 Oak Ave Pkwy/Street "A"

Cycle (sec): 100 Critical Vol./Cap. (X): 0.576
Loss Time (sec): 12 Average Delay (sec/veh): 27.6
Optimal Cycle: 46 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 0 | 1 | 1 0 | 1 0 | 1 | 1 0 | 1 0 | 0 | 1 0 | 1 0 | 0 | 1 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 40 | 485 | 226 | 135 | 706 | 79 | 53 | 119 | 24 | 213 | 122 | 114 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 40 | 485 | 226 | 135 | 706 | 79 | 53 | 119 | 24 | 213 | 122 | 114 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 43 | 516 | 240 | 144 | 751 | 84 | 56 | 127 | 26 | 227 | 130 | 121 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 43 | 516 | 240 | 144 | 751 | 84 | 56 | 127 | 26 | 227 | 130 | 121 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 43 | 516 | 240 | 144 | 751 | 84 | 56 | 127 | 26 | 227 | 130 | 121 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.90 | 0.90 | 0.95 | 0.94 | 0.94 | 0.95 | 0.98 | 0.98 | 0.95 | 0.93 | 0.93 |
| Lanes: | 1.00 | 1.36 | 0.64 | 1.00 | 1.80 | 0.20 | 1.00 | 0.83 | 0.17 | 1.00 | 0.52 | 0.48 |
| Final Sat.: | 1805 | 2344 | 1092 | 1805 | 3198 | 358 | 1805 | 1542 | 311 | 1805 | 911 | 852 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.22 | 0.22 | 0.08 | 0.23 | 0.23 | 0.03 | 0.08 | 0.08 | 0.13 | 0.14 | 0.14 |
| Crit Moves: | | **** | | **** | | | | **** | | **** | | |
| Green/Cycle: | 0.05 | 0.38 | 0.38 | 0.14 | 0.47 | 0.47 | 0.06 | 0.14 | 0.14 | 0.22 | 0.30 | 0.30 |
| Volume/Cap: | 0.50 | 0.58 | 0.58 | 0.58 | 0.50 | 0.50 | 0.48 | 0.58 | 0.58 | 0.58 | 0.48 | 0.48 |
| Delay/Veh: | 51.0 | 25.1 | 25.1 | 43.7 | 18.4 | 18.4 | 48.2 | 43.2 | 43.2 | 37.1 | 29.6 | 29.6 |
| 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: | 51.0 | 25.1 | 25.1 | 43.7 | 18.4 | 18.4 | 48.2 | 43.2 | 43.2 | 37.1 | 29.6 | 29.6 |
| LOS by Move: | D | C | C | D | B | B | D | D | D | D | C | C |
| HCM2kAvgQ: | 1 | 10 | 10 | 4 | 9 | 9 | 2 | 4 | 4 | 6 | 6 | 6 |

Note: Queue reported is the number of cars per lane.





PM Cumulative Plus Project Fri May 8, 2009 10:30:05 Page 51-1

Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #49 2nd St/Street "A"

Cycle (sec): 100 Critical Vol./Cap. (X): 0.391
Loss Time (sec): 9 Average Delay (sec/veh): 18.4
Optimal Cycle: 29 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Ovl | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 0 0 | 1! | 0 0 | 0 1 | 0 | 0 1 | 1 0 | 0 | 1 0 | 1 0 | 0 | 1 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 4 | 9 | 11 | 79 | 15 | 321 | 290 | 227 | 5 | 17 | 192 | 23 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 4 | 9 | 11 | 79 | 15 | 321 | 290 | 227 | 5 | 17 | 192 | 23 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.00 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 4 | 10 | 0 | 84 | 16 | 341 | 309 | 241 | 5 | 18 | 204 | 24 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 4 | 10 | 0 | 84 | 16 | 341 | 309 | 241 | 5 | 18 | 204 | 24 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 4 | 10 | 0 | 84 | 16 | 341 | 309 | 241 | 5 | 18 | 204 | 24 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.99 | 0.99 | 1.00 | 0.96 | 0.96 | 0.85 | 0.95 | 1.00 | 1.00 | 0.95 | 0.98 | 0.98 |
| Lanes: | 0.31 | 0.69 | 0.00 | 0.84 | 0.16 | 1.00 | 1.00 | 0.98 | 0.02 | 1.00 | 0.89 | 0.11 |
| Final Sat.: | 576 | 1296 | 0 | 1533 | 291 | 1615 | 1805 | 1853 | 41 | 1805 | 1670 | 200 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.01 | 0.00 | 0.05 | 0.05 | 0.21 | 0.17 | 0.13 | 0.13 | 0.01 | 0.12 | 0.12 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green/Cycle: | 0.02 | 0.02 | 0.00 | 0.14 | 0.14 | 0.58 | 0.44 | 0.70 | 0.70 | 0.05 | 0.31 | 0.31 |
| Volume/Cap: | 0.39 | 0.39 | 0.00 | 0.39 | 0.39 | 0.37 | 0.39 | 0.19 | 0.19 | 0.19 | 0.39 | 0.39 |
| Delay/Veh: | 55.5 | 55.5 | 0.0 | 40.1 | 40.1 | 11.5 | 19.4 | 5.3 | 5.3 | 46.2 | 27.3 | 27.3 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 55.5 | 55.5 | 0.0 | 40.1 | 40.1 | 11.5 | 19.4 | 5.3 | 5.3 | 46.2 | 27.3 | 27.3 |
| LOS by Move: | E | E | A | D | D | B | B | A | A | D | C | C |
| HCM2kAvgQ: | 1 | 1 | 0 | 3 | 3 | 6 | 6 | 3 | 3 | 1 | 5 | 5 |

Note: Queue reported is the number of cars per lane.

PM Cumulative Plus Project Fri May 8, 2009 10:30:05 Page 52-1

Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #50 Scott Rd (North)/ Street "A"

Cycle (sec): 100 Critical Vol./Cap. (X): 0.631
Loss Time (sec): 12 Average Delay (sec/veh): 22.2
Optimal Cycle: 51 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - | R | L | - T | - | R | L | - T | - | R | L | - T | - | R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 2 | 0 | 1 | 1 | 0 | 2 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 5 | 1010 | 66 | | 140 | 893 | 182 | | 176 | 113 | 32 | | 44 | 65 | 108 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 5 | 1010 | 66 | | 140 | 893 | 182 | | 176 | 113 | 32 | | 44 | 65 | 108 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 5 | 1074 | 70 | | 149 | 950 | 194 | | 187 | 120 | 34 | | 47 | 69 | 115 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 5 | 1074 | 70 | | 149 | 950 | 194 | | 187 | 120 | 34 | | 47 | 69 | 115 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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 | 1074 | 70 | | 149 | 950 | 194 | | 187 | 120 | 34 | | 47 | 69 | 115 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.95 | 0.85 | | 0.95 | 0.95 | 0.85 | | 0.95 | 1.00 | 0.85 | | 0.95 | 1.00 | 0.85 | |
| Lanes: | 1.00 | 2.00 | 1.00 | | 1.00 | 2.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Final Sat.: | 1805 | 3610 | 1615 | | 1805 | 3610 | 1615 | | 1805 | 1900 | 1615 | | 1805 | 1900 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.30 | 0.04 | | 0.08 | 0.26 | 0.12 | | 0.10 | 0.06 | 0.02 | | 0.03 | 0.04 | 0.07 | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | | **** | |
| Green/Cycle: | 0.01 | 0.47 | 0.47 | | 0.13 | 0.60 | 0.60 | | 0.16 | 0.20 | 0.20 | | 0.08 | 0.11 | 0.11 | |
| Volume/Cap: | 0.44 | 0.63 | 0.09 | | 0.63 | 0.44 | 0.20 | | 0.63 | 0.32 | 0.11 | | 0.32 | 0.32 | 0.63 | |
| Delay/Veh: | 73.2 | 20.6 | 14.6 | | 46.6 | 11.2 | 9.4 | | 43.3 | 34.9 | 33.1 | | 44.7 | 41.7 | 49.3 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 73.2 | 20.6 | 14.6 | | 46.6 | 11.2 | 9.4 | | 43.3 | 34.9 | 33.1 | | 44.7 | 41.7 | 49.3 | |
| LOS by Move: | E | C | B | | D | B | A | | D | C | C | | D | D | D | |
| HCM2kAvgQ: | 0 | 13 | 1 | | 4 | 8 | 3 | | 5 | 3 | 1 | | 2 | 2 | 5 | |

Note: Queue reported is the number of cars per lane.





PM Cumulative Plus Project Fri May 8, 2009 10:30:05 Page 53-1

Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #51 East Rd/Street "A"

Cycle (sec): 100 Critical Vol./Cap. (X): 0.304
Loss Time (sec): 12 Average Delay (sec/veh): 9.8
Optimal Cycle: 0 Level Of Service: A

| 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 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 15 | 39 | 12 | | 117 | 42 | 21 | | 31 | 141 | 14 | | 12 | 119 | 72 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 15 | 39 | 12 | | 117 | 42 | 21 | | 31 | 141 | 14 | | 12 | 119 | 72 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 16 | 41 | 13 | | 124 | 45 | 22 | | 33 | 150 | 15 | | 13 | 127 | 77 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 16 | 41 | 13 | | 124 | 45 | 22 | | 33 | 150 | 15 | | 13 | 127 | 77 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 16 | 41 | 13 | | 124 | 45 | 22 | | 33 | 150 | 15 | | 13 | 127 | 77 | |
| 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 | 0.76 | 0.24 | | 1.00 | 0.67 | 0.33 | | 1.00 | 0.91 | 0.09 | | 1.00 | 0.62 | 0.38 | |
| Final Sat.: | 536 | 456 | 140 | | 559 | 420 | 210 | | 581 | 585 | 58 | | 583 | 417 | 252 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.09 | 0.09 | | 0.22 | 0.11 | 0.11 | | 0.06 | 0.26 | 0.26 | | 0.02 | 0.30 | 0.30 | |
| Crit Moves: | | **** | | | **** | | | | | **** | | | | **** | | |
| Delay/Veh: | 9.2 | 8.9 | 8.9 | | 10.5 | 8.7 | 8.7 | | 9.0 | 9.9 | 9.9 | | 8.8 | 10.0 | 10.0 | |
| 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 | |
| AdjDel/Veh: | 9.2 | 8.9 | 8.9 | | 10.5 | 8.7 | 8.7 | | 9.0 | 9.9 | 9.9 | | 8.8 | 10.0 | 10.0 | |
| LOS by Move: | A | A | A | | B | A | A | | A | A | A | | A | B | B | |
| ApproachDel: | | 8.9 | | | | 9.9 | | | | 9.7 | | | | 10.0 | | |
| Delay Adj: | | 1.00 | | | | 1.00 | | | | 1.00 | | | | 1.00 | | |
| ApprAdjDel: | | 8.9 | | | | 9.9 | | | | 9.7 | | | | 10.0 | | |
| LOS by Appr: | | A | | | | A | | | | A | | | | A | | |
| AllWayAvgQ: | 0.0 | 0.1 | 0.1 | | 0.3 | 0.1 | 0.1 | | 0.1 | 0.3 | 0.3 | | 0.0 | 0.4 | 0.4 | |

Note: Queue reported is the number of cars per lane.

PM Cumulative Plus Project Fri May 8, 2009 10:30:05 Page 54-1

Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #52 Placerville Rd/ Street "A"

Cycle (sec): 100 Critical Vol./Cap. (X): 0.465
Loss Time (sec): 12 Average Delay (sec/veh): 26.5
Optimal Cycle: 39 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 0 | 1 0 | 1 | 0 | 0 | 1 0 | 1 | 0 | 0 | 1 0 | 1 | 0 | 0 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 103 | 361 | 22 | | 163 | 296 | 1 | | 1 | 69 | 69 | | 23 | 49 | 103 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 103 | 361 | 22 | | 163 | 296 | 1 | | 1 | 69 | 69 | | 23 | 49 | 103 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 110 | 384 | 23 | | 173 | 315 | 1 | | 1 | 73 | 73 | | 24 | 52 | 110 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 110 | 384 | 23 | | 173 | 315 | 1 | | 1 | 73 | 73 | | 24 | 52 | 110 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 110 | 384 | 23 | | 173 | 315 | 1 | | 1 | 73 | 73 | | 24 | 52 | 110 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.99 | 0.99 | | 0.95 | 1.00 | 1.00 | | 0.95 | 0.93 | 0.93 | | 0.95 | 0.90 | 0.90 | |
| Lanes: | 1.00 | 0.94 | 0.06 | | 1.00 | 0.99 | 0.01 | | 1.00 | 0.50 | 0.50 | | 1.00 | 0.32 | 0.68 | |
| Final Sat.: | 1805 | 1775 | 108 | | 1805 | 1894 | 6 | | 1805 | 879 | 879 | | 1805 | 550 | 1156 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.06 | 0.22 | 0.22 | | 0.10 | 0.17 | 0.17 | | 0.00 | 0.08 | 0.08 | | 0.01 | 0.09 | 0.09 | |
| Crit Moves: | | **** | | | **** | | | | | **** | | | **** | | | |
| Green/Cycle: | 0.18 | 0.46 | 0.46 | | 0.21 | 0.49 | 0.49 | | 0.00 | 0.18 | 0.18 | | 0.03 | 0.21 | 0.21 | |
| Volume/Cap: | 0.34 | 0.47 | 0.47 | | 0.47 | 0.34 | 0.34 | | 0.46 | 0.47 | 0.47 | | 0.47 | 0.46 | 0.46 | |
| Delay/Veh: | 36.5 | 18.7 | 18.7 | | 35.8 | 15.7 | 15.7 | | 151.2 | 37.8 | 37.8 | | 54.2 | 35.6 | 35.6 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 36.5 | 18.7 | 18.7 | | 35.8 | 15.7 | 15.7 | | 151.2 | 37.8 | 37.8 | | 54.2 | 35.6 | 35.6 | |
| LOS by Move: | D | B | B | | D | B | B | | F | D | D | | D | D | D | |
| HCM2kAvgQ: | 3 | 8 | 8 | | 5 | 6 | 6 | | 0 | 4 | 4 | | 1 | 4 | 4 | |

Note: Queue reported is the number of cars per lane.





PM Cumulative Plus Project Fri May 8, 2009 10:30:05 Page 55-1

Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #53 Empire Ranch Rd/Street "A"

Cycle (sec): 100 Critical Vol./Cap. (X): 0.342
Loss Time (sec): 12 Average Delay (sec/veh): 14.1
Optimal Cycle: 33 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 1 | 1 0 | 1 | 0 | 1 | 1 0 | 1 | 0 | 0 | 1 0 | 1 | 0 | 0 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 23 | 682 | 17 | | 41 | 539 | 99 | | 76 | 22 | 15 | | 11 | 14 | 26 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 23 | 682 | 17 | | 41 | 539 | 99 | | 76 | 22 | 15 | | 11 | 14 | 26 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 24 | 726 | 18 | | 44 | 573 | 105 | | 81 | 23 | 16 | | 12 | 15 | 28 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 24 | 726 | 18 | | 44 | 573 | 105 | | 81 | 23 | 16 | | 12 | 15 | 28 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 24 | 726 | 18 | | 44 | 573 | 105 | | 81 | 23 | 16 | | 12 | 15 | 28 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.95 | 0.95 | | 0.95 | 0.93 | 0.93 | | 0.95 | 0.94 | 0.94 | | 0.95 | 0.90 | 0.90 | |
| Lanes: | 1.00 | 1.95 | 0.05 | | 1.00 | 1.69 | 0.31 | | 1.00 | 0.59 | 0.41 | | 1.00 | 0.35 | 0.65 | |
| Final Sat.: | 1805 | 3508 | 87 | | 1805 | 2980 | 547 | | 1805 | 1061 | 723 | | 1805 | 600 | 1115 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.21 | 0.21 | | 0.02 | 0.19 | 0.19 | | 0.04 | 0.02 | 0.02 | | 0.01 | 0.02 | 0.02 | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.04 | 0.61 | 0.61 | | 0.07 | 0.63 | 0.63 | | 0.13 | 0.16 | 0.16 | | 0.05 | 0.07 | 0.07 | |
| Volume/Cap: | 0.30 | 0.34 | 0.34 | | 0.34 | 0.30 | 0.30 | | 0.34 | 0.14 | 0.14 | | 0.14 | 0.34 | 0.34 | |
| Delay/Veh: | 48.4 | 9.9 | 9.9 | | 45.8 | 8.5 | 8.5 | | 40.4 | 36.5 | 36.5 | | 46.5 | 45.7 | 45.7 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 48.4 | 9.9 | 9.9 | | 45.8 | 8.5 | 8.5 | | 40.4 | 36.5 | 36.5 | | 46.5 | 45.7 | 45.7 | |
| LOS by Move: | D | A | A | | D | A | A | | D | D | D | | D | D | D | |
| HCM2kAvgQ: | 1 | 6 | 6 | | 1 | 5 | 5 | | 2 | 1 | 1 | | 0 | 2 | 2 | |

Note: Queue reported is the number of cars per lane.

PM Cumulative Plus Project Fri May 8, 2009 10:30:05 Page 56-1

Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #54 Scott Rd (North)/South Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.529
Loss Time (sec): 12 Average Delay (sec/veh): 20.7
Optimal Cycle: 43 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 2 | 0 1 | 1 | 0 | 2 | 0 1 | 0 | 1 | 0 | 0 1 | 0 | 1 | 0 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 53 | 894 | 93 | 132 | 766 | 71 | 49 | 8 | 37 | 90 | 7 | 138 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 53 | 894 | 93 | 132 | 766 | 71 | 49 | 8 | 37 | 90 | 7 | 138 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | | | | |
| PHF Volume: | 56 | 951 | 99 | 140 | 815 | 76 | 52 | 9 | 39 | 96 | 7 | 147 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 56 | 951 | 99 | 140 | 815 | 76 | 52 | 9 | 39 | 96 | 7 | 147 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| 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: | 56 | 951 | 99 | 140 | 815 | 76 | 52 | 9 | 39 | 96 | 7 | 147 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 0.95 | 0.95 | 0.85 | 0.95 | 0.95 | 0.85 | 0.96 | 0.96 | 0.85 | 0.96 | 0.96 | 0.85 | | | | |
| Lanes: | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 0.86 | 0.14 | 1.00 | 0.93 | 0.07 | 1.00 | | | | |
| Final Sat.: | 1805 | 3610 | 1615 | 1805 | 3610 | 1615 | 1566 | 256 | 1615 | 1685 | 131 | 1615 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.26 | 0.06 | 0.08 | 0.23 | 0.05 | 0.03 | 0.03 | 0.02 | 0.06 | 0.06 | 0.09 | | | | |
| Crit Moves: | | **** | | **** | | | **** | | | | | **** | | | | |
| Green/Cycle: | 0.08 | 0.50 | 0.50 | 0.15 | 0.57 | 0.57 | 0.06 | 0.09 | 0.09 | 0.15 | 0.17 | 0.17 | | | | |
| Volume/Cap: | 0.40 | 0.53 | 0.12 | 0.53 | 0.40 | 0.08 | 0.53 | 0.38 | 0.28 | 0.38 | 0.33 | 0.53 | | | | |
| Delay/Veh: | 45.7 | 17.4 | 13.5 | 41.4 | 12.2 | 9.9 | 50.0 | 44.7 | 43.8 | 39.4 | 37.0 | 39.6 | | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| AdjDel/Veh: | 45.7 | 17.4 | 13.5 | 41.4 | 12.2 | 9.9 | 50.0 | 44.7 | 43.8 | 39.4 | 37.0 | 39.6 | | | | |
| LOS by Move: | D | B | B | D | B | A | D | D | D | D | D | D | | | | |
| HCM2kAvgQ: | 2 | 10 | 2 | 4 | 7 | 1 | 3 | 2 | 1 | 3 | 3 | 5 | | | | |

Note: Queue reported is the number of cars per lane.





PM Cumulative Plus Project Fri May 8, 2009 10:30:05 Page 57-1

Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #55 Oak Ave Pkwy/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.855
Loss Time (sec): 9 Average Delay (sec/veh): 27.1
Optimal Cycle: 84 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Ovl | | | | Include | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 | 0 | 0 0 | 2 | 0 | 0 | 0 1 | 2 | 0 | 2 | 0 0 | 0 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 311 | 0 | 611 | 383 | 1346 | 0 | 0 | 1829 | 305 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 0 | 0 | 0 | 311 | 0 | 611 | 383 | 1346 | 0 | 0 | 1829 | 305 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | | | | |
| PHF Volume: | 0 | 0 | 0 | 331 | 0 | 650 | 407 | 1432 | 0 | 0 | 1946 | 324 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 0 | 0 | 0 | 331 | 0 | 650 | 407 | 1432 | 0 | 0 | 1946 | 324 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| 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: | 0 | 0 | 0 | 331 | 0 | 650 | 407 | 1432 | 0 | 0 | 1946 | 324 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 1.00 | 1.00 | 1.00 | 0.59 | 1.00 | 0.85 | 0.92 | 0.95 | 1.00 | 1.00 | 0.91 | 0.85 | | | | |
| Lanes: | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 1.00 | 2.00 | 2.00 | 0.00 | 0.00 | 3.00 | 1.00 | | | | |
| Final Sat.: | 0 | 0 | 0 | 2237 | 0 | 1615 | 3502 | 3610 | 0 | 0 | 5187 | 1615 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.15 | 0.00 | 0.40 | 0.12 | 0.40 | 0.00 | 0.00 | 0.38 | 0.20 | | | | |
| Crit Moves: | | | | | | **** | **** | | | | **** | | | | | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | 0.33 | 0.00 | 0.47 | 0.14 | 0.58 | 0.00 | 0.00 | 0.44 | 0.44 | | | | |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.44 | 0.00 | 0.85 | 0.85 | 0.69 | 0.00 | 0.00 | 0.85 | 0.46 | | | | |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 26.4 | 0.0 | 32.7 | 56.2 | 16.0 | 0.0 | 0.0 | 28.6 | 20.2 | | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 26.4 | 0.0 | 32.7 | 56.2 | 16.0 | 0.0 | 0.0 | 28.6 | 20.2 | | | | |
| LOS by Move: | A | A | A | C | A | C | E | B | A | A | C | C | | | | |
| HCM2kAvgQ: | 0 | 0 | 0 | 4 | 0 | 19 | 7 | 16 | 0 | 0 | 20 | 7 | | | | |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #56 Empire Ranch Rd/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.784
Loss Time (sec): 9 Average Delay (sec/veh): 17.7
Optimal Cycle: 65 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 | 0 | 0 0 | 2 | 0 | 0 | 0 1 | 1 | 0 | 2 | 0 0 | 0 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 507 | 0 | 49 | 9 | 1380 | 0 | 0 | 1840 | 712 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 0 | 0 | 0 | 507 | 0 | 49 | 9 | 1380 | 0 | 0 | 1840 | 712 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | | | | |
| PHF Volume: | 0 | 0 | 0 | 539 | 0 | 52 | 10 | 1468 | 0 | 0 | 1957 | 757 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 0 | 0 | 0 | 539 | 0 | 52 | 10 | 1468 | 0 | 0 | 1957 | 757 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| 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: | 0 | 0 | 0 | 539 | 0 | 52 | 10 | 1468 | 0 | 0 | 1957 | 757 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 1.00 | 1.00 | 1.00 | 0.59 | 1.00 | 0.85 | 0.95 | 0.95 | 1.00 | 1.00 | 0.91 | 0.85 | | | | |
| Lanes: | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 1.00 | 1.00 | 2.00 | 0.00 | 0.00 | 3.00 | 1.00 | | | | |
| Final Sat.: | 0 | 0 | 0 | 2260 | 0 | 1615 | 1805 | 3610 | 0 | 0 | 5187 | 1615 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.24 | 0.00 | 0.03 | 0.01 | 0.41 | 0.00 | 0.00 | 0.38 | 0.47 | | | | |
| Crit Moves: | | | | **** | | | **** | | | | | **** | | | | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | 0.30 | 0.00 | 0.31 | 0.01 | 0.61 | 0.00 | 0.00 | 0.60 | 0.60 | | | | |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.78 | 0.00 | 0.10 | 0.78 | 0.67 | 0.00 | 0.00 | 0.63 | 0.78 | | | | |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 37.6 | 0.0 | 24.6 | 191.9 | 14.0 | 0.0 | 0.0 | 13.4 | 19.4 | | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 37.6 | 0.0 | 24.6 | 191.9 | 14.0 | 0.0 | 0.0 | 13.4 | 19.4 | | | | |
| LOS by Move: | A | A | A | D | A | C | F | B | A | A | B | B | | | | |
| HCM2kAvgQ: | 0 | 0 | 0 | 8 | 0 | 1 | 0 | 16 | 0 | 0 | 13 | 17 | | | | |

Note: Queue reported is the number of cars per lane.





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Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #57 Hazel Blvd/ Gold Country

Cycle (sec): 100 Critical Vol./Cap. (X): 1.268
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Split Phase | | | | Split Phase | | | |
| Rights: | Ovl | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 3 | 0 1 | 1 | 0 | 3 | 1 0 | 2 | 0 | 0 | 1 1 | 1 | 0 | 0 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 83 | 4976 | 48 | 16 | 2863 | 232 | 402 | 18 | 217 | 24 | 14 | 13 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 83 | 4976 | 48 | 16 | 2863 | 232 | 402 | 18 | 217 | 24 | 14 | 13 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Volume: | 83 | 4976 | 48 | 16 | 2863 | 232 | 402 | 18 | 217 | 24 | 14 | 13 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 83 | 4976 | 48 | 16 | 2863 | 232 | 402 | 18 | 217 | 24 | 14 | 13 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| 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: | 83 | 4976 | 48 | 16 | 2863 | 232 | 402 | 18 | 217 | 24 | 14 | 13 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | | | | |
| 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: | 2.00 | 3.00 | 1.00 | 1.00 | 3.70 | 0.30 | 2.00 | 0.15 | 1.85 | 1.00 | 0.52 | 0.48 | | | | |
| Final Sat.: | 3000 | 4500 | 1500 | 1500 | 5550 | 450 | 3000 | 230 | 2770 | 1500 | 778 | 722 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 1.11 | 0.03 | 0.01 | 0.52 | 0.52 | 0.13 | 0.08 | 0.08 | 0.02 | 0.02 | 0.02 | | | | |
| Crit Volume: | | 1659 | | 16 | | | 201 | | | | | 27 | | | | |
| Crit Moves: | | **** | | **** | | | **** | | | | | **** | | | | |

PM Cumulative Plus Project Fri May 8, 2009 10:30:05 Page 60-1

Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #58 Hazel Ave/ Folsom Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.833
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 137 Level Of Service: D

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 2 | 0 1 | 2 | 0 | 2 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 384 | 1978 | 0 | 0 | 2014 | 526 | 857 | 0 | 217 | 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: | 384 | 1978 | 0 | 0 | 2014 | 526 | 857 | 0 | 217 | 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: | 384 | 1978 | 0 | 0 | 2014 | 526 | 857 | 0 | 217 | 0 | 0 | 0 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 384 | 1978 | 0 | 0 | 2014 | 526 | 857 | 0 | 217 | 0 | 0 | 0 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| FinalVolume: | 384 | 1978 | 0 | 0 | 2014 | 526 | 857 | 0 | 217 | 0 | 0 | 0 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | | | | |
| 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: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 | | | | |
| Final Sat.: | 3100 | 4650 | 1550 | 3100 | 4650 | 1550 | 3100 | 3100 | 1550 | 3100 | 3100 | 1550 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.12 | 0.43 | 0.00 | 0.00 | 0.43 | 0.34 | 0.28 | 0.00 | 0.14 | 0.00 | 0.00 | 0.00 | | | | |
| Crit Volume: | 192 | | | | 671 | | 428 | | | | 0 | | | | | |
| Crit Moves: | **** | | | | **** | | **** | | | | | | | | | |





PM Cumulative Plus Project Fri May 8, 2009 10:30:05 Page 61-1

Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #59 Grant Line Rd/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.973
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 0 | 0 2 | 0 | 0 | 0 | 0 0 | 0 | 0 | 2 | 0 1 | 2 | 0 | 2 | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 1604 | 0 | 0 | 0 | 0 | 0 | 867 | 123 | 2149 | 683 | 0 | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 0 | 0 | 1604 | 0 | 0 | 0 | 0 | 867 | 123 | 2149 | 683 | 0 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Volume: | 0 | 0 | 1604 | 0 | 0 | 0 | 0 | 867 | 123 | 2149 | 683 | 0 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 0 | 0 | 1604 | 0 | 0 | 0 | 0 | 867 | 123 | 2149 | 683 | 0 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| FinalVolume: | 0 | 0 | 1604 | 0 | 0 | 0 | 0 | 867 | 123 | 2149 | 683 | 0 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | | | | |
| 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 | 0.00 | 2.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 | 1.00 | 2.00 | 2.00 | 0.00 | | | | |
| Final Sat.: | 1550 | 0 | 3100 | 0 | 0 | 0 | 0 | 3100 | 1550 | 3100 | 3100 | 0 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.52 | 0.00 | 0.00 | 0.00 | 0.00 | 0.28 | 0.08 | 0.69 | 0.22 | 0.00 | | | | |
| Crit Volume: | 0 | | | | | | 0 | | 434 | 1075 | | | | | | |
| Crit Moves: | **** | | | | | | | | **** | **** | | | | | | |

PM Cumulative Plus Project Fri May 8, 2009 10:30:05 Page 62-1

Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #60 Grant Line Rd/ Sunrise Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.703
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 77 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - | R | L | - T | - | R | L | - T | - | R | L | - T | - | R |
| Control: | Split Phase | | | | Split Phase | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 1! | 0 | 0 | | 0 | 1 | 0 | 0 | 2 | | 2 | 0 | 2 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 6 | 1 | 22 | | 8 | 16 | 1090 | | 207 | 993 | 246 | | 29 | 961 | 5 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 6 | 1 | 22 | | 8 | 16 | 1090 | | 207 | 993 | 246 | | 29 | 961 | 5 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Volume: | 6 | 1 | 22 | | 8 | 16 | 1090 | | 207 | 993 | 246 | | 29 | 961 | 5 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 6 | 1 | 22 | | 8 | 16 | 1090 | | 207 | 993 | 246 | | 29 | 961 | 5 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 6 | 1 | 22 | | 8 | 16 | 1090 | | 207 | 993 | 246 | | 29 | 961 | 5 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | |
| 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: | 0.21 | 0.03 | 0.76 | | 0.33 | 0.67 | 2.00 | | 2.00 | 2.00 | 1.00 | | 1.00 | 2.00 | 1.00 | |
| Final Sat.: | 310 | 52 | 1138 | | 500 | 1000 | 3000 | | 3000 | 3000 | 1500 | | 1500 | 3000 | 1500 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.02 | 0.02 | | 0.02 | 0.02 | 0.36 | | 0.07 | 0.33 | 0.16 | | 0.02 | 0.32 | 0.00 | |
| Crit Volume: | | 29 | | | | | 545 | | 0 | | | | | 481 | | |
| Crit Moves: | | **** | | | | | **** | | **** | | | | | **** | | |





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Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #61 Hazel Ave/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.708
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 78 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - | R | L | - T | - | R | L | - T | - | R | L | - T | - | R |
| Control: | Split Phase | | | | Split Phase | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 1 | 0 | 1 | 2 | 0 | 1 | 0 | 1 | 2 | 0 | 1 | 0 | 3 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 188 | 131 | 125 | | 727 | 118 | 428 | | 253 | 1092 | 137 | | 106 | 1154 | 536 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 188 | 131 | 125 | | 727 | 118 | 428 | | 253 | 1092 | 137 | | 106 | 1154 | 536 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Volume: | 188 | 131 | 125 | | 727 | 118 | 428 | | 253 | 1092 | 137 | | 106 | 1154 | 536 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 188 | 131 | 125 | | 727 | 118 | 428 | | 253 | 1092 | 137 | | 106 | 1154 | 536 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 188 | 131 | 125 | | 727 | 118 | 428 | | 253 | 1092 | 137 | | 106 | 1154 | 536 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | |
| 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 | | 2.00 | 1.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 1.00 | 3.00 | 1.00 | |
| Final Sat.: | 1500 | 1500 | 1500 | | 3000 | 1500 | 1500 | | 3000 | 4500 | 1500 | | 1500 | 4500 | 1500 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.13 | 0.09 | 0.08 | | 0.24 | 0.08 | 0.29 | | 0.08 | 0.24 | 0.09 | | 0.07 | 0.26 | 0.36 | |
| Crit Volume: | 188 | | | | 364 | | | | 127 | | | | | 385 | | |
| Crit Moves: | **** | | | | **** | | | | **** | | | | | **** | | |

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Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #62 Aerojet Road/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.762
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 96 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Ovl | | | Ovl | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 0 | 1 0 | 1 | 1 0 | 1 0 | 1 | 1 0 | 3 0 | 1 | 1 0 | 3 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 96 | 47 | 250 | 461 | 72 | 40 | 15 | 1059 | 129 | 282 | 755 | 374 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 96 | 47 | 250 | 461 | 72 | 40 | 15 | 1059 | 129 | 282 | 755 | 374 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 96 | 47 | 250 | 461 | 72 | 40 | 15 | 1059 | 129 | 282 | 755 | 374 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 96 | 47 | 250 | 461 | 72 | 40 | 15 | 1059 | 129 | 282 | 755 | 374 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 96 | 47 | 250 | 461 | 72 | 40 | 15 | 1059 | 129 | 282 | 755 | 374 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 |
| 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 | 1.00 | 1.00 | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 |
| Final Sat.: | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 4500 | 1500 | 1500 | 4500 | 1500 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.06 | 0.03 | 0.17 | 0.31 | 0.05 | 0.03 | 0.01 | 0.24 | 0.09 | 0.19 | 0.17 | 0.25 |
| Crit Volume: | | 47 | | 461 | | | | 353 | | 282 | | |
| Crit Moves: | | **** | | **** | | | | **** | | **** | | |





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Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #63 Alabama Ave/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.370
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Ovl | | | Ovl | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 0 | 1 0 | 1 | 1 0 | 1 0 | 1 | 1 0 | 3 0 | 1 | 1 0 | 3 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 19 | 0 | 164 | 129 | 1617 | 0 | 0 | 1231 | 15 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 19 | 0 | 164 | 129 | 1617 | 0 | 0 | 1231 | 15 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 0 | 19 | 0 | 164 | 129 | 1617 | 0 | 0 | 1231 | 15 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 19 | 0 | 164 | 129 | 1617 | 0 | 0 | 1231 | 15 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 0 | 0 | 0 | 19 | 0 | 164 | 129 | 1617 | 0 | 0 | 1231 | 15 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 |
| 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 | 1.00 | 1.00 | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 |
| Final Sat.: | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 4650 | 1550 | 1550 | 4650 | 1550 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.11 | 0.08 | 0.35 | 0.00 | 0.00 | 0.26 | 0.01 |
| Crit Volume: | | 0 | | | | 164 | | 539 | | 0 | | |
| Crit Moves: | | | | | | **** | | **** | | **** | | |

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Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #64 Glenborough Rd/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.501
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Ovl | | | Ovl | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 | 0 1 | 0 1 | 1 | 0 1 | 0 1 | 1 | 0 3 | 0 1 | 1 | 0 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 19 | 7 | 11 | 210 | 17 | 62 | 68 | 1555 | 21 | 16 | 1175 | 130 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 19 | 7 | 11 | 210 | 17 | 62 | 68 | 1555 | 21 | 16 | 1175 | 130 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 19 | 7 | 11 | 210 | 17 | 62 | 68 | 1555 | 21 | 16 | 1175 | 130 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 19 | 7 | 11 | 210 | 17 | 62 | 68 | 1555 | 21 | 16 | 1175 | 130 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 19 | 7 | 11 | 210 | 17 | 62 | 68 | 1555 | 21 | 16 | 1175 | 130 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 |
| 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 | 1.00 | 1.00 | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 |
| Final Sat.: | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 4500 | 1500 | 1500 | 4500 | 1500 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.00 | 0.01 | 0.14 | 0.01 | 0.04 | 0.05 | 0.35 | 0.01 | 0.01 | 0.26 | 0.09 |
| Crit Volume: | | 7 | | 210 | | | | 518 | | 16 | | |
| Crit Moves: | | **** | | **** | | | | **** | | **** | | |





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Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #65 Sunrise Blvd/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.667
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 69 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Ovl | | | Ovl | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 2 | 0 3 | 0 1 | 2 | 0 3 | 0 1 | 2 | 0 3 | 0 1 | 2 | 0 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 4 | 784 | 295 | 77 | 1472 | 99 | 403 | 848 | 119 | 451 | 451 | 130 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 4 | 784 | 295 | 77 | 1472 | 99 | 403 | 848 | 119 | 451 | 451 | 130 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 4 | 784 | 295 | 77 | 1472 | 99 | 403 | 848 | 119 | 451 | 451 | 130 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 4 | 784 | 295 | 77 | 1472 | 99 | 403 | 848 | 119 | 451 | 451 | 130 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 4 | 784 | 295 | 77 | 1472 | 99 | 403 | 848 | 119 | 451 | 451 | 130 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 |
| 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: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3000 | 4500 | 1500 | 3000 | 4500 | 1500 | 3000 | 4500 | 1500 | 3000 | 4500 | 1500 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.17 | 0.20 | 0.03 | 0.33 | 0.07 | 0.13 | 0.19 | 0.08 | 0.15 | 0.10 | 0.09 |
| Crit Volume: | | 2 | | | 491 | | | 283 | | 226 | | |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |

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Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #66 Fitzgerald Road / White Rock Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.334
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Permitted | | | | Permitted | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 1! | 0 | 0 | 0 | 1! | 0 | 0 | 1 | 0 | 3 | 0 | 1 | 0 | 3 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 173 | 38 | 38 | | 25 | 13 | 48 | | 19 | 708 | 65 | | 7 | 275 | 26 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 173 | 38 | 38 | | 25 | 13 | 48 | | 19 | 708 | 65 | | 7 | 275 | 26 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Volume: | 173 | 38 | 38 | | 25 | 13 | 48 | | 19 | 708 | 65 | | 7 | 275 | 26 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 173 | 38 | 38 | | 25 | 13 | 48 | | 19 | 708 | 65 | | 7 | 275 | 26 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 173 | 38 | 38 | | 25 | 13 | 48 | | 19 | 708 | 65 | | 7 | 275 | 26 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1550 | 1550 | 1550 | | 1550 | 1550 | 1550 | | 1550 | 1550 | 1550 | | 1550 | 1550 | 1550 | |
| 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: | 0.70 | 0.15 | 0.15 | | 0.29 | 0.15 | 0.56 | | 1.00 | 3.00 | 1.00 | | 1.00 | 3.00 | 1.00 | |
| Final Sat.: | 1077 | 237 | 237 | | 451 | 234 | 865 | | 1550 | 4650 | 1550 | | 1550 | 4650 | 1550 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.16 | 0.16 | 0.16 | | 0.06 | 0.06 | 0.06 | | 0.01 | 0.15 | 0.04 | | 0.00 | 0.06 | 0.02 | |
| Crit Volume: | | 249 | | | | 25 | | | | 236 | | | | 7 | | |
| Crit Moves: | | **** | | | | **** | | | | **** | | | | **** | | |





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Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #67 Sunrise Blvd/ Douglas Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.796
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 112 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 3 | 0 | 1 | 2 | 0 | 3 | 0 | 1 | 2 | 0 | 3 | 0 | 1 | 2 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 20 | 592 | 384 | | 243 | 1574 | 11 | | 10 | 816 | 317 | | 705 | 364 | 180 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 20 | 592 | 384 | | 243 | 1574 | 11 | | 10 | 816 | 317 | | 705 | 364 | 180 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Volume: | 20 | 592 | 384 | | 243 | 1574 | 11 | | 10 | 816 | 317 | | 705 | 364 | 180 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 20 | 592 | 384 | | 243 | 1574 | 11 | | 10 | 816 | 317 | | 705 | 364 | 180 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 20 | 592 | 384 | | 243 | 1574 | 11 | | 10 | 816 | 317 | | 705 | 364 | 180 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | |
| 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: | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | |
| Final Sat.: | 3000 | 4500 | 1500 | | 3000 | 4500 | 1500 | | 3000 | 4500 | 1500 | | 3000 | 4500 | 1500 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.13 | 0.26 | | 0.08 | 0.35 | 0.01 | | 0.00 | 0.18 | 0.21 | | 0.24 | 0.08 | 0.12 | |
| Crit Volume: | | 0 | | | | 525 | | | | | 317 | | 353 | | | |
| Crit Moves: | **** | | | | | **** | | | | | **** | | **** | | | |

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Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #68 Grant Line Rd/ Douglas Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.637
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Permitted | | | Permitted | | |
| Rights: | Ovl | | | Ovl | | | Ovl | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 2 | 0 2 | 0 0 | 0 | 0 2 | 0 1 | 2 | 0 0 | 0 2 | 0 | 0 0 | 0 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 153 | 1160 | 0 | 0 | 1562 | 325 | 261 | 0 | 389 | 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: | 153 | 1160 | 0 | 0 | 1562 | 325 | 261 | 0 | 389 | 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: | 153 | 1160 | 0 | 0 | 1562 | 325 | 261 | 0 | 389 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 153 | 1160 | 0 | 0 | 1562 | 325 | 261 | 0 | 389 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 153 | 1160 | 0 | 0 | 1562 | 325 | 261 | 0 | 389 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 |
| 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: | 2.00 | 2.00 | 0.00 | 0.00 | 2.00 | 1.00 | 2.00 | 0.00 | 2.00 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 3100 | 3100 | 0 | 0 | 3100 | 1550 | 3100 | 0 | 3100 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.05 | 0.37 | 0.00 | 0.00 | 0.50 | 0.21 | 0.08 | 0.00 | 0.13 | 0.00 | 0.00 | 0.00 |
| Crit Volume: | 77 | | | | 781 | | 131 | | | | 0 | |
| Crit Moves: | **** | | | | **** | | **** | | | | | |

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Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #69 Grant Line Rd/ Kiefer Boulevard

Cycle (sec): 100 Critical Vol./Cap. (X): 0.645
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 64 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Ovl | | | Ovl | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 2 | 0 2 | 0 1 | 1 | 0 2 | 0 1 | 1 | 0 2 | 0 1 | 1 | 0 2 | 0 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 260 | 1109 | 24 | 184 | 1185 | 125 | 139 | 337 | 296 | 27 | 181 | 95 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 260 | 1109 | 24 | 184 | 1185 | 125 | 139 | 337 | 296 | 27 | 181 | 95 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 260 | 1109 | 24 | 184 | 1185 | 125 | 139 | 337 | 296 | 27 | 181 | 95 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 260 | 1109 | 24 | 184 | 1185 | 125 | 139 | 337 | 296 | 27 | 181 | 95 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 260 | 1109 | 24 | 184 | 1185 | 125 | 139 | 337 | 296 | 27 | 181 | 95 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 |
| 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: | 2.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 3000 | 3000 | 1500 | 1500 | 3000 | 1500 | 1500 | 3000 | 1500 | 1500 | 3000 | 1500 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.09 | 0.37 | 0.02 | 0.12 | 0.40 | 0.08 | 0.09 | 0.11 | 0.20 | 0.02 | 0.06 | 0.06 |
| Crit Volume: | 555 | | | 184 | | | 139 | | | | 91 | |
| Crit Moves: | **** | | | **** | | | **** | | | | **** | |

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Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #70 Rancho Cordova Pkwy/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.956
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 3 | 0 2 | 2 | 0 | 3 | 0 1 | 1 | 0 | 1 | 0 1 | 2 | 0 | 1 | 0 2 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 60 | 1236 | 981 | | 595 | 1377 | 140 | | 178 | 69 | 73 | | 1311 | 61 | 1145 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 60 | 1236 | 981 | | 595 | 1377 | 140 | | 178 | 69 | 73 | | 1311 | 61 | 1145 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Volume: | 60 | 1236 | 981 | | 595 | 1377 | 140 | | 178 | 69 | 73 | | 1311 | 61 | 1145 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 60 | 1236 | 981 | | 595 | 1377 | 140 | | 178 | 69 | 73 | | 1311 | 61 | 1145 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 60 | 1236 | 981 | | 595 | 1377 | 140 | | 178 | 69 | 73 | | 1311 | 61 | 1145 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | |
| 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 | 3.00 | 2.00 | | 2.00 | 3.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 2.00 | 1.00 | 2.00 | |
| Final Sat.: | 1500 | 4500 | 3000 | | 3000 | 4500 | 1500 | | 1500 | 1500 | 1500 | | 3000 | 1500 | 3000 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.27 | 0.33 | | 0.20 | 0.31 | 0.09 | | 0.12 | 0.05 | 0.05 | | 0.44 | 0.04 | 0.38 | |
| Crit Volume: | | 412 | | | 298 | | | | | 69 | | | 656 | | | |
| Crit Moves: | | **** | | | **** | | | | | **** | | | **** | | | |





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Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #71 Rancho Cordova Pkwy/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.871
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 177 Level Of Service: D

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 3 | 0 1 | 1 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 1 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 302 | 1085 | 0 | | 22 | 1511 | 449 | | 1007 | 928 | 160 | | 0 | 447 | 22 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 302 | 1085 | 0 | | 22 | 1511 | 449 | | 1007 | 928 | 160 | | 0 | 447 | 22 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Volume: | 302 | 1085 | 0 | | 22 | 1511 | 449 | | 1007 | 928 | 160 | | 0 | 447 | 22 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 302 | 1085 | 0 | | 22 | 1511 | 449 | | 1007 | 928 | 160 | | 0 | 447 | 22 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 302 | 1085 | 0 | | 22 | 1511 | 449 | | 1007 | 928 | 160 | | 0 | 447 | 22 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | |
| 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: | 2.00 | 3.00 | 1.00 | | 1.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 1.00 | 3.00 | 1.00 | |
| Final Sat.: | 3000 | 4500 | 1500 | | 1500 | 4500 | 1500 | | 3000 | 4500 | 1500 | | 1500 | 4500 | 1500 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.10 | 0.24 | 0.00 | | 0.01 | 0.34 | 0.30 | | 0.34 | 0.21 | 0.11 | | 0.00 | 0.10 | 0.01 | |
| Crit Volume: | 151 | | | | | 504 | | | 504 | | | | | 149 | | |
| Crit Moves: | **** | | | | | **** | | | **** | | | | | **** | | |

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Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #72 International Drive/White Rock Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.698
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 75 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 2 | 0 1 | 2 | 0 | 2 | 0 1 | 1 | 0 | 2 | 0 1 | 1 | 0 | 2 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 235 | 427 | 122 | | 102 | 735 | 0 | | 0 | 482 | 466 | | 96 | 232 | 89 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 235 | 427 | 122 | | 102 | 735 | 0 | | 0 | 482 | 466 | | 96 | 232 | 89 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Volume: | 235 | 427 | 122 | | 102 | 735 | 0 | | 0 | 482 | 466 | | 96 | 232 | 89 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 235 | 427 | 122 | | 102 | 735 | 0 | | 0 | 482 | 466 | | 96 | 232 | 89 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 235 | 427 | 122 | | 102 | 735 | 0 | | 0 | 482 | 466 | | 96 | 232 | 89 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | |
| 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: | 2.00 | 2.00 | 1.00 | | 2.00 | 2.00 | 1.00 | | 1.00 | 2.00 | 1.00 | | 1.00 | 2.00 | 1.00 | |
| Final Sat.: | 3000 | 3000 | 1500 | | 3000 | 3000 | 1500 | | 1500 | 3000 | 1500 | | 1500 | 3000 | 1500 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.08 | 0.14 | 0.08 | | 0.03 | 0.25 | 0.00 | | 0.00 | 0.16 | 0.31 | | 0.06 | 0.08 | 0.06 | |
| Crit Volume: | 118 | | | | | 368 | | | | | 466 | | 96 | | | |
| Crit Moves: | **** | | | | | **** | | | | | **** | | **** | | | |





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Cumulative Plus Project PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #73 Rio Del Oro Prky/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.367
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 1 | 0 | 0 1 | 0 | 1 | 0 | 0 1 | 1 | 0 | 1 | 1 0 | 1 | 0 | 1 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 52 | 85 | | 95 | 135 | 242 | | 166 | 458 | 82 | | 69 | 174 | 43 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 0 | 52 | 85 | | 95 | 135 | 242 | | 166 | 458 | 82 | | 69 | 174 | 43 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Volume: | 0 | 52 | 85 | | 95 | 135 | 242 | | 166 | 458 | 82 | | 69 | 174 | 43 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 52 | 85 | | 95 | 135 | 242 | | 166 | 458 | 82 | | 69 | 174 | 43 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 52 | 85 | | 95 | 135 | 242 | | 166 | 458 | 82 | | 69 | 174 | 43 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1550 | 1550 | 1550 | | 1550 | 1550 | 1550 | | 1550 | 1550 | 1550 | | 1550 | 1550 | 1550 | |
| 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: | 0.00 | 1.00 | 1.00 | | 0.41 | 0.59 | 1.00 | | 1.00 | 1.70 | 0.30 | | 1.00 | 1.60 | 0.40 | |
| Final Sat.: | 0 | 1550 | 1550 | | 640 | 910 | 1550 | | 1550 | 2629 | 471 | | 1550 | 2486 | 614 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.03 | 0.05 | | 0.15 | 0.15 | 0.16 | | 0.11 | 0.17 | 0.17 | | 0.04 | 0.07 | 0.07 | |
| Crit Volume: | 0 | | | | | 230 | | | | | 270 | | 69 | | | |
| Crit Moves: | **** | | | | | **** | | | | | **** | | **** | | | |

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #74 Villagio Prky/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.529
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 0 | 0 1 | 0 | 0 | 0 | 0 0 | 0 | 0 | 1 | 1 0 | 1 | 0 | 2 | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 40 | 0 | 273 | | 0 | 0 | 0 | | 0 | 607 | 74 | | 440 | 298 | 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: | 40 | 0 | 273 | | 0 | 0 | 0 | | 0 | 607 | 74 | | 440 | 298 | 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: | 40 | 0 | 273 | | 0 | 0 | 0 | | 0 | 607 | 74 | | 440 | 298 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 40 | 0 | 273 | | 0 | 0 | 0 | | 0 | 607 | 74 | | 440 | 298 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 40 | 0 | 273 | | 0 | 0 | 0 | | 0 | 607 | 74 | | 440 | 298 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1550 | 1550 | 1550 | | 1550 | 1550 | 1550 | | 1550 | 1550 | 1550 | | 1550 | 1550 | 1550 | |
| 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 | 0.00 | 1.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 1.78 | 0.22 | | 1.00 | 2.00 | 0.00 | |
| Final Sat.: | 1550 | 0 | 1550 | | 0 | 0 | 0 | | 0 | 2763 | 337 | | 1550 | 3100 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.00 | 0.18 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.22 | 0.22 | | 0.28 | 0.10 | 0.00 | |
| Crit Volume: | 40 | | | | | | 0 | | | | 341 | | 440 | | | |
| Crit Moves: | **** | | | | | | | | | | **** | | **** | | | |





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Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #75 Sunrise Rd/ International Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.693
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 74 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 407 | 407 | 10 | | 455 | 1214 | 373 | | 246 | 1242 | 596 | | 7 | 925 | 242 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 407 | 407 | 10 | | 455 | 1214 | 373 | | 246 | 1242 | 596 | | 7 | 925 | 242 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Volume: | 407 | 407 | 10 | | 455 | 1214 | 373 | | 246 | 1242 | 596 | | 7 | 925 | 242 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 407 | 407 | 10 | | 455 | 1214 | 373 | | 246 | 1242 | 596 | | 7 | 925 | 242 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 407 | 407 | 10 | | 455 | 1214 | 373 | | 246 | 1242 | 596 | | 7 | 925 | 242 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | |
| 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: | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | |
| Final Sat.: | 3000 | 4500 | 1500 | | 3000 | 4500 | 1500 | | 3000 | 4500 | 1500 | | 3000 | 4500 | 1500 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.14 | 0.09 | 0.01 | | 0.15 | 0.27 | 0.25 | | 0.08 | 0.28 | 0.40 | | 0.00 | 0.21 | 0.16 | |
| Crit Volume: | 204 | | | | | 405 | | | 123 | | | | | 308 | | |
| Crit Moves: | **** | | | | | **** | | | **** | | | | | **** | | |

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Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #76 Villagio Prky/Americanos Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.628
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 61 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 0 | 1 0 | 1 | 0 | 0 | 1 0 | 1 | 0 | 2 | 0 1 | 1 | 0 | 2 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 17 | 254 | 0 | 59 | 359 | 29 | 46 | 1075 | 40 | 0 | 473 | 31 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 17 | 254 | 0 | 59 | 359 | 29 | 46 | 1075 | 40 | 0 | 473 | 31 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Volume: | 17 | 254 | 0 | 59 | 359 | 29 | 46 | 1075 | 40 | 0 | 473 | 31 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 17 | 254 | 0 | 59 | 359 | 29 | 46 | 1075 | 40 | 0 | 473 | 31 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| 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: | 17 | 254 | 0 | 59 | 359 | 29 | 46 | 1075 | 40 | 0 | 473 | 31 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | | | | |
| 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 | 0.00 | 1.00 | 0.93 | 0.07 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | | | | |
| Final Sat.: | 1500 | 1500 | 0 | 1500 | 1388 | 112 | 1500 | 3000 | 1500 | 1500 | 3000 | 1500 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.17 | 0.00 | 0.04 | 0.26 | 0.26 | 0.03 | 0.36 | 0.03 | 0.00 | 0.16 | 0.02 | | | | |
| Crit Volume: | 17 | | | | | 388 | | 538 | | 0 | | | | | | |
| Crit Moves: | **** | | | | | **** | | **** | | **** | | | | | | |

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Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #77 Grant Line Rd/Centenial

Cycle (sec): 100 Critical Vol./Cap. (X): 0.736
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 71 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Ovl | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 2 | 0 0 | 0 | 0 | 2 | 0 1 | 1 | 0 | 0 | 0 1 | 0 | 0 | 0 | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 45 | 1377 | 0 | 0 | 1821 | 196 | 186 | 0 | 72 | 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: | 45 | 1377 | 0 | 0 | 1821 | 196 | 186 | 0 | 72 | 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: | 45 | 1377 | 0 | 0 | 1821 | 196 | 186 | 0 | 72 | 0 | 0 | 0 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 45 | 1377 | 0 | 0 | 1821 | 196 | 186 | 0 | 72 | 0 | 0 | 0 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| FinalVolume: | 45 | 1377 | 0 | 0 | 1821 | 196 | 186 | 0 | 72 | 0 | 0 | 0 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | | | | |
| 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 | 2.00 | 0.00 | 0.00 | 2.00 | 1.00 | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | | | | |
| Final Sat.: | 1550 | 3100 | 0 | 0 | 3100 | 1550 | 1550 | 0 | 1550 | 0 | 0 | 0 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.44 | 0.00 | 0.00 | 0.59 | 0.13 | 0.12 | 0.00 | 0.05 | 0.00 | 0.00 | 0.00 | | | | |
| Crit Volume: | 45 | | | | 911 | | 186 | | | | 0 | | | | | |
| Crit Moves: | **** | | | | **** | | **** | | | | | | | | | |

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Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #78 Villagio Prky/ Rancho Cordova Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.525
Loss Time (sec): 0 Average Delay (sec/veh): 22.9
Optimal Cycle: 48 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Ovl | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 140 | 368 | 2 | 162 | 344 | 69 | 37 | 810 | 406 | 1 | 320 | 61 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 140 | 368 | 2 | 162 | 344 | 69 | 37 | 810 | 406 | 1 | 320 | 61 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 140 | 368 | 2 | 162 | 344 | 69 | 37 | 810 | 406 | 1 | 320 | 61 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 140 | 368 | 2 | 162 | 344 | 69 | 37 | 810 | 406 | 1 | 320 | 61 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 140 | 368 | 2 | 162 | 344 | 69 | 37 | 810 | 406 | 1 | 320 | 61 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 1.00 | 1.00 | 0.95 | 0.98 | 0.98 | 0.95 | 0.95 | 0.85 | 0.95 | 0.95 | 0.85 |
| Lanes: | 1.00 | 0.99 | 0.01 | 1.00 | 0.83 | 0.17 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 1805 | 1888 | 10 | 1805 | 1543 | 309 | 1805 | 3610 | 1615 | 1805 | 3610 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.08 | 0.19 | 0.19 | 0.09 | 0.22 | 0.22 | 0.02 | 0.22 | 0.25 | 0.00 | 0.09 | 0.04 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green/Cycle: | 0.15 | 0.39 | 0.39 | 0.18 | 0.42 | 0.42 | 0.08 | 0.43 | 0.57 | 0.00 | 0.35 | 0.53 |
| Volume/Cap: | 0.53 | 0.50 | 0.50 | 0.50 | 0.53 | 0.53 | 0.25 | 0.53 | 0.44 | 0.53 | 0.25 | 0.07 |
| Delay/Veh: | 41.3 | 23.5 | 23.5 | 38.1 | 22.0 | 22.0 | 44.1 | 21.5 | 12.4 | 207.2 | 23.5 | 11.6 |
| 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: | 41.3 | 23.5 | 23.5 | 38.1 | 22.0 | 22.0 | 44.1 | 21.5 | 12.4 | 207.2 | 23.5 | 11.6 |
| LOS by Move: | D | C | C | D | C | C | D | C | B | F | C | B |
| HCM2kAvgQ: | 4 | 8 | 8 | 5 | 10 | 10 | 1 | 10 | 7 | 0 | 4 | 1 |

Note: Queue reported is the number of cars per lane.





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Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #79 Rancho Cordova Pkwy/ Douglas Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.763
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 96 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Ovl | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 2 | 0 | 2 | 0 | 1 | 1 | 0 | 2 | 0 | 1 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 407 | 348 | 101 | 44 | 948 | 13 | 10 | 541 | 631 | 40 | 213 | 14 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 407 | 348 | 101 | 44 | 948 | 13 | 10 | 541 | 631 | 40 | 213 | 14 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 407 | 348 | 101 | 44 | 948 | 13 | 10 | 541 | 631 | 40 | 213 | 14 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 407 | 348 | 101 | 44 | 948 | 13 | 10 | 541 | 631 | 40 | 213 | 14 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 407 | 348 | 101 | 44 | 948 | 13 | 10 | 541 | 631 | 40 | 213 | 14 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 |
| 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: | 2.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 |
| Final Sat.: | 3000 | 3000 | 1500 | 1500 | 3000 | 1500 | 1500 | 4500 | 1500 | 1500 | 4500 | 1500 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.14 | 0.12 | 0.07 | 0.03 | 0.32 | 0.01 | 0.01 | 0.12 | 0.42 | 0.03 | 0.05 | 0.01 |
| Crit Volume: | 0 | | | | 474 | | | | 631 | 40 | | |
| Crit Moves: | **** | | | | **** | | | | **** | **** | | |

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Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #80 Americanos Blvd/ Douglas Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.681
Loss Time (sec): 0 Average Delay (sec/veh): 30.3
Optimal Cycle: 71 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 2 0 | 2 0 | 1 | 1 0 | 2 0 | 1 | 1 0 | 3 0 | 1 | 2 0 | 3 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 197 | 484 | 193 | 201 | 1058 | 59 | 82 | 260 | 392 | 310 | 60 | 113 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 197 | 484 | 193 | 201 | 1058 | 59 | 82 | 260 | 392 | 310 | 60 | 113 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 197 | 484 | 193 | 201 | 1058 | 59 | 82 | 260 | 392 | 310 | 60 | 113 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 197 | 484 | 193 | 201 | 1058 | 59 | 82 | 260 | 392 | 310 | 60 | 113 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 197 | 484 | 193 | 201 | 1058 | 59 | 82 | 260 | 392 | 310 | 60 | 113 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.95 | 0.85 | 0.95 | 0.95 | 0.85 | 0.95 | 0.91 | 0.85 | 0.92 | 0.91 | 0.85 |
| Lanes: | 2.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3502 | 3610 | 1615 | 1805 | 3610 | 1615 | 1805 | 5187 | 1615 | 3502 | 5187 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.06 | 0.13 | 0.12 | 0.11 | 0.29 | 0.04 | 0.05 | 0.05 | 0.24 | 0.09 | 0.01 | 0.07 |
| Crit Moves: | **** | | | | **** | | | | **** | **** | | |
| Green/Cycle: | 0.08 | 0.28 | 0.28 | 0.23 | 0.43 | 0.43 | 0.19 | 0.36 | 0.36 | 0.13 | 0.30 | 0.30 |
| Volume/Cap: | 0.68 | 0.48 | 0.43 | 0.48 | 0.68 | 0.08 | 0.24 | 0.14 | 0.68 | 0.68 | 0.04 | 0.24 |
| Delay/Veh: | 51.0 | 30.3 | 30.1 | 34.0 | 24.2 | 16.9 | 34.6 | 21.8 | 30.6 | 45.7 | 25.1 | 27.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 51.0 | 30.3 | 30.1 | 34.0 | 24.2 | 16.9 | 34.6 | 21.8 | 30.6 | 45.7 | 25.1 | 27.0 |
| LOS by Move: | D | C | C | C | C | B | C | C | C | D | C | C |
| HCM2kAvgQ: | 4 | 7 | 5 | 6 | 14 | 1 | 2 | 2 | 10 | 5 | 0 | 3 |

Note: Queue reported is the number of cars per lane.





PM Cumulative Plus Project Fri May 8, 2009 10:30:05 Page 83-1

Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #81 Grant Line Rd/ Chrysanthy Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.651
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 65 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Ovl | | | Ovl | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 2 0 | 2 0 | 1 | 2 0 | 2 0 | 1 | 2 0 | 2 0 | 1 | 1 0 | 2 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 106 | 858 | 149 | 90 | 1101 | 376 | 258 | 479 | 130 | 133 | 434 | 62 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 106 | 858 | 149 | 90 | 1101 | 376 | 258 | 479 | 130 | 133 | 434 | 62 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 106 | 858 | 149 | 90 | 1101 | 376 | 258 | 479 | 130 | 133 | 434 | 62 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 106 | 858 | 149 | 90 | 1101 | 376 | 258 | 479 | 130 | 133 | 434 | 62 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 106 | 858 | 149 | 90 | 1101 | 376 | 258 | 479 | 130 | 133 | 434 | 62 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 |
| 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: | 2.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 3000 | 3000 | 1500 | 3000 | 3000 | 1500 | 3000 | 3000 | 1500 | 1500 | 3000 | 1500 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.29 | 0.10 | 0.03 | 0.37 | 0.25 | 0.09 | 0.16 | 0.09 | 0.09 | 0.14 | 0.04 |
| Crit Volume: | 53 | | | | 551 | | | 240 | | 133 | | |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |

PM Cumulative Plus Project Fri May 8, 2009 10:30:05 Page 84-1

Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #82 Grant Line Rd/ Rancho Cordova Parkway

Cycle (sec): 100 Critical Vol./Cap. (X): 0.406
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Ovl | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 1 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | | | |
| Base Vol: | 36 | 878 | 0 | | 0 | 789 | 437 | | 313 | 0 | 15 | | 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: | 36 | 878 | 0 | | 0 | 789 | 437 | | 313 | 0 | 15 | | 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: | 36 | 878 | 0 | | 0 | 789 | 437 | | 313 | 0 | 15 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 36 | 878 | 0 | | 0 | 789 | 437 | | 313 | 0 | 15 | | 0 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 36 | 878 | 0 | | 0 | 789 | 437 | | 313 | 0 | 15 | | 0 | 0 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1550 | 1550 | 1550 | | 1550 | 1550 | 1550 | | 1550 | 1550 | 1550 | | 1550 | 1550 | 1550 | |
| 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 | 2.00 | 0.00 | | 0.00 | 2.00 | 1.00 | | 2.00 | 0.00 | 1.00 | | 0.00 | 0.00 | 0.00 | |
| Final Sat.: | 1550 | 3100 | 0 | | 0 | 3100 | 1550 | | 3100 | 0 | 1550 | | 0 | 0 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.28 | 0.00 | | 0.00 | 0.25 | 0.28 | | 0.10 | 0.00 | 0.01 | | 0.00 | 0.00 | 0.00 | |
| Crit Volume: | 36 | | | | | | 437 | | 157 | | | | | 0 | | |
| Crit Moves: | **** | | | | | | **** | | **** | | | | | | | |





PM Cumulative Plus Project Fri May 8, 2009 10:30:05 Page 85-1

Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #83 White Rock Rd/ Carson Crossing Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.963
Loss Time (sec): 12 Average Delay (sec/veh): 35.1
Optimal Cycle: 150 Level Of Service: D

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Split Phase | | | | Split Phase | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Include | | | | Ovl | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 1! | 0 | 0 | 1 | 0 | 2 | 0 | 1 | 1 | 0 | 1 | 1 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | | | |
| Base Vol: | 1523 | 3 | 81 | | 3 | 2 | 5 | | 8 | 568 | 1230 | | 53 | 1258 | 5 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 1523 | 3 | 81 | | 3 | 2 | 5 | | 8 | 568 | 1230 | | 53 | 1258 | 5 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 1620 | 3 | 86 | | 3 | 2 | 5 | | 9 | 604 | 1309 | | 56 | 1338 | 5 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 1620 | 3 | 86 | | 3 | 2 | 5 | | 9 | 604 | 1309 | | 56 | 1338 | 5 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 1620 | 3 | 86 | | 3 | 2 | 5 | | 9 | 604 | 1309 | | 56 | 1338 | 5 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.95 | 0.85 | | 0.92 | 0.92 | 0.92 | | 0.95 | 0.95 | 0.85 | | 0.95 | 0.95 | 0.95 | |
| Lanes: | 1.99 | 0.01 | 1.00 | | 0.30 | 0.20 | 0.50 | | 1.00 | 2.00 | 1.00 | | 1.00 | 1.99 | 0.01 | |
| Final Sat.: | 3610 | 7 | 1615 | | 524 | 349 | 873 | | 1805 | 3610 | 1615 | | 1805 | 3592 | 14 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.45 | 0.45 | 0.05 | | 0.01 | 0.01 | 0.01 | | 0.00 | 0.17 | 0.81 | | 0.03 | 0.37 | 0.37 | |
| Crit Moves: | **** | | | | | | **** | | | | **** | | **** | | | |
| Green/Cycle: | 0.47 | 0.47 | 0.50 | | 0.01 | 0.01 | 0.01 | | 0.01 | 0.38 | 0.84 | | 0.03 | 0.40 | 0.40 | |
| Volume/Cap: | 0.96 | 0.96 | 0.11 | | 0.96 | 0.96 | 0.96 | | 0.93 | 0.45 | 0.96 | | 0.96 | 0.93 | 0.93 | |
| Delay/Veh: | 40.0 | 40.0 | 13.4 | | 299.3 | 299 | 299.3 | | 301.3 | 23.7 | 23.0 | | 152.3 | 38.8 | 38.8 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 40.0 | 40.0 | 13.4 | | 299.3 | 299 | 299.3 | | 301.3 | 23.7 | 23.0 | | 152.3 | 38.8 | 38.8 | |
| LOS by Move: | D | D | B | | F | F | F | | F | C | C | | F | D | D | |
| HCM2kAvgQ: | 30 | 30 | 1 | | 1 | 1 | 1 | | 0 | 7 | 38 | | 2 | 23 | 23 | |

Note: Queue reported is the number of cars per lane.

PM Cumulative Plus Project Fri May 8, 2009 10:30:05 Page 86-1

Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #84 White Rock Rd/ Stonebriar Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.490
Loss Time (sec): 12 Average Delay (sec/veh): 10.4
Optimal Cycle: 40 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Split Phase | | | | Split Phase | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 1 | 1 0 | 1 | 0 | 2 | 0 1 | 1 | 0 | 0 | 1 0 | 0 | 0 | 1! | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 54 | 575 | 22 | | 42 | 1191 | 70 | | 40 | 3 | 28 | | 15 | 2 | 23 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 54 | 575 | 22 | | 42 | 1191 | 70 | | 40 | 3 | 28 | | 15 | 2 | 23 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 57 | 612 | 23 | | 45 | 1267 | 74 | | 43 | 3 | 30 | | 16 | 2 | 24 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 57 | 612 | 23 | | 45 | 1267 | 74 | | 43 | 3 | 30 | | 16 | 2 | 24 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 57 | 612 | 23 | | 45 | 1267 | 74 | | 43 | 3 | 30 | | 16 | 2 | 24 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.94 | 0.94 | | 0.95 | 0.95 | 0.85 | | 0.95 | 0.87 | 0.87 | | 0.91 | 0.91 | 0.91 | |
| Lanes: | 1.00 | 1.93 | 0.07 | | 1.00 | 2.00 | 1.00 | | 1.00 | 0.10 | 0.90 | | 0.38 | 0.05 | 0.57 | |
| Final Sat.: | 1805 | 3456 | 132 | | 1805 | 3610 | 1615 | | 1805 | 159 | 1484 | | 645 | 86 | 989 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.18 | 0.18 | | 0.02 | 0.35 | 0.05 | | 0.02 | 0.02 | 0.02 | | 0.02 | 0.02 | 0.02 | |
| Crit Moves: | **** | | | | | **** | | | **** | | | | | **** | | |
| Green/Cycle: | 0.06 | 0.69 | 0.69 | | 0.10 | 0.72 | 0.72 | | 0.05 | 0.05 | 0.05 | | 0.05 | 0.05 | 0.05 | |
| Volume/Cap: | 0.49 | 0.26 | 0.26 | | 0.26 | 0.49 | 0.06 | | 0.49 | 0.42 | 0.42 | | 0.49 | 0.49 | 0.49 | |
| Delay/Veh: | 48.4 | 6.1 | 6.1 | | 42.7 | 6.3 | 4.2 | | 50.7 | 49.8 | 49.8 | | 50.5 | 50.5 | 50.5 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 48.4 | 6.1 | 6.1 | | 42.7 | 6.3 | 4.2 | | 50.7 | 49.8 | 49.8 | | 50.5 | 50.5 | 50.5 | |
| LOS by Move: | D | A | A | | D | A | A | | D | D | D | | D | D | D | |
| HCM2kAvgQ: | 2 | 4 | 4 | | 1 | 9 | 1 | | 1 | 1 | 1 | | 1 | 1 | 1 | |

Note: Queue reported is the number of cars per lane.





PM Cumulative Plus Project Fri May 8, 2009 10:30:06 Page 87-1

Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #85 White Rock Rd/ Windfield Way

Cycle (sec): 100 Critical Vol./Cap. (X): 0.831
Loss Time (sec): 9 Average Delay (sec/veh): 31.3
Optimal Cycle: 76 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 1 | 0 | 0 1 | 0 | 1 | 0 | 0 1 | 1 | 0 | 1 | 1 0 | 1 | 0 | 1 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 487 | 53 | 178 | | 0 | 59 | 127 | | 34 | 153 | 246 | | 271 | 711 | 2 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 487 | 53 | 178 | | 0 | 59 | 127 | | 34 | 153 | 246 | | 271 | 711 | 2 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 518 | 56 | 189 | | 0 | 63 | 135 | | 36 | 163 | 262 | | 288 | 756 | 2 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 518 | 56 | 189 | | 0 | 63 | 135 | | 36 | 163 | 262 | | 288 | 756 | 2 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 518 | 56 | 189 | | 0 | 63 | 135 | | 36 | 163 | 262 | | 288 | 756 | 2 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.69 | 0.69 | 0.85 | | 1.00 | 1.00 | 0.85 | | 0.95 | 0.86 | 0.86 | | 0.95 | 0.95 | 0.95 | |
| Lanes: | 0.90 | 0.10 | 1.00 | | 0.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.99 | 0.01 | |
| Final Sat.: | 1186 | 129 | 1615 | | 0 | 1900 | 1615 | | 1805 | 1637 | 1637 | | 1805 | 3600 | 10 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.44 | 0.44 | 0.12 | | 0.00 | 0.03 | 0.08 | | 0.02 | 0.10 | 0.16 | | 0.16 | 0.21 | 0.21 | |
| Crit Moves: | | **** | | | | | | | | | **** | | **** | | | |
| Green/Cycle: | 0.53 | 0.53 | 0.72 | | 0.00 | 0.53 | 0.56 | | 0.03 | 0.19 | 0.19 | | 0.19 | 0.35 | 0.35 | |
| Volume/Cap: | 0.83 | 0.83 | 0.16 | | 0.00 | 0.06 | 0.15 | | 0.60 | 0.52 | 0.83 | | 0.83 | 0.60 | 0.60 | |
| Delay/Veh: | 28.4 | 28.4 | 4.6 | | 0.0 | 11.7 | 10.7 | | 63.1 | 36.8 | 49.9 | | 54.3 | 27.5 | 27.5 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 28.4 | 28.4 | 4.6 | | 0.0 | 11.7 | 10.7 | | 63.1 | 36.8 | 49.9 | | 54.3 | 27.5 | 27.5 | |
| LOS by Move: | C | C | A | | A | B | B | | E | D | D | | D | C | C | |
| HCM2kAvgQ: | 17 | 17 | 2 | | 0 | 1 | 2 | | 1 | 5 | 9 | | 9 | 10 | 10 | |

Note: Queue reported is the number of cars per lane.

PM Cumulative Plus Project Fri May 8, 2009 10:30:06 Page 88-1

Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #86 White Rock Rd/ Latrobe Rd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.766
Loss Time (sec): 12 Average Delay (sec/veh): 29.9
Optimal Cycle: 73 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Include | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 4 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 1 | 1 0 | 2 | 0 | 2 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 119 | 1775 | 702 | | 308 | 951 | 371 | | 21 | 417 | 31 | | 340 | 466 | 199 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 119 | 1775 | 702 | | 308 | 951 | 371 | | 21 | 417 | 31 | | 340 | 466 | 199 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 127 | 1888 | 747 | | 328 | 1012 | 395 | | 22 | 444 | 33 | | 362 | 496 | 212 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 127 | 1888 | 747 | | 328 | 1012 | 395 | | 22 | 444 | 33 | | 362 | 496 | 212 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 127 | 1888 | 747 | | 328 | 1012 | 395 | | 22 | 444 | 33 | | 362 | 496 | 212 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.91 | 0.85 | | 0.92 | 0.91 | 0.85 | | 0.92 | 0.94 | 0.94 | | 0.92 | 0.95 | 0.85 | |
| Lanes: | 2.00 | 4.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 1.86 | 0.14 | | 2.00 | 2.00 | 1.00 | |
| Final Sat.: | 3502 | 6916 | 1615 | | 3502 | 5187 | 1615 | | 3502 | 3327 | 247 | | 3502 | 3610 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.27 | 0.46 | | 0.09 | 0.20 | 0.24 | | 0.01 | 0.13 | 0.13 | | 0.10 | 0.14 | 0.13 | |
| Crit Moves: | | | **** | | **** | | | | | **** | | | **** | | | |
| Green/Cycle: | 0.08 | 0.47 | 0.60 | | 0.12 | 0.51 | 0.53 | | 0.01 | 0.17 | 0.17 | | 0.13 | 0.30 | 0.42 | |
| Volume/Cap: | 0.46 | 0.58 | 0.77 | | 0.77 | 0.38 | 0.46 | | 0.47 | 0.77 | 0.77 | | 0.77 | 0.47 | 0.31 | |
| Delay/Veh: | 54.2 | 23.6 | 21.2 | | 59.1 | 17.8 | 18.2 | | 65.7 | 52.9 | 52.9 | | 57.5 | 34.9 | 23.7 | |
| 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: | 54.2 | 23.6 | 21.2 | | 59.1 | 17.8 | 18.2 | | 65.7 | 52.9 | 52.9 | | 57.5 | 34.9 | 23.7 | |
| LOS by Move: | D | C | C | | E | B | B | | E | D | D | | E | C | C | |
| HCM2kAvgQ: | 3 | 14 | 21 | | 6 | 8 | 9 | | 0 | 9 | 9 | | 7 | 8 | 5 | |

Note: Queue reported is the number of cars per lane.





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Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #87 White Rock Rd/ Valley View Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 1.068
Loss Time (sec): 12 Average Delay (sec/veh): 65.5
Optimal Cycle: 180 Level Of Service: E

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Split Phase | | | | Split Phase | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 1 | 0 | 0 1 | 1 | 0 | 0 | 1 0 | 1 | 0 | 1 | 1 0 | 1 | 0 | 1 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 154 | 23 | 650 | | 181 | 39 | 53 | | 61 | 1154 | 190 | | 456 | 829 | 85 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 154 | 23 | 650 | | 181 | 39 | 53 | | 61 | 1154 | 190 | | 456 | 829 | 85 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 164 | 24 | 691 | | 193 | 41 | 56 | | 65 | 1228 | 202 | | 485 | 882 | 90 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 164 | 24 | 691 | | 193 | 41 | 56 | | 65 | 1228 | 202 | | 485 | 882 | 90 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 164 | 24 | 691 | | 193 | 41 | 56 | | 65 | 1228 | 202 | | 485 | 882 | 90 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.96 | 0.96 | 0.85 | | 0.95 | 0.91 | 0.91 | | 0.95 | 0.93 | 0.93 | | 0.95 | 0.94 | 0.94 | |
| Lanes: | 0.87 | 0.13 | 1.00 | | 1.00 | 0.42 | 0.58 | | 1.00 | 1.72 | 0.28 | | 1.00 | 1.81 | 0.19 | |
| Final Sat.: | 1584 | 237 | 1615 | | 1805 | 736 | 1000 | | 1805 | 3035 | 500 | | 1805 | 3228 | 331 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.10 | 0.10 | 0.43 | | 0.11 | 0.06 | 0.06 | | 0.04 | 0.40 | 0.40 | | 0.27 | 0.27 | 0.27 | |
| Crit Moves: | | | **** | | **** | | | | | **** | | | **** | | | |
| Green/Cycle: | 0.15 | 0.15 | 0.40 | | 0.10 | 0.10 | 0.10 | | 0.07 | 0.38 | 0.38 | | 0.25 | 0.56 | 0.56 | |
| Volume/Cap: | 0.69 | 0.69 | 1.07 | | 1.07 | 0.56 | 0.56 | | 0.49 | 1.07 | 1.07 | | 1.07 | 0.49 | 0.49 | |
| Delay/Veh: | 47.8 | 47.8 | 84.7 | | 131.1 | 47.2 | 47.2 | | 47.4 | 75.8 | 75.8 | | 98.8 | 13.7 | 13.7 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 47.8 | 47.8 | 84.7 | | 131.1 | 47.2 | 47.2 | | 47.4 | 75.8 | 75.8 | | 98.8 | 13.7 | 13.7 | |
| LOS by Move: | D | D | F | | F | D | D | | D | E | E | | F | B | B | |
| HCM2kAvgQ: | 7 | 7 | 32 | | 11 | 4 | 4 | | 2 | 30 | 30 | | 21 | 9 | 9 | |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #88 El Dorado Hills Blvd/Serrano Prky

Cycle (sec): 100 Critical Vol./Cap. (X): 0.821
Loss Time (sec): 12 Average Delay (sec/veh): 26.2
Optimal Cycle: 82 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Split Phase | | | | Split Phase | | | |
| Rights: | Ignore | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 2 | 0 1 | 1 | 0 | 1 | 1 0 | 1 | 0 | 0 | 1 0 | 1 | 0 | 1! | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 134 | 1638 | 711 | | 25 | 934 | 35 | | 29 | 48 | 42 | | 407 | 35 | 50 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 134 | 1638 | 711 | | 25 | 934 | 35 | | 29 | 48 | 42 | | 407 | 35 | 50 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 143 | 1743 | 0 | | 27 | 994 | 37 | | 31 | 51 | 45 | | 433 | 37 | 53 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 143 | 1743 | 0 | | 27 | 994 | 37 | | 31 | 51 | 45 | | 433 | 37 | 53 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 143 | 1743 | 0 | | 27 | 994 | 37 | | 31 | 51 | 45 | | 433 | 37 | 53 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.95 | 1.00 | | 0.95 | 0.95 | 0.95 | | 0.95 | 0.93 | 0.93 | | 0.95 | 0.95 | 0.95 | |
| Lanes: | 1.00 | 2.00 | 1.00 | | 1.00 | 1.93 | 0.07 | | 1.00 | 0.53 | 0.47 | | 1.71 | 0.12 | 0.17 | |
| Final Sat.: | 1805 | 3610 | 1900 | | 1805 | 3462 | 130 | | 1805 | 942 | 825 | | 3064 | 218 | 311 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.08 | 0.48 | 0.00 | | 0.01 | 0.29 | 0.29 | | 0.02 | 0.05 | 0.05 | | 0.14 | 0.17 | 0.17 | |
| Crit Moves: | | **** | | | **** | | | | | **** | | | | | **** | |
| Green/Cycle: | 0.13 | 0.59 | 0.00 | | 0.02 | 0.48 | 0.48 | | 0.07 | 0.07 | 0.07 | | 0.21 | 0.21 | 0.21 | |
| Volume/Cap: | 0.60 | 0.82 | 0.00 | | 0.82 | 0.60 | 0.60 | | 0.26 | 0.82 | 0.82 | | 0.68 | 0.82 | 0.82 | |
| Delay/Veh: | 45.4 | 19.1 | 0.0 | | 136.2 | 19.9 | 19.9 | | 45.5 | 81.3 | 81.3 | | 39.0 | 46.2 | 46.2 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 45.4 | 19.1 | 0.0 | | 136.2 | 19.9 | 19.9 | | 45.5 | 81.3 | 81.3 | | 39.0 | 46.2 | 46.2 | |
| LOS by Move: | D | B | A | | F | B | B | | D | F | F | | D | D | D | |
| HCM2kAvgQ: | 4 | 22 | 0 | | 2 | 13 | 13 | | 1 | 5 | 5 | | 8 | 11 | 11 | |

Note: Queue reported is the number of cars per lane.





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Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #89 El Dorado Hills Blvd/Saratoga Way

Cycle (sec): 100 Critical Vol./Cap. (X): 0.935
Loss Time (sec): 12 Average Delay (sec/veh): 43.5
Optimal Cycle: 129 Level Of Service: D

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Split Phase | | | | Split Phase | | | |
| Rights: | Include | | | | Include | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 2 | 1 0 | 1 | 0 | 2 | 1 0 | 1 | 1 | 0 | 0 2 | 0 | 1 | 0 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 774 | 1300 | 0 | | 261 | 936 | 213 | | 807 | 48 | 447 | | 0 | 45 | 377 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 774 | 1300 | 0 | | 261 | 936 | 213 | | 807 | 48 | 447 | | 0 | 45 | 377 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 823 | 1383 | 0 | | 278 | 996 | 227 | | 859 | 51 | 476 | | 0 | 48 | 401 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 823 | 1383 | 0 | | 278 | 996 | 227 | | 859 | 51 | 476 | | 0 | 48 | 401 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 823 | 1383 | 0 | | 278 | 996 | 227 | | 859 | 51 | 476 | | 0 | 48 | 401 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.91 | 0.91 | | 0.95 | 0.88 | 0.88 | | 0.96 | 0.96 | 0.75 | | 1.00 | 1.00 | 0.85 | |
| Lanes: | 2.00 | 3.00 | 0.00 | | 1.00 | 2.44 | 0.56 | | 1.89 | 0.11 | 2.00 | | 0.00 | 1.00 | 1.00 | |
| Final Sat.: | 3502 | 5187 | 0 | | 1805 | 4107 | 935 | | 3425 | 204 | 2842 | | 0 | 1900 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.24 | 0.27 | 0.00 | | 0.15 | 0.24 | 0.24 | | 0.25 | 0.25 | 0.17 | | 0.00 | 0.03 | 0.25 | |
| Crit Moves: | **** | | | | | **** | | | | **** | | | | | **** | |
| Green/Cycle: | 0.25 | 0.32 | 0.00 | | 0.19 | 0.26 | 0.26 | | 0.27 | 0.27 | 0.52 | | 0.00 | 0.10 | 0.29 | |
| Volume/Cap: | 0.93 | 0.82 | 0.00 | | 0.82 | 0.93 | 0.93 | | 0.93 | 0.93 | 0.32 | | 0.00 | 0.25 | 0.86 | |
| Delay/Veh: | 53.4 | 34.6 | 0.0 | | 54.0 | 48.6 | 48.6 | | 51.3 | 51.3 | 14.0 | | 0.0 | 42.1 | 48.9 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 53.4 | 34.6 | 0.0 | | 54.0 | 48.6 | 48.6 | | 51.3 | 51.3 | 14.0 | | 0.0 | 42.1 | 48.9 | |
| LOS by Move: | D | C | A | | D | D | D | | D | D | B | | A | D | D | |
| HCM2kAvgQ: | 14 | 15 | 0 | | 9 | 15 | 15 | | 13 | 13 | 4 | | 0 | 2 | 15 | |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #90 El Dorado Hills Blvd/Park Drive

Cycle (sec): 100 Critical Vol./Cap. (X): 0.816
Loss Time (sec): 12 Average Delay (sec/veh): 27.2
Optimal Cycle: 81 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Split Phase | | | | Split Phase | | | |
| Rights: | Include | | | | Ovl | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 2 | 1 0 | 1 | 0 | 3 | 0 1 | 1 | 1 | 0 | 0 2 | 1 | 1 | 1 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 1164 | 1726 | 336 | | 82 | 695 | 430 | | 172 | 18 | 53 | | 245 | 53 | 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: | 1164 | 1726 | 336 | | 82 | 695 | 430 | | 172 | 18 | 53 | | 245 | 53 | 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: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 1238 | 1836 | 357 | | 87 | 739 | 457 | | 183 | 19 | 56 | | 261 | 56 | 131 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 1238 | 1836 | 357 | | 87 | 739 | 457 | | 183 | 19 | 56 | | 261 | 56 | 131 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 1238 | 1836 | 357 | | 87 | 739 | 457 | | 183 | 19 | 56 | | 261 | 56 | 131 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.89 | 0.89 | | 0.95 | 0.91 | 0.85 | | 0.96 | 0.96 | 0.75 | | 0.91 | 0.91 | 0.85 | |
| Lanes: | 2.00 | 2.51 | 0.49 | | 1.00 | 3.00 | 1.00 | | 1.81 | 0.19 | 2.00 | | 2.00 | 1.00 | 1.00 | |
| Final Sat.: | 3502 | 4238 | 825 | | 1805 | 5187 | 1615 | | 3292 | 345 | 2842 | | 3469 | 1735 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.35 | 0.43 | 0.43 | | 0.05 | 0.14 | 0.28 | | 0.06 | 0.06 | 0.02 | | 0.08 | 0.03 | 0.08 | |
| Crit Moves: | **** | | | | | | **** | | **** | | | | | | **** | |
| Green/Cycle: | 0.43 | 0.64 | 0.64 | | 0.07 | 0.28 | 0.35 | | 0.07 | 0.07 | 0.07 | | 0.10 | 0.10 | 0.10 | |
| Volume/Cap: | 0.82 | 0.68 | 0.68 | | 0.68 | 0.51 | 0.82 | | 0.82 | 0.82 | 0.29 | | 0.76 | 0.33 | 0.82 | |
| Delay/Veh: | 28.4 | 11.9 | 11.9 | | 58.7 | 30.6 | 38.8 | | 64.5 | 64.5 | 45.1 | | 51.6 | 42.1 | 70.7 | |
| 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: | 28.4 | 11.9 | 11.9 | | 58.7 | 30.6 | 38.8 | | 64.5 | 64.5 | 45.1 | | 51.6 | 42.1 | 70.7 | |
| LOS by Move: | C | B | B | | E | C | D | | E | E | D | | D | D | E | |
| HCM2kAvgQ: | 17 | 15 | 15 | | 2 | 6 | 12 | | 5 | 5 | 1 | | 6 | 2 | 6 | |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #91 Latrobe Rd/ Town Center Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 1.116
Loss Time (sec): 12 Average Delay (sec/veh): 77.5
Optimal Cycle: 180 Level Of Service: E

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 4 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 1 | 1 0 | 1 | 0 | 0 | 1 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 47 | 2020 | 73 | | 588 | 1376 | 237 | | 766 | 86 | 155 | | 168 | 21 | 771 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 47 | 2020 | 73 | | 588 | 1376 | 237 | | 766 | 86 | 155 | | 168 | 21 | 771 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 50 | 2149 | 78 | | 626 | 1464 | 252 | | 815 | 91 | 165 | | 179 | 22 | 820 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 50 | 2149 | 78 | | 626 | 1464 | 252 | | 815 | 91 | 165 | | 179 | 22 | 820 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 50 | 2149 | 78 | | 626 | 1464 | 252 | | 815 | 91 | 165 | | 179 | 22 | 820 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.91 | 0.85 | | 0.92 | 0.91 | 0.85 | | 0.92 | 0.86 | 0.86 | | 0.95 | 0.85 | 0.85 | |
| Lanes: | 2.00 | 4.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 1.00 | 1.00 | | 1.00 | 0.05 | 1.95 | |
| Final Sat.: | 3502 | 6916 | 1615 | | 3502 | 5187 | 1615 | | 3502 | 1632 | 1632 | | 1805 | 86 | 3159 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.31 | 0.05 | | 0.18 | 0.28 | 0.16 | | 0.23 | 0.06 | 0.10 | | 0.10 | 0.26 | 0.26 | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.02 | 0.28 | 0.28 | | 0.16 | 0.42 | 0.42 | | 0.21 | 0.22 | 0.22 | | 0.22 | 0.23 | 0.23 | |
| Volume/Cap: | 0.68 | 1.12 | 0.17 | | 1.12 | 0.68 | 0.37 | | 1.12 | 0.25 | 0.45 | | 0.45 | 1.12 | 1.12 | |
| Delay/Veh: | 70.7 | 95.9 | 27.5 | | 115.8 | 24.5 | 20.5 | | 109.3 | 32.1 | 34.2 | | 34.7 | 108 | 107.6 | |
| 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: | 70.7 | 95.9 | 27.5 | | 115.8 | 24.5 | 20.5 | | 109.3 | 32.1 | 34.2 | | 34.7 | 108 | 107.6 | |
| LOS by Move: | E | F | C | | F | C | C | | F | C | C | | C | F | F | |
| HCM2kAvgQ: | 1 | 27 | 2 | | 15 | 13 | 5 | | 22 | 3 | 5 | | 5 | 22 | 22 | |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #92 Hazel Blvd/ Tributary- WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 1.259
Loss Time (sec): 9 Average Delay (sec/veh): 102.3
Optimal Cycle: 180 Level Of Service: F

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Ignore | | | | Include | | | | Ovl | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 3 | 0 1 | 0 | 0 | 3 | 1 0 | 0 | 0 | 0 | 0 1 | 1 | 1 | 0 | 0 2 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 208 | 3920 | 323 | 0 | 2437 | 82 | 0 | 0 | 626 | 81 | 221 | 990 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 208 | 3920 | 323 | 0 | 2437 | 82 | 0 | 0 | 626 | 81 | 221 | 990 | | | | |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.94 | 0.94 | 0.00 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | | | | |
| PHF Volume: | 221 | 4170 | 0 | 0 | 2593 | 87 | 0 | 0 | 666 | 86 | 235 | 1053 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 221 | 4170 | 0 | 0 | 2593 | 87 | 0 | 0 | 666 | 86 | 235 | 1053 | | | | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| FinalVolume: | 221 | 4170 | 0 | 0 | 2593 | 87 | 0 | 0 | 666 | 86 | 235 | 1053 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 0.92 | 0.91 | 1.00 | 1.00 | 0.91 | 0.91 | 1.00 | 1.00 | 0.87 | 0.87 | 0.87 | 0.75 | | | | |
| Lanes: | 2.00 | 3.00 | 1.00 | 0.00 | 3.87 | 0.13 | 0.00 | 0.00 | 1.00 | 1.00 | 1.00 | 2.00 | | | | |
| Final Sat.: | 3502 | 5187 | 1900 | 0 | 6657 | 224 | 0 | 0 | 1644 | 1655 | 1655 | 2842 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.06 | 0.80 | 0.00 | 0.00 | 0.39 | 0.39 | 0.00 | 0.00 | 0.41 | 0.05 | 0.14 | 0.37 | | | | |
| Crit Moves: | | **** | | **** | | | | | **** | | | | | | | |
| Green/Cycle: | 0.09 | 0.64 | 0.00 | 0.00 | 0.55 | 0.55 | 0.00 | 0.00 | 0.36 | 0.27 | 0.27 | 0.27 | | | | |
| Volume/Cap: | 0.71 | 1.26 | 0.00 | 0.00 | 0.71 | 0.71 | 0.00 | 0.00 | 1.12 | 0.19 | 0.52 | 1.36 | | | | |
| Delay/Veh: | 51.6 | 137 | 0.0 | 0.0 | 17.3 | 17.3 | 0.0 | 0.0 | 107.7 | 28.0 | 31.7 | 208.7 | | | | |
| 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: | 51.6 | 137 | 0.0 | 0.0 | 17.3 | 17.3 | 0.0 | 0.0 | 107.7 | 28.0 | 31.7 | 208.7 | | | | |
| LOS by Move: | D | F | A | A | B | B | A | A | F | C | C | F | | | | |
| HCM2kAvgQ: | 3 | 82 | 0 | 0 | 16 | 16 | 0 | 0 | 33 | 2 | 7 | 40 | | | | |

Note: Queue reported is the number of cars per lane.





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Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #93 Hazel Ave/ EB US-50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 1.380
Loss Time (sec): 6 Average Delay (sec/veh): 147.3
Optimal Cycle: 180 Level Of Service: F

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Ignore | | | | Ignore | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 | 3 | 0 1 | 0 | 0 | 3 | 0 1 | 3 | 0 | 0 | 0 2 | 0 | 0 | 0 | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 2327 | 223 | 0 | 1116 | 1045 | 2118 | 0 | 806 | 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 | 2327 | 223 | 0 | 1116 | 1045 | 2118 | 0 | 806 | 0 | 0 | 0 | | | | |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.94 | 0.94 | 0.00 | 0.94 | 0.94 | 0.00 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | | | | |
| PHF Volume: | 0 | 2476 | 0 | 0 | 1187 | 0 | 2253 | 0 | 857 | 0 | 0 | 0 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 0 | 2476 | 0 | 0 | 1187 | 0 | 2253 | 0 | 857 | 0 | 0 | 0 | | | | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| FinalVolume: | 0 | 2476 | 0 | 0 | 1187 | 0 | 2253 | 0 | 857 | 0 | 0 | 0 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 1.00 | 0.91 | 1.00 | 1.00 | 0.91 | 1.00 | 0.48 | 1.00 | 0.75 | 1.00 | 1.00 | 1.00 | | | | |
| Lanes: | 0.00 | 3.00 | 1.00 | 0.00 | 3.00 | 1.00 | 3.00 | 0.00 | 2.00 | 0.00 | 0.00 | 0.00 | | | | |
| Final Sat.: | 0 | 5187 | 1900 | 0 | 5187 | 1900 | 2748 | 0 | 2842 | 0 | 0 | 0 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.48 | 0.00 | 0.00 | 0.23 | 0.00 | 0.82 | 0.00 | 0.30 | 0.00 | 0.00 | 0.00 | | | | |
| Crit Moves: | | **** | | | | | **** | | | | | | | | | |
| Green/Cycle: | 0.00 | 0.35 | 0.00 | 0.00 | 0.35 | 0.00 | 0.59 | 0.00 | 0.59 | 0.00 | 0.00 | 0.00 | | | | |
| Volume/Cap: | 0.00 | 1.38 | 0.00 | 0.00 | 0.66 | 0.00 | 1.38 | 0.00 | 0.51 | 0.00 | 0.00 | 0.00 | | | | |
| Delay/Veh: | 0.0 | 207 | 0.0 | 0.0 | 28.7 | 0.0 | 195.2 | 0.0 | 12.0 | 0.0 | 0.0 | 0.0 | | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| AdjDel/Veh: | 0.0 | 207 | 0.0 | 0.0 | 28.7 | 0.0 | 195.2 | 0.0 | 12.0 | 0.0 | 0.0 | 0.0 | | | | |
| LOS by Move: | A | F | A | A | C | A | F | A | B | A | A | A | | | | |
| HCM2kAvgQ: | 0 | 58 | 0 | 0 | 11 | 0 | 51 | 0 | 9 | 0 | 0 | 0 | | | | |

Note: Queue reported is the number of cars per lane.

PM Cumulative Plus Project Fri May 8, 2009 10:30:06 Page 96-1

Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #94 Folsom Blvd/ WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.588
Loss Time (sec): 9 Average Delay (sec/veh): 10.7
Optimal Cycle: 40 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Permitted | | | Permitted | | |
| Rights: | Include | | | Ignore | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 | 0 3 | 0 0 | 0 | 0 3 | 0 1 | 1 | 0 1! | 0 1 | 0 | 0 0 | 0 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 107 | 2211 | 0 | 0 | 971 | 1756 | 166 | 0 | 151 | 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: | 107 | 2211 | 0 | 0 | 971 | 1756 | 166 | 0 | 151 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.00 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 114 | 2352 | 0 | 0 | 1033 | 0 | 177 | 0 | 161 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 114 | 2352 | 0 | 0 | 1033 | 0 | 177 | 0 | 161 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 114 | 2352 | 0 | 0 | 1033 | 0 | 177 | 0 | 161 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.91 | 1.00 | 1.00 | 0.91 | 1.00 | 0.75 | 1.00 | 0.75 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 3.00 | 0.00 | 0.00 | 3.00 | 1.00 | 1.52 | 0.00 | 1.48 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 1805 | 5187 | 0 | 0 | 5187 | 1900 | 2173 | 0 | 2106 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.06 | 0.45 | 0.00 | 0.00 | 0.20 | 0.00 | 0.08 | 0.00 | 0.08 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | | **** | | **** | | | **** | | | | | |
| Green/Cycle: | 0.19 | 0.77 | 0.00 | 0.00 | 0.59 | 0.00 | 0.14 | 0.00 | 0.14 | 0.00 | 0.00 | 0.00 |
| Volume/Cap: | 0.34 | 0.59 | 0.00 | 0.00 | 0.34 | 0.00 | 0.59 | 0.00 | 0.55 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 36.0 | 5.0 | 0.0 | 0.0 | 10.8 | 0.0 | 42.0 | 0.0 | 41.3 | 0.0 | 0.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 36.0 | 5.0 | 0.0 | 0.0 | 10.8 | 0.0 | 42.0 | 0.0 | 41.3 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | D | A | A | A | B | A | D | A | D | A | A | A |
| HCM2kAvgQ: | 3 | 11 | 0 | 0 | 6 | 0 | 4 | 0 | 4 | 0 | 0 | 0 |

Note: Queue reported is the number of cars per lane.





PM Cumulative Plus Project Fri May 8, 2009 10:30:06 Page 97-1

Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #95 Folsom Blvd/ EB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.676
Loss Time (sec): 12 Average Delay (sec/veh): 29.8
Optimal Cycle: 56 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Ignore | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 | 0 2 | 0 1 | 1 | 0 2 | 0 1 | 3 | 0 1 | 0 1 | 1 | 0 0 | 0 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 144 | 871 | 107 | 112 | 772 | 237 | 1172 | 132 | 26 | 126 | 0 | 153 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 144 | 871 | 107 | 112 | 772 | 237 | 1172 | 132 | 26 | 126 | 0 | 153 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.00 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 153 | 927 | 114 | 119 | 821 | 252 | 1247 | 140 | 0 | 134 | 0 | 163 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 153 | 927 | 114 | 119 | 821 | 252 | 1247 | 140 | 0 | 134 | 0 | 163 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 153 | 927 | 114 | 119 | 821 | 252 | 1247 | 140 | 0 | 134 | 0 | 163 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.95 | 0.85 | 0.95 | 0.95 | 0.85 | 0.92 | 1.00 | 1.00 | 0.95 | 1.00 | 0.85 |
| Lanes: | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 3.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Final Sat.: | 1805 | 3610 | 1615 | 1805 | 3610 | 1615 | 5253 | 1900 | 1900 | 1805 | 0 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.08 | 0.26 | 0.07 | 0.07 | 0.23 | 0.16 | 0.24 | 0.07 | 0.00 | 0.07 | 0.00 | 0.10 |
| Crit Moves: | | **** | | **** | | | **** | | | | | **** |
| Green/Cycle: | 0.13 | 0.38 | 0.38 | 0.10 | 0.35 | 0.35 | 0.35 | 0.20 | 0.00 | 0.20 | 0.00 | 0.30 |
| Volume/Cap: | 0.65 | 0.68 | 0.19 | 0.68 | 0.65 | 0.45 | 0.68 | 0.37 | 0.00 | 0.37 | 0.00 | 0.34 |
| Delay/Veh: | 47.9 | 27.2 | 20.8 | 53.6 | 28.8 | 25.8 | 28.6 | 35.1 | 0.0 | 35.0 | 0.0 | 27.7 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 47.9 | 27.2 | 20.8 | 53.6 | 28.8 | 25.8 | 28.6 | 35.1 | 0.0 | 35.0 | 0.0 | 27.7 |
| LOS by Move: | D | C | C | D | C | C | C | D | A | D | A | C |
| HCM2kAvgQ: | 6 | 13 | 2 | 4 | 11 | 6 | 11 | 4 | 0 | 3 | 0 | 4 |

Note: Queue reported is the number of cars per lane.

PM Cumulative Plus Project Fri May 8, 2009 10:30:06 Page 98-1

Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #96 Prairie City/ WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.595
Loss Time (sec): 6 Average Delay (sec/veh): 12.9
Optimal Cycle: 33 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Ignore | | | | Ignore | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 2 | 0 1 | 0 | 0 | 2 | 0 1 | 0 | 0 | 0 | 0 0 | 2 | 0 | 0 | 0 2 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1361 | 415 | | 0 | 1014 | 460 | | 0 | 0 | 0 | | 94 | 0 | 424 | |
| Growth Adj: | 1.00 | 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 | 1361 | 415 | | 0 | 1014 | 460 | | 0 | 0 | 0 | | 94 | 0 | 424 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 0 | 1448 | 0 | | 0 | 1079 | 0 | | 0 | 0 | 0 | | 100 | 0 | 451 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 1448 | 0 | | 0 | 1079 | 0 | | 0 | 0 | 0 | | 100 | 0 | 451 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 1448 | 0 | | 0 | 1079 | 0 | | 0 | 0 | 0 | | 100 | 0 | 451 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.95 | 1.00 | | 1.00 | 0.95 | 1.00 | | 1.00 | 1.00 | 1.00 | | 0.61 | 1.00 | 0.75 | |
| Lanes: | 0.00 | 2.00 | 1.00 | | 0.00 | 2.00 | 1.00 | | 0.00 | 0.00 | 0.00 | | 2.00 | 0.00 | 2.00 | |
| Final Sat.: | 0 | 3610 | 1900 | | 0 | 3610 | 1900 | | 0 | 0 | 0 | | 2333 | 0 | 2842 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.40 | 0.00 | | 0.00 | 0.30 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.04 | 0.00 | 0.16 | |
| Crit Moves: | | **** | | | | | | | | | | | | | **** | |
| Green/Cycle: | 0.00 | 0.67 | 0.00 | | 0.00 | 0.67 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.27 | 0.00 | 0.27 | |
| Volume/Cap: | 0.00 | 0.60 | 0.00 | | 0.00 | 0.44 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.16 | 0.00 | 0.60 | |
| Delay/Veh: | 0.0 | 9.3 | 0.0 | | 0.0 | 7.7 | 0.0 | | 0.0 | 0.0 | 0.0 | | 28.2 | 0.0 | 33.3 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 9.3 | 0.0 | | 0.0 | 7.7 | 0.0 | | 0.0 | 0.0 | 0.0 | | 28.2 | 0.0 | 33.3 | |
| LOS by Move: | A | A | A | | A | A | A | | A | A | A | | C | A | C | |
| HCM2kAvgQ: | 0 | 12 | 0 | | 0 | 8 | 0 | | 0 | 0 | 0 | | 1 | 0 | 8 | |

Note: Queue reported is the number of cars per lane.





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Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #97 Prairie City/ EB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.657
Loss Time (sec): 6 Average Delay (sec/veh): 13.3
Optimal Cycle: 38 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 2 | 0 1 | 0 | 0 | 2 | 0 1 | 1 | 1 | 0 | 0 2 | 0 | 0 | 0 | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1606 | 360 | | 0 | 1109 | 0 | | 468 | 2 | 342 | | 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 | 1606 | 360 | | 0 | 1109 | 0 | | 468 | 2 | 342 | | 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: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 0 | 1709 | 383 | | 0 | 1180 | 0 | | 498 | 2 | 364 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 1709 | 383 | | 0 | 1180 | 0 | | 498 | 2 | 364 | | 0 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 1709 | 383 | | 0 | 1180 | 0 | | 498 | 2 | 364 | | 0 | 0 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.95 | 0.85 | | 1.00 | 0.95 | 1.00 | | 0.91 | 0.91 | 0.75 | | 1.00 | 1.00 | 1.00 | |
| Lanes: | 0.00 | 2.00 | 1.00 | | 0.00 | 2.00 | 1.00 | | 1.99 | 0.01 | 2.00 | | 0.00 | 0.00 | 0.00 | |
| Final Sat.: | 0 | 3610 | 1615 | | 0 | 3610 | 1900 | | 3458 | 15 | 2842 | | 0 | 0 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.47 | 0.24 | | 0.00 | 0.33 | 0.00 | | 0.14 | 0.14 | 0.13 | | 0.00 | 0.00 | 0.00 | |
| Crit Moves: | | **** | | | | | | | | **** | | | | | | |
| Green/Cycle: | 0.00 | 0.72 | 0.72 | | 0.00 | 0.72 | 0.00 | | 0.22 | 0.22 | 0.22 | | 0.00 | 0.00 | 0.00 | |
| Volume/Cap: | 0.00 | 0.66 | 0.33 | | 0.00 | 0.45 | 0.00 | | 0.66 | 0.66 | 0.58 | | 0.00 | 0.00 | 0.00 | |
| Delay/Veh: | 0.0 | 8.0 | 5.3 | | 0.0 | 5.9 | 0.0 | | 37.7 | 37.7 | 36.4 | | 0.0 | 0.0 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 8.0 | 5.3 | | 0.0 | 5.9 | 0.0 | | 37.7 | 37.7 | 36.4 | | 0.0 | 0.0 | 0.0 | |
| LOS by Move: | A | A | A | | A | A | A | | D | D | D | | A | A | A | |
| HCM2kAvgQ: | 0 | 14 | 4 | | 0 | 8 | 0 | | 8 | 8 | 6 | | 0 | 0 | 0 | |

Note: Queue reported is the number of cars per lane.

PM Cumulative Plus Project Fri May 8, 2009 10:30:06 Page 100-1

Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #98 East Bidwell St/ WB US 50 Ramps

| | | | |
|---|---|---|---|
| Cycle (sec): | 100 | Critical Vol./Cap. (X): | 0.761 |
| Loss Time (sec): | 6 | Average Delay (sec/veh): | 22.5 |
| Optimal Cycle: | 51 | Level Of Service: | C |

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Ignore | | | | Ignore | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 | 3 | 0 1 | 0 | 0 | 3 | 0 1 | 0 | 0 | 0 | 0 0 | 2 | 0 | 0 | 0 2 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1792 | 579 | 0 | 1814 | 586 | 0 | 0 | 0 | 400 | 0 | 917 | | | | |
| Growth Adj: | 1.00 | 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 | 1792 | 579 | 0 | 1814 | 586 | 0 | 0 | 0 | 400 | 0 | 917 | | | | |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.94 | 0.94 | 0.00 | 0.94 | 0.94 | 0.00 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | | | | |
| PHF Volume: | 0 | 1906 | 0 | 0 | 1930 | 0 | 0 | 0 | 0 | 426 | 0 | 976 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 0 | 1906 | 0 | 0 | 1930 | 0 | 0 | 0 | 0 | 426 | 0 | 976 | | | | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| FinalVolume: | 0 | 1906 | 0 | 0 | 1930 | 0 | 0 | 0 | 0 | 426 | 0 | 976 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 1.00 | 0.91 | 1.00 | 1.00 | 0.91 | 1.00 | 1.00 | 1.00 | 1.00 | 0.59 | 1.00 | 0.75 | | | | |
| Lanes: | 0.00 | 3.00 | 1.00 | 0.00 | 3.00 | 1.00 | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 2.00 | | | | |
| Final Sat.: | 0 | 5187 | 1900 | 0 | 5187 | 1900 | 0 | 0 | 0 | 2237 | 0 | 2842 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.37 | 0.00 | 0.00 | 0.37 | 0.00 | 0.00 | 0.00 | 0.00 | 0.19 | 0.00 | 0.34 | | | | |
| Crit Moves: | | | | | **** | | | | | | | **** | | | | |
| Green/Cycle: | 0.00 | 0.49 | 0.00 | 0.00 | 0.49 | 0.00 | 0.00 | 0.00 | 0.00 | 0.45 | 0.00 | 0.45 | | | | |
| Volume/Cap: | 0.00 | 0.75 | 0.00 | 0.00 | 0.76 | 0.00 | 0.00 | 0.00 | 0.00 | 0.42 | 0.00 | 0.76 | | | | |
| Delay/Veh: | 0.0 | 21.9 | 0.0 | 0.0 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 18.9 | 0.0 | 25.7 | | | | |
| 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: | 0.0 | 21.9 | 0.0 | 0.0 | 22.2 | 0.0 | 0.0 | 0.0 | 0.0 | 18.9 | 0.0 | 25.7 | | | | |
| LOS by Move: | A | C | A | A | C | A | A | A | A | B | A | C | | | | |
| HCM2kAvgQ: | 0 | 17 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 5 | 0 | 16 | | | | |

Note: Queue reported is the number of cars per lane.





PM Cumulative Plus Project Fri May 8, 2009 10:30:06 Page 101-1

Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #99 East Bidwell St/ EB US 50 Ramps

| | | | |
|---|---|---|---|
| Cycle (sec): | 100 | Critical Vol./Cap. (X): | 0.737 |
| Loss Time (sec): | 6 | Average Delay (sec/veh): | 20.7 |
| Optimal Cycle: | 47 | Level Of Service: | C |

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Ignore | | | | Ignore | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 | 3 | 0 1 | 0 | 0 | 3 | 0 1 | 2 | 0 | 0 | 0 2 | 0 | 0 | 0 | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1706 | 964 | 0 | 1837 | 376 | 666 | 0 | 399 | 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 | 1706 | 964 | 0 | 1837 | 376 | 666 | 0 | 399 | 0 | 0 | 0 | | | | |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.94 | 0.94 | 0.00 | 0.94 | 0.94 | 0.00 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | | | | |
| PHF Volume: | 0 | 1815 | 0 | 0 | 1954 | 0 | 709 | 0 | 424 | 0 | 0 | 0 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 0 | 1815 | 0 | 0 | 1954 | 0 | 709 | 0 | 424 | 0 | 0 | 0 | | | | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| FinalVolume: | 0 | 1815 | 0 | 0 | 1954 | 0 | 709 | 0 | 424 | 0 | 0 | 0 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 1.00 | 0.91 | 1.00 | 1.00 | 0.91 | 1.00 | 0.59 | 1.00 | 0.75 | 1.00 | 1.00 | 1.00 | | | | |
| Lanes: | 0.00 | 3.00 | 1.00 | 0.00 | 3.00 | 1.00 | 2.00 | 0.00 | 2.00 | 0.00 | 0.00 | 0.00 | | | | |
| Final Sat.: | 0 | 5187 | 1900 | 0 | 5187 | 1900 | 2241 | 0 | 2842 | 0 | 0 | 0 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.35 | 0.00 | 0.00 | 0.38 | 0.00 | 0.32 | 0.00 | 0.15 | 0.00 | 0.00 | 0.00 | | | | |
| Crit Moves: | | | | | **** | | **** | | | | | | | | | |
| Green/Cycle: | 0.00 | 0.51 | 0.00 | 0.00 | 0.51 | 0.00 | 0.43 | 0.00 | 0.43 | 0.00 | 0.00 | 0.00 | | | | |
| Volume/Cap: | 0.00 | 0.68 | 0.00 | 0.00 | 0.74 | 0.00 | 0.74 | 0.00 | 0.35 | 0.00 | 0.00 | 0.00 | | | | |
| Delay/Veh: | 0.0 | 19.1 | 0.0 | 0.0 | 20.3 | 0.0 | 26.9 | 0.0 | 19.3 | 0.0 | 0.0 | 0.0 | | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| AdjDel/Veh: | 0.0 | 19.1 | 0.0 | 0.0 | 20.3 | 0.0 | 26.9 | 0.0 | 19.3 | 0.0 | 0.0 | 0.0 | | | | |
| LOS by Move: | A | B | A | A | C | A | C | A | B | A | A | A | | | | |
| HCM2kAvgQ: | 0 | 14 | 0 | 0 | 17 | 0 | 11 | 0 | 5 | 0 | 0 | 0 | | | | |

Note: Queue reported is the number of cars per lane.

PM Cumulative Plus Project Fri May 8, 2009 10:30:06 Page 102-1

Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #100 El Dorado Hills Blvd/ WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.683
Loss Time (sec): 0 Average Delay (sec/veh): 0.3
Optimal Cycle: 45 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - | R | L | - T | - | R | L | - T | - | R | L | - T | - | R |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 3329 | 0 | | 0 | 1180 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 0 | 3329 | 0 | | 0 | 1180 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 0 | 3541 | 0 | | 0 | 1255 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 3541 | 0 | | 0 | 1255 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 3541 | 0 | | 0 | 1255 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.91 | 1.00 | | 1.00 | 0.91 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Lanes: | 0.00 | 3.00 | 0.00 | | 0.00 | 3.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | |
| Final Sat.: | 0 | 5187 | 0 | | 0 | 5187 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.68 | 0.00 | | 0.00 | 0.24 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | |
| Crit Moves: | | **** | | | | | | | | | | | | | | |
| Green/Cycle: | 0.00 | 1.00 | 0.00 | | 0.00 | 1.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | |
| Volume/Cap: | 0.00 | 0.68 | 0.00 | | 0.00 | 0.24 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | |
| Delay/Veh: | 0.0 | 0.4 | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 0.4 | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | |
| LOS by Move: | A | A | A | | A | A | A | | A | A | A | | A | A | A | |
| HCM2kAvgQ: | 0 | 1 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |

Note: Queue reported is the number of cars per lane.





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Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #101 El Dorado Hills Blvd/ EB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.760
Loss Time (sec): 6 Average Delay (sec/veh): 4.2
Optimal Cycle: 50 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - | R | L | - T | - | R | L | - T | - | R | L | - T | - | R |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Ignore | | | | Ignore | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 3 | 0 | 1 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 3179 | 224 | | 106 | 1094 | 0 | | 0 | 0 | 1173 | | 0 | 0 | 745 | |
| Growth Adj: | 1.00 | 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 | 3179 | 224 | | 106 | 1094 | 0 | | 0 | 0 | 1173 | | 0 | 0 | 745 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.00 | |
| PHF Volume: | 0 | 3382 | 238 | | 113 | 1164 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 3382 | 238 | | 113 | 1164 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| FinalVolume: | 0 | 3382 | 238 | | 113 | 1164 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.97 | 0.91 | 0.85 | | 0.95 | 0.91 | 1.00 | | 1.00 | 1.00 | 0.88 | | 1.00 | 1.00 | 1.00 | |
| Lanes: | 2.00 | 3.00 | 1.00 | | 1.00 | 3.00 | 0.00 | | 0.00 | 0.00 | 2.00 | | 0.00 | 0.00 | 1.00 | |
| Final Sat.: | 3686 | 5187 | 1615 | | 1805 | 5187 | 0 | | 0 | 0 | 3344 | | 0 | 0 | 1900 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.65 | 0.15 | | 0.06 | 0.22 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | |
| Crit Moves: | | **** | | | **** | | | | | | | | | | | |
| Green/Cycle: | 0.00 | 0.86 | 0.86 | | 0.08 | 0.94 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | |
| Volume/Cap: | 0.00 | 0.76 | 0.17 | | 0.76 | 0.24 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | |
| Delay/Veh: | 0.0 | 3.7 | 1.2 | | 65.1 | 0.3 | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 3.7 | 1.2 | | 65.1 | 0.3 | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | |
| LOS by Move: | A | A | A | | E | A | A | | A | A | A | | A | A | A | |
| HCM2kAvgQ: | 0 | 14 | 1 | | 4 | 1 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #102 Sunrise Rd/ Jackson Hwy-SR16

Cycle (sec): 100 Critical Vol./Cap. (X): 0.833
Loss Time (sec): 12 Average Delay (sec/veh): 30.3
Optimal Cycle: 85 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 2 | 0 1 | 2 | 0 | 2 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 4 | 422 | 237 | | 128 | 1234 | 104 | | 109 | 1427 | 14 | | 191 | 720 | 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: | 4 | 422 | 237 | | 128 | 1234 | 104 | | 109 | 1427 | 14 | | 191 | 720 | 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: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 4 | 449 | 252 | | 136 | 1313 | 111 | | 116 | 1518 | 15 | | 203 | 766 | 55 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 4 | 449 | 252 | | 136 | 1313 | 111 | | 116 | 1518 | 15 | | 203 | 766 | 55 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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 | 449 | 252 | | 136 | 1313 | 111 | | 116 | 1518 | 15 | | 203 | 766 | 55 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.91 | 0.85 | | 0.92 | 0.91 | 0.85 | | 0.92 | 0.95 | 0.85 | | 0.92 | 0.95 | 0.85 | |
| Lanes: | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 2.00 | 1.00 | | 2.00 | 2.00 | 1.00 | |
| Final Sat.: | 3502 | 5187 | 1615 | | 3502 | 5187 | 1615 | | 3502 | 3610 | 1615 | | 3502 | 3610 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.09 | 0.16 | | 0.04 | 0.25 | 0.07 | | 0.03 | 0.42 | 0.01 | | 0.06 | 0.21 | 0.03 | |
| Crit Moves: | **** | | | | | **** | | | | **** | | | **** | | | |
| Green/Cycle: | 0.00 | 0.22 | 0.29 | | 0.09 | 0.30 | 0.38 | | 0.08 | 0.50 | 0.51 | | 0.07 | 0.50 | 0.58 | |
| Volume/Cap: | 0.83 | 0.40 | 0.54 | | 0.45 | 0.83 | 0.18 | | 0.43 | 0.83 | 0.02 | | 0.83 | 0.43 | 0.06 | |
| Delay/Veh: | 325.5 | 33.6 | 31.3 | | 44.5 | 36.4 | 20.7 | | 45.1 | 24.6 | 12.3 | | 67.0 | 16.2 | 9.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 325.5 | 33.6 | 31.3 | | 44.5 | 36.4 | 20.7 | | 45.1 | 24.6 | 12.3 | | 67.0 | 16.2 | 9.0 | |
| LOS by Move: | F | C | C | | D | D | C | | D | C | B | | E | B | A | |
| HCM2kAvgQ: | 0 | 4 | 6 | | 2 | 14 | 2 | | 2 | 23 | 0 | | 4 | 8 | 1 | |

Note: Queue reported is the number of cars per lane.





PM Cumulative Plus Project Fri May 8, 2009 10:30:06 Page 105-1

Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #103 Grant Line Rd/ Jackson Rd- SR16

Cycle (sec): 100 Critical Vol./Cap. (X): 0.613
Loss Time (sec): 12 Average Delay (sec/veh): 26.2
Optimal Cycle: 50 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 2 | 0 1 | 2 | 0 | 2 | 0 2 | 2 | 0 | 2 | 0 2 | 2 | 0 | 2 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 186 | 764 | 81 | | 1 | 751 | 82 | | 133 | 795 | 171 | | 91 | 398 | 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: | 186 | 764 | 81 | | 1 | 751 | 82 | | 133 | 795 | 171 | | 91 | 398 | 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: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 198 | 813 | 86 | | 1 | 799 | 87 | | 141 | 846 | 182 | | 97 | 423 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 198 | 813 | 86 | | 1 | 799 | 87 | | 141 | 846 | 182 | | 97 | 423 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 198 | 813 | 86 | | 1 | 799 | 87 | | 141 | 846 | 182 | | 97 | 423 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.95 | 0.85 | | 0.92 | 0.95 | 0.75 | | 0.92 | 0.95 | 0.75 | | 0.92 | 0.95 | 1.00 | |
| Lanes: | 2.00 | 2.00 | 1.00 | | 2.00 | 2.00 | 2.00 | | 2.00 | 2.00 | 2.00 | | 2.00 | 2.00 | 1.00 | |
| Final Sat.: | 3502 | 3610 | 1615 | | 3502 | 3610 | 2842 | | 3502 | 3610 | 2842 | | 3502 | 3610 | 1900 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.06 | 0.23 | 0.05 | | 0.00 | 0.22 | 0.03 | | 0.04 | 0.23 | 0.06 | | 0.03 | 0.12 | 0.00 | |
| Crit Moves: | **** | | | | | **** | | | | **** | | | **** | | | |
| Green/Cycle: | 0.09 | 0.45 | 0.50 | | 0.00 | 0.36 | 0.47 | | 0.11 | 0.38 | 0.47 | | 0.05 | 0.32 | 0.00 | |
| Volume/Cap: | 0.61 | 0.50 | 0.11 | | 0.50 | 0.61 | 0.07 | | 0.37 | 0.61 | 0.13 | | 0.61 | 0.37 | 0.00 | |
| Delay/Veh: | 47.2 | 19.6 | 13.4 | | 169.9 | 27.1 | 14.5 | | 41.9 | 25.8 | 14.8 | | 53.9 | 26.6 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 47.2 | 19.6 | 13.4 | | 169.9 | 27.1 | 14.5 | | 41.9 | 25.8 | 14.8 | | 53.9 | 26.6 | 0.0 | |
| LOS by Move: | D | B | B | | F | C | B | | D | C | B | | D | C | A | |
| HCM2kAvgQ: | 4 | 9 | 1 | | 0 | 10 | 1 | | 2 | 11 | 2 | | 2 | 5 | 0 | |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #104 Oak Ave Pkwy/ WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.655
Loss Time (sec): 6 Average Delay (sec/veh): 11.7
Optimal Cycle: 38 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Ignore | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 | 2 | 0 1 | 0 | 0 | 2 | 0 1 | 0 | 0 | 0 | 0 0 | 2 | 0 | 0 | 0 2 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1560 | 347 | 0 | 1121 | 694 | 0 | 0 | 0 | 335 | 0 | 151 | | | | |
| Growth Adj: | 1.00 | 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 | 1560 | 347 | 0 | 1121 | 694 | 0 | 0 | 0 | 335 | 0 | 151 | | | | |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.94 | 0.94 | 0.00 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | | | | |
| PHF Volume: | 0 | 1660 | 0 | 0 | 1193 | 738 | 0 | 0 | 0 | 356 | 0 | 161 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 0 | 1660 | 0 | 0 | 1193 | 738 | 0 | 0 | 0 | 356 | 0 | 161 | | | | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| FinalVolume: | 0 | 1660 | 0 | 0 | 1193 | 738 | 0 | 0 | 0 | 356 | 0 | 161 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 0.85 | 1.00 | 1.00 | 1.00 | 0.60 | 1.00 | 0.75 | | | | |
| Lanes: | 0.00 | 2.00 | 1.00 | 0.00 | 2.00 | 1.00 | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 2.00 | | | | |
| Final Sat.: | 0 | 3610 | 1900 | 0 | 3610 | 1615 | 0 | 0 | 0 | 2278 | 0 | 2842 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.46 | 0.00 | 0.00 | 0.33 | 0.46 | 0.00 | 0.00 | 0.00 | 0.16 | 0.00 | 0.06 | | | | |
| Crit Moves: | | **** | | | | | | | | **** | | | | | | |
| Green/Cycle: | 0.00 | 0.70 | 0.00 | 0.00 | 0.70 | 0.70 | 0.00 | 0.00 | 0.00 | 0.24 | 0.00 | 0.24 | | | | |
| Volume/Cap: | 0.00 | 0.66 | 0.00 | 0.00 | 0.47 | 0.65 | 0.00 | 0.00 | 0.00 | 0.66 | 0.00 | 0.24 | | | | |
| Delay/Veh: | 0.0 | 8.9 | 0.0 | 0.0 | 6.8 | 9.6 | 0.0 | 0.0 | 0.0 | 37.3 | 0.0 | 30.9 | | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| AdjDel/Veh: | 0.0 | 8.9 | 0.0 | 0.0 | 6.8 | 9.6 | 0.0 | 0.0 | 0.0 | 37.3 | 0.0 | 30.9 | | | | |
| LOS by Move: | A | A | A | A | A | A | A | A | A | D | A | C | | | | |
| HCM2kAvgQ: | 0 | 14 | 0 | 0 | 8 | 12 | 0 | 0 | 0 | 6 | 0 | 2 | | | | |

Note: Queue reported is the number of cars per lane.





PM Cumulative Plus Project Fri May 8, 2009 10:30:06 Page 107-1

Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #105 Oak Ave Pkwy/ EB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.808
Loss Time (sec): 6 Average Delay (sec/veh): 27.4
Optimal Cycle: 60 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 | 2 | 0 1 | 0 | 0 | 2 | 0 1 | 2 | 0 | 0 | 0 2 | 0 | 0 | 0 | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 870 | 321 | 0 | 895 | 134 | 1037 | 0 | 223 | 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 | 870 | 321 | 0 | 895 | 134 | 1037 | 0 | 223 | 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: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | | | | |
| PHF Volume: | 0 | 926 | 341 | 0 | 952 | 143 | 1103 | 0 | 237 | 0 | 0 | 0 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 0 | 926 | 341 | 0 | 952 | 143 | 1103 | 0 | 237 | 0 | 0 | 0 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| FinalVolume: | 0 | 926 | 341 | 0 | 952 | 143 | 1103 | 0 | 237 | 0 | 0 | 0 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 1.00 | 0.95 | 0.85 | 1.00 | 0.95 | 0.85 | 0.59 | 1.00 | 0.75 | 1.00 | 1.00 | 1.00 | | | | |
| Lanes: | 0.00 | 2.00 | 1.00 | 0.00 | 2.00 | 1.00 | 2.00 | 0.00 | 2.00 | 0.00 | 0.00 | 0.00 | | | | |
| Final Sat.: | 0 | 3610 | 1615 | 0 | 3610 | 1615 | 2226 | 0 | 2842 | 0 | 0 | 0 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.26 | 0.21 | 0.00 | 0.26 | 0.09 | 0.50 | 0.00 | 0.08 | 0.00 | 0.00 | 0.00 | | | | |
| Crit Moves: | | | | | **** | | **** | | | | | | | | | |
| Green/Cycle: | 0.00 | 0.33 | 0.33 | 0.00 | 0.33 | 0.33 | 0.61 | 0.00 | 0.61 | 0.00 | 0.00 | 0.00 | | | | |
| Volume/Cap: | 0.00 | 0.79 | 0.65 | 0.00 | 0.81 | 0.27 | 0.81 | 0.00 | 0.14 | 0.00 | 0.00 | 0.00 | | | | |
| Delay/Veh: | 0.0 | 34.0 | 31.6 | 0.0 | 35.0 | 25.2 | 18.5 | 0.0 | 8.2 | 0.0 | 0.0 | 0.0 | | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| AdjDel/Veh: | 0.0 | 34.0 | 31.6 | 0.0 | 35.0 | 25.2 | 18.5 | 0.0 | 8.2 | 0.0 | 0.0 | 0.0 | | | | |
| LOS by Move: | A | C | C | A | D | C | B | A | A | A | A | A | | | | |
| HCM2kAvgQ: | 0 | 14 | 9 | 0 | 15 | 3 | 16 | 0 | 2 | 0 | 0 | 0 | | | | |

Note: Queue reported is the number of cars per lane.

PM Cumulative Plus Project Fri May 8, 2009 10:30:06 Page 108-1

Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #106 Empire Ranch Rd/ WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.554
Loss Time (sec): 6 Average Delay (sec/veh): 15.8
Optimal Cycle: 30 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 | 3 | 0 1 | 0 | 0 | 3 | 0 1 | 0 | 0 | 0 | 0 0 | 2 | 0 | 0 | 0 2 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1431 | 472 | 0 | 1429 | 306 | 0 | 0 | 0 | 305 | 0 | 560 | | | | |
| Growth Adj: | 1.00 | 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 | 1431 | 472 | 0 | 1429 | 306 | 0 | 0 | 0 | 305 | 0 | 560 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | | | | |
| PHF Volume: | 0 | 1522 | 502 | 0 | 1520 | 326 | 0 | 0 | 0 | 324 | 0 | 596 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 0 | 1522 | 502 | 0 | 1520 | 326 | 0 | 0 | 0 | 324 | 0 | 596 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| 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: | 0 | 1522 | 502 | 0 | 1520 | 326 | 0 | 0 | 0 | 324 | 0 | 596 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 1.00 | 0.91 | 0.85 | 1.00 | 0.91 | 0.85 | 1.00 | 1.00 | 1.00 | 0.59 | 1.00 | 0.75 | | | | |
| Lanes: | 0.00 | 3.00 | 1.00 | 0.00 | 3.00 | 1.00 | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 2.00 | | | | |
| Final Sat.: | 0 | 5187 | 1615 | 0 | 5187 | 1615 | 0 | 0 | 0 | 2248 | 0 | 2842 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.29 | 0.31 | 0.00 | 0.29 | 0.20 | 0.00 | 0.00 | 0.00 | 0.14 | 0.00 | 0.21 | | | | |
| Crit Moves: | | | **** | | | | | | | | | **** | | | | |
| Green/Cycle: | 0.00 | 0.56 | 0.56 | 0.00 | 0.56 | 0.56 | 0.00 | 0.00 | 0.00 | 0.38 | 0.00 | 0.38 | | | | |
| Volume/Cap: | 0.00 | 0.52 | 0.55 | 0.00 | 0.52 | 0.36 | 0.00 | 0.00 | 0.00 | 0.38 | 0.00 | 0.55 | | | | |
| Delay/Veh: | 0.0 | 13.8 | 14.7 | 0.0 | 13.8 | 12.3 | 0.0 | 0.0 | 0.0 | 22.9 | 0.0 | 25.1 | | | | |
| 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: | 0.0 | 13.8 | 14.7 | 0.0 | 13.8 | 12.3 | 0.0 | 0.0 | 0.0 | 22.9 | 0.0 | 25.1 | | | | |
| LOS by Move: | A | B | B | A | B | B | A | A | A | C | A | C | | | | |
| HCM2kAvgQ: | 0 | 10 | 10 | 0 | 10 | 5 | 0 | 0 | 0 | 4 | 0 | 9 | | | | |

Note: Queue reported is the number of cars per lane.





PM Cumulative Plus Project Fri May 8, 2009 10:30:06 Page 109-1

Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #107 Empire Ranch Rd/ EB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.530
Loss Time (sec): 6 Average Delay (sec/veh): 19.2
Optimal Cycle: 29 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Ignore | | | | Ignore | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 | 3 | 0 1 | 0 | 0 | 3 | 0 1 | 2 | 0 | 0 | 0 2 | 0 | 0 | 0 | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1266 | 288 | 0 | 1003 | 732 | 638 | 0 | 258 | 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 | 1266 | 288 | 0 | 1003 | 732 | 638 | 0 | 258 | 0 | 0 | 0 | | | | |
| User Adj: | 0.94 | 0.94 | 0.00 | 0.94 | 0.94 | 0.00 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | | | | |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Volume: | 0 | 1190 | 0 | 0 | 943 | 0 | 600 | 0 | 243 | 0 | 0 | 0 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 0 | 1190 | 0 | 0 | 943 | 0 | 600 | 0 | 243 | 0 | 0 | 0 | | | | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| FinalVolume: | 0 | 1190 | 0 | 0 | 943 | 0 | 600 | 0 | 243 | 0 | 0 | 0 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 1.00 | 0.91 | 1.00 | 1.00 | 0.91 | 1.00 | 0.59 | 1.00 | 0.75 | 1.00 | 1.00 | 1.00 | | | | |
| Lanes: | 0.00 | 3.00 | 1.00 | 0.00 | 3.00 | 1.00 | 2.00 | 0.00 | 2.00 | 0.00 | 0.00 | 0.00 | | | | |
| Final Sat.: | 0 | 5187 | 1900 | 0 | 5187 | 1900 | 2234 | 0 | 2842 | 0 | 0 | 0 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.23 | 0.00 | 0.00 | 0.18 | 0.00 | 0.27 | 0.00 | 0.09 | 0.00 | 0.00 | 0.00 | | | | |
| Crit Moves: | | **** | | | | | **** | | | | | | | | | |
| Green/Cycle: | 0.00 | 0.43 | 0.00 | 0.00 | 0.43 | 0.00 | 0.51 | 0.00 | 0.51 | 0.00 | 0.00 | 0.00 | | | | |
| Volume/Cap: | 0.00 | 0.53 | 0.00 | 0.00 | 0.42 | 0.00 | 0.53 | 0.00 | 0.17 | 0.00 | 0.00 | 0.00 | | | | |
| Delay/Veh: | 0.0 | 21.1 | 0.0 | 0.0 | 19.8 | 0.0 | 17.1 | 0.0 | 13.3 | 0.0 | 0.0 | 0.0 | | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| AdjDel/Veh: | 0.0 | 21.1 | 0.0 | 0.0 | 19.8 | 0.0 | 17.1 | 0.0 | 13.3 | 0.0 | 0.0 | 0.0 | | | | |
| LOS by Move: | A | C | A | A | B | A | B | A | B | A | A | A | | | | |
| HCM2kAvgQ: | 0 | 10 | 0 | 0 | 7 | 0 | 7 | 0 | 2 | 0 | 0 | 0 | | | | |

Note: Queue reported is the number of cars per lane.

PM Cumulative Plus Project Fri May 8, 2009 10:30:06 Page 110-1

Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #108 Silva Way/ WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.890
Loss Time (sec): 6 Average Delay (sec/veh): 25.3
Optimal Cycle: 88 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Ignore | | | | Ignore | | | | Include | | | | Ignore | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 | 2 | 0 1 | 0 | 0 | 2 | 0 1 | 0 | 0 | 0 | 0 0 | 2 | 0 | 0 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1714 | 132 | 0 | 685 | 291 | 0 | 0 | 0 | 701 | 0 | 259 | | | | |
| Growth Adj: | 1.00 | 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 | 1714 | 132 | 0 | 685 | 291 | 0 | 0 | 0 | 701 | 0 | 259 | | | | |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | | | | |
| PHF Adj: | 0.94 | 0.94 | 0.00 | 0.94 | 0.94 | 0.00 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.00 | | | | |
| PHF Volume: | 0 | 1823 | 0 | 0 | 729 | 0 | 0 | 0 | 0 | 746 | 0 | 0 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 0 | 1823 | 0 | 0 | 729 | 0 | 0 | 0 | 0 | 746 | 0 | 0 | | | | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | | | | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | | | | |
| FinalVolume: | 0 | 1823 | 0 | 0 | 729 | 0 | 0 | 0 | 0 | 746 | 0 | 0 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 0.59 | 1.00 | 1.00 | | | | |
| Lanes: | 0.00 | 2.00 | 1.00 | 0.00 | 2.00 | 1.00 | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 1.00 | | | | |
| Final Sat.: | 0 | 3610 | 1900 | 0 | 3610 | 1900 | 0 | 0 | 0 | 2248 | 0 | 1900 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.51 | 0.00 | 0.00 | 0.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.33 | 0.00 | 0.00 | | | | |
| Crit Moves: | | **** | | | | | | | | **** | | | | | | |
| Green/Cycle: | 0.00 | 0.57 | 0.00 | 0.00 | 0.57 | 0.00 | 0.00 | 0.00 | 0.00 | 0.37 | 0.00 | 0.00 | | | | |
| Volume/Cap: | 0.00 | 0.89 | 0.00 | 0.00 | 0.36 | 0.00 | 0.00 | 0.00 | 0.00 | 0.89 | 0.00 | 0.00 | | | | |
| Delay/Veh: | 0.0 | 24.2 | 0.0 | 0.0 | 11.8 | 0.0 | 0.0 | 0.0 | 0.0 | 41.1 | 0.0 | 0.0 | | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| AdjDel/Veh: | 0.0 | 24.2 | 0.0 | 0.0 | 11.8 | 0.0 | 0.0 | 0.0 | 0.0 | 41.1 | 0.0 | 0.0 | | | | |
| LOS by Move: | A | C | A | A | B | A | A | A | A | D | A | A | | | | |
| HCM2kAvgQ: | 0 | 26 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | | | | |

Note: Queue reported is the number of cars per lane.





PM Cumulative Plus Project Fri May 8, 2009 10:30:06 Page 111-1

Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #109 Silva Way/ EB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.766
Loss Time (sec): 6 Average Delay (sec/veh): 23.3
Optimal Cycle: 51 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Ignore | | | | Ignore | | | | Ignore | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 | 2 | 0 1 | 0 | 0 | 2 | 0 1 | 2 | 0 | 0 | 0 1 | 0 | 0 | 0 | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1286 | 698 | 0 | 1243 | 143 | 718 | 0 | 127 | 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 | 1286 | 698 | 0 | 1243 | 143 | 718 | 0 | 127 | 0 | 0 | 0 | | | | |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.94 | 0.94 | 0.00 | 0.94 | 0.94 | 0.00 | 0.94 | 0.94 | 0.00 | 0.94 | 0.94 | 0.94 | | | | |
| PHF Volume: | 0 | 1368 | 0 | 0 | 1322 | 0 | 764 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 0 | 1368 | 0 | 0 | 1322 | 0 | 764 | 0 | 0 | 0 | 0 | 0 | | | | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | | | | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | | | | |
| FinalVolume: | 0 | 1368 | 0 | 0 | 1322 | 0 | 764 | 0 | 0 | 0 | 0 | 0 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 0.59 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Lanes: | 0.00 | 2.00 | 1.00 | 0.00 | 2.00 | 1.00 | 2.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | | | | |
| Final Sat.: | 0 | 3610 | 1900 | 0 | 3610 | 1900 | 2237 | 0 | 1900 | 0 | 0 | 0 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.38 | 0.00 | 0.00 | 0.37 | 0.00 | 0.34 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | | | |
| Crit Moves: | | **** | | | | | **** | | | | | | | | | |
| Green/Cycle: | 0.00 | 0.49 | 0.00 | 0.00 | 0.49 | 0.00 | 0.45 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | | | |
| Volume/Cap: | 0.00 | 0.77 | 0.00 | 0.00 | 0.74 | 0.00 | 0.77 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | | | |
| Delay/Veh: | 0.0 | 22.6 | 0.0 | 0.0 | 21.9 | 0.0 | 27.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| AdjDel/Veh: | 0.0 | 22.6 | 0.0 | 0.0 | 21.9 | 0.0 | 27.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | |
| LOS by Move: | A | C | A | A | C | A | C | A | A | A | A | A | | | | |
| HCM2kAvgQ: | 0 | 19 | 0 | 0 | 17 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | | | | |

Note: Queue reported is the number of cars per lane.

LEVEL OF SERVICE WORKSHEETS

# CUMULATIVE CONDITIONS
# RESOURCE IMPACT MINIMZATION (RIM) ALTERNATIVE
# AM PEAK HOUR

Impact Analysis Report
Level Of Service

| Intersection | Base LOS | Base Del/ Veh | Base V/ C | Future LOS | Future Del/ Veh | Future V/ C | Change in |
|---|---|---|---|---|---|---|---|
| # 1 Folsom Blvd/ Blue Ravine Rd | D | 49.9 | 0.995 | D | 49.9 | 0.995 | + 0.000 D/V |
| # 2 Sibly Street/ Blue Ravine Road | D | 52.5 | 1.020 | D | 52.5 | 1.020 | + 0.000 D/V |
| # 3 Oak Avenue Parkway/ Blue Ravin | D | 35.7 | 0.843 | D | 35.7 | 0.843 | + 0.000 D/V |
| # 4 Empire Ranch Road/ Natoma Stre | C | 24.6 | 0.844 | C | 24.6 | 0.844 | + 0.000 D/V |
| # 5 Oak Avenue Parkway/ Riley Stre | B | 19.6 | 0.702 | B | 19.6 | 0.702 | + 0.000 D/V |
| # 6 Oak Avenue Parkway/ East Bidwe | C | 32.0 | 0.720 | C | 32.0 | 0.720 | + 0.000 D/V |
| # 7 East Bidwell St/Nesmith Ct | C | 24.3 | 0.855 | C | 24.3 | 0.855 | + 0.000 D/V |
| # 8 East Bidwell St/Scholar Way | B | 12.5 | 0.560 | B | 12.5 | 0.560 | + 0.000 D/V |
| # 9 East Bidwell St/Power Center D | A | 7.0 | 0.550 | A | 7.0 | 0.550 | + 0.000 D/V |
| # 10 Broadstone Pkwy/ East Bidwell | C | 27.6 | 0.656 | C | 27.6 | 0.656 | + 0.000 D/V |
| # 11 Empire Ranch Road/ Broadstone | C | 20.2 | 0.613 | C | 20.2 | 0.613 | + 0.000 D/V |
| # 12 Oak Avenue Prky / Haverhill Dr | B | 15.2 | 0.591 | B | 15.2 | 0.591 | + 0.000 D/V |
| # 13 Oak Avenue Prky / Haldion Wy | B | 14.3 | 0.607 | B | 14.3 | 0.607 | + 0.000 D/V |
| # 14 Folsom Blvd/ Iron Point Road | C | 20.4 | 0.857 | C | 20.4 | 0.857 | + 0.000 D/V |
| # 15 Prairie City Rd/ Iron Point Rd | C | 24.7 | 0.693 | C | 24.7 | 0.693 | + 0.000 D/V |
| # 16 Grover Rd/ Iron Point Rd | B | 19.1 | 0.455 | B | 19.1 | 0.455 | + 0.000 D/V |
| # 17 McAdoo Dr/ Iron Point Rd | C | 21.0 | 0.509 | C | 21.0 | 0.509 | + 0.000 D/V |
| # 18 Oak Ave Pkwy/ Iron Point Rd | C | 32.2 | 0.699 | C | 32.2 | 0.699 | + 0.000 D/V |
| # 19 Rowberry Dr/ Iron Point Rd | C | 25.2 | 0.546 | C | 25.2 | 0.546 | + 0.000 D/V |
| # 20 Broadstone Pkwy/ Iron Point Rd | B | 18.3 | 0.314 | B | 18.3 | 0.314 | + 0.000 D/V |
| # 21 East Bidwell St/ Iron Point Rd | C | 29.3 | 0.781 | C | 29.3 | 0.781 | + 0.000 D/V |
| # 22 Cavitt Dr/ Iron Point Rd | B | 13.4 | 0.369 | B | 13.4 | 0.369 | + 0.000 D/V |
| # 23 Serpa Way / Iron Point Rd | C | 24.2 | 0.580 | C | 24.2 | 0.580 | + 0.000 D/V |
| # 24 Empire Ranch Road/ Iron Point | E | 68.3 | 1.019 | E | 68.3 | 1.019 | + 0.000 D/V |
| # 25 Prairie City Rd/ High School | C | 34.8 | 0.906 | C | 34.8 | 0.906 | + 0.000 D/V |

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| Intersection | Base LOS | Base Del/ Veh | Base V/ C | Future LOS | Future Del/ Veh | Future V/ C | Change in |
|---|---|---|---|---|---|---|---|
| # 26 East Bidwell St / Placerville | F | 213.9 | 1.368 | F | 213.9 | 1.368 | + 0.000 D/V |
| # 27 Prairie City Rd/ White Rock Rd | D | 39.2 | 1.030 | D | 39.2 | 1.030 | + 0.000 D/V |
| # 28 Scott Rd (South)/ White Rock R | C | 34.1 | 1.028 | C | 34.1 | 1.028 | + 0.000 D/V |
| # 29 Scott Rd (North)/ White Rock R | D | 35.4 | 0.877 | D | 35.4 | 0.877 | + 0.000 D/V |
| # 30 Placerville Rd/ White Rock Rd | B | 11.8 | 0.587 | B | 11.8 | 0.587 | + 0.000 D/V |
| # 31 Empire Ranch Rd/ North Rd | B | 11.4 | 0.318 | B | 11.4 | 0.318 | + 0.000 D/V |
| # 32 Prairie City Rd/ Easton Valley | C | 29.0 | 0.680 | C | 29.0 | 0.680 | + 0.000 D/V |
| # 33 Oak Ave Pkwy/ Easton Valley Pk | C | 32.1 | 0.803 | C | 32.1 | 0.803 | + 0.000 D/V |
| # 34 RowberryDr/ Easton Valley Pkwy | B | 19.9 | 0.461 | B | 19.9 | 0.461 | + 0.000 D/V |
| # 35 1st/ Easton Valley Pkwy | C | 25.9 | 0.543 | C | 25.9 | 0.543 | + 0.000 D/V |
| # 36 2nd St/ Easton Valley Pkwy | C | 22.2 | 0.413 | C | 22.2 | 0.413 | + 0.000 D/V |
| # 37 3rd St/ Easton Valley Pkwy | C | 23.2 | 0.337 | C | 23.2 | 0.337 | + 0.000 D/V |
| # 38 Scott Rd (North)/ Easton Valle | C | 29.0 | 0.660 | C | 29.0 | 0.660 | + 0.000 D/V |
| # 39 Placerville Rd / Easton Valley | C | 28.7 | 0.206 | C | 28.7 | 0.206 | + 0.000 D/V |
| # 40 4th St/ Easton Valley Pkwy | C | 23.5 | 0.361 | C | 23.5 | 0.361 | + 0.000 D/V |
| # 41 Hillside Dr/ Easton Valley Pkw | B | 13.9 | 0.293 | B | 13.9 | 0.293 | + 0.000 D/V |
| # 42 Empire Ranch Rd/ Easton Valley | B | 19.9 | 0.314 | B | 19.9 | 0.314 | + 0.000 D/V |
| # 43 Prairie City Rd/Middle Rd | A | 6.2 | 0.480 | A | 6.2 | 0.480 | + 0.000 D/V |
| # 44 Oak Ave Pkwy/Middle Rd | B | 10.9 | 0.378 | B | 10.9 | 0.378 | + 0.000 D/V |
| # 45 Scott Rd (North)/ Street "B" | C | 29.8 | 0.749 | C | 29.8 | 0.749 | + 0.000 D/V |
| # 46 Placerville Drive/Street "B" | C | 21.1 | 0.363 | C | 21.1 | 0.363 | + 0.000 D/V |
| # 47 Prairie City Rd/Street "A" | A | 9.2 | 0.654 | A | 9.2 | 0.654 | + 0.000 D/V |
| # 48 Oak Ave Pkwy/Street "A" | C | 22.0 | 0.516 | C | 22.0 | 0.516 | + 0.000 D/V |
| # 49 2nd St/Street "A" | C | 20.9 | 0.339 | C | 20.9 | 0.339 | + 0.000 D/V |
| # 50 Scott Rd (North)/ Street "A" | C | 26.9 | 0.649 | C | 26.9 | 0.649 | + 0.000 D/V |
| # 51 East Rd/Street "A" | A | 9.8 | 0.380 | A | 9.8 | 0.380 | + 0.000 V/C |

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| Intersection | Base LOS | Base Del/ Veh | Base V/ C | Future LOS | Future Del/ Veh | Future V/ C | Change in |
|---|---|---|---|---|---|---|---|
| # 52 Placerville Rd/ Street "A" | C | 23.2 | 0.459 | C | 23.2 | 0.459 | + 0.000 D/V |
| # 53 Empire Ranch Rd/Street "A" | B | 15.4 | 0.365 | B | 15.4 | 0.365 | + 0.000 D/V |
| # 54 Scott Rd (North)/South Rd | B | 16.1 | 0.473 | B | 16.1 | 0.473 | + 0.000 D/V |
| # 55 Oak Ave Pkwy/ White Rock Rd | C | 24.2 | 0.937 | C | 24.2 | 0.937 | + 0.000 D/V |
| # 56 Empire Ranch Rd/ White Rock Rd | C | 24.9 | 0.879 | C | 24.9 | 0.879 | + 0.000 D/V |
| # 57 Hazel Blvd/ Gold Country | E | xxxxx | 0.991 | E | xxxxx | 0.991 | + 0.000 V/C |
| # 58 Hazel Ave/ Folsom Blvd | C | xxxxx | 0.768 | C | xxxxx | 0.768 | + 0.000 V/C |
| # 59 Grant Line Rd/ White Rock Rd | F | xxxxx | 1.024 | F | xxxxx | 1.024 | + 0.000 V/C |
| # 60 Grant Line Rd/ Sunrise Rd | D | xxxxx | 0.823 | D | xxxxx | 0.823 | + 0.000 V/C |
| # 61 Hazel Ave/ Easton Valley Pkwy | A | xxxxx | 0.447 | A | xxxxx | 0.447 | + 0.000 V/C |
| # 62 Aerojet Road/ Easton Valley Pk | A | xxxxx | 0.377 | A | xxxxx | 0.377 | + 0.000 V/C |
| # 63 Alabama Ave/ Easton Valley Pkw | A | xxxxx | 0.391 | A | xxxxx | 0.391 | + 0.000 V/C |
| # 64 Glenborough Rd/ Easton Valley | A | xxxxx | 0.384 | A | xxxxx | 0.384 | + 0.000 V/C |
| # 65 Sunrise Blvd/ White Rock Rd | B | xxxxx | 0.644 | B | xxxxx | 0.644 | + 0.000 V/C |
| # 66 Fitzgerald Road / White Rock R | A | xxxxx | 0.309 | A | xxxxx | 0.309 | + 0.000 V/C |
| # 67 Sunrise Blvd/ Douglas Rd | B | xxxxx | 0.685 | B | xxxxx | 0.685 | + 0.000 V/C |
| # 68 Grant Line Rd/ Douglas Rd | C | xxxxx | 0.750 | C | xxxxx | 0.750 | + 0.000 V/C |
| # 69 Grant Line Rd/ Kiefer Boulevar | D | xxxxx | 0.859 | D | xxxxx | 0.859 | + 0.000 V/C |
| # 70 Rancho Cordova Pkwy/ Easton Va | B | xxxxx | 0.697 | B | xxxxx | 0.697 | + 0.000 V/C |
| # 71 Rancho Cordova Pkwy/ White Roc | F | xxxxx | 1.009 | F | xxxxx | 1.009 | + 0.000 V/C |
| # 72 International Drive/White Rock | A | xxxxx | 0.435 | A | xxxxx | 0.435 | + 0.000 V/C |
| # 73 Rio Del Oro Prky/ White Rock R | A | xxxxx | 0.542 | A | xxxxx | 0.542 | + 0.000 V/C |
| # 74 Villagio Prky/ White Rock Rd | A | xxxxx | 0.396 | A | xxxxx | 0.396 | + 0.000 V/C |
| # 75 Sunrise Rd/ International Dr | C | xxxxx | 0.752 | C | xxxxx | 0.752 | + 0.000 V/C |
| # 76 Villagio Prky/Americanos Blvd | A | xxxxx | 0.571 | A | xxxxx | 0.571 | + 0.000 V/C |
| # 77 Grant Line Rd/Centenial | D | xxxxx | 0.881 | D | xxxxx | 0.881 | + 0.000 V/C |





| Intersection | Base LOS | Base Del/ Veh | Base V/ C | Future LOS | Future Del/ Veh | Future V/ C | Change in |
|---|---|---|---|---|---|---|---|
| # 78 Villagio Prky/ Rancho Cordova | C | 27.5 | 0.665 | C | 27.5 | 0.665 | + 0.000 D/V |
| # 79 Rancho Cordova Pkwy/ Douglas R | A | xxxxx | 0.502 | A | xxxxx | 0.502 | + 0.000 V/C |
| # 80 Americanos Blvd/ Douglas Rd | C | 22.9 | 0.490 | C | 22.9 | 0.490 | + 0.000 D/V |
| # 81 Grant Line Rd/ Chrysanthy Blvd | D | xxxxx | 0.892 | D | xxxxx | 0.892 | + 0.000 V/C |
| # 82 Grant Line Rd/ Rancho Cordova | A | xxxxx | 0.542 | A | xxxxx | 0.542 | + 0.000 V/C |
| # 83 White Rock Rd/ Carson Crossing | F | 96.3 | 1.222 | F | 96.3 | 1.222 | + 0.000 D/V |
| # 84 White Rock Rd/ Stonebriar Rd | B | 15.5 | 0.406 | B | 15.5 | 0.406 | + 0.000 D/V |
| # 85 White Rock Rd/ Windfield Way | C | 24.4 | 0.665 | C | 24.4 | 0.665 | + 0.000 D/V |
| # 86 White Rock Rd/ Latrobe Rd | D | 37.2 | 0.843 | D | 37.2 | 0.843 | + 0.000 D/V |
| # 87 White Rock Rd/ Valley View Pkw | D | 45.0 | 0.991 | D | 45.0 | 0.991 | + 0.000 D/V |
| # 88 El Dorado Hills Blvd/Serrano P | D | 36.0 | 0.931 | D | 36.0 | 0.931 | + 0.000 D/V |
| # 89 El Dorado Hills Blvd/Saratoga | C | 30.6 | 0.830 | C | 30.6 | 0.830 | + 0.000 D/V |
| # 90 El Dorado Hills Blvd/Park Driv | C | 24.4 | 0.773 | C | 24.4 | 0.773 | + 0.000 D/V |
| # 91 Latrobe Rd/ Town Center Blvd | C | 34.1 | 1.000 | C | 34.1 | 1.000 | + 0.000 D/V |
| # 92 Hazel Blvd/ Tributary- WB US 5 | D | 42.9 | 1.033 | D | 42.9 | 1.033 | + 0.000 D/V |
| # 93 Hazel Ave/ EB US-50 Ramps | D | 37.5 | 0.972 | D | 37.5 | 0.972 | + 0.000 D/V |
| # 94 Folsom Blvd/ WB US 50 Ramps | A | 6.2 | 0.536 | A | 6.2 | 0.536 | + 0.000 D/V |
| # 95 Folsom Blvd/ EB US 50 Ramps | C | 25.0 | 0.674 | C | 25.0 | 0.674 | + 0.000 D/V |
| # 96 Prairie City/ WB US 50 Ramps | D | 38.6 | 0.999 | D | 38.6 | 0.999 | + 0.000 D/V |
| # 97 Prairie City/ EB US 50 Ramps | C | 21.6 | 0.860 | C | 21.6 | 0.860 | + 0.000 D/V |
| # 98 East Bidwell St/ WB US 50 Ramp | C | 26.9 | 0.835 | C | 26.9 | 0.835 | + 0.000 D/V |
| # 99 East Bidwell St/ EB US 50 Ramp | B | 17.0 | 0.725 | B | 17.0 | 0.725 | + 0.000 D/V |
| #100 El Dorado Hills Blvd/ WB US 50 | A | 0.0 | 0.431 | A | 0.0 | 0.431 | + 0.000 D/V |
| #101 El Dorado Hills Blvd/ EB US 50 | A | 3.8 | 0.400 | A | 3.8 | 0.400 | + 0.000 D/V |
| #102 Sunrise Rd/ Jackson Hwy-SR16 | C | 29.3 | 0.804 | C | 29.3 | 0.804 | + 0.000 D/V |
| #103 Grant Line Rd/ Jackson Rd- SR1 | C | 24.2 | 0.432 | C | 24.2 | 0.432 | + 0.000 D/V |

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| Intersection | Base LOS | Base Del/ Veh | Base V/ C | Future LOS | Future Del/ Veh | Future V/ C | Change in |
|---|---|---|---|---|---|---|---|
| #104 Oak Ave Pkwy/ WB US 50 Ramps | B | 16.0 | 0.736 | B | 16.0 | 0.736 | + 0.000 D/V |
| #105 Oak Ave Pkwy/ EB US 50 Ramps | C | 26.9 | 0.837 | C | 26.9 | 0.837 | + 0.000 D/V |
| #106 Empire Ranch Rd/ WB US 50 Ramp | B | 14.7 | 0.580 | B | 14.7 | 0.580 | + 0.000 D/V |
| #107 Empire Ranch Rd/ EB US 50 Ramp | B | 15.5 | 0.394 | B | 15.5 | 0.394 | + 0.000 D/V |
| #108 Silva Way/ WB US 50 Ramps | C | 34.9 | 0.943 | C | 34.9 | 0.943 | + 0.000 D/V |
| #109 Silva Way/ EB US 50 Ramps | A | 7.9 | 0.712 | A | 7.9 | 0.712 | + 0.000 D/V |





AM Cum Resource Impact MiniWed Jul 22, 2009 11:32:40 Page 3-1

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #1 Folsom Blvd/ Blue Ravine Rd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.995
Loss Time (sec): 15 Average Delay (sec/veh): 49.9
Optimal Cycle: 180 Level Of Service: D

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Ovl | | | Ovl | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 0 | 2 0 | 1 | 1 0 | 2 0 | 1 | 1 0 | 1 0 | 1 | 2 0 | 1 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 290 | 1209 | 56 | 250 | 1643 | 53 | 34 | 52 | 52 | 359 | 266 | 278 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 290 | 1209 | 56 | 250 | 1643 | 53 | 34 | 52 | 52 | 359 | 266 | 278 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 326 | 1358 | 63 | 281 | 1846 | 60 | 38 | 58 | 58 | 403 | 299 | 312 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 326 | 1358 | 63 | 281 | 1846 | 60 | 38 | 58 | 58 | 403 | 299 | 312 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 326 | 1358 | 63 | 281 | 1846 | 60 | 38 | 58 | 58 | 403 | 299 | 312 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.95 | 0.85 | 0.95 | 0.95 | 0.85 | 0.95 | 1.00 | 0.85 | 0.92 | 1.00 | 0.85 |
| Lanes: | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 |
| Final Sat.: | 1805 | 3610 | 1615 | 1805 | 3610 | 1615 | 1805 | 1900 | 1615 | 3502 | 1900 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.18 | 0.38 | 0.04 | 0.16 | 0.51 | 0.04 | 0.02 | 0.03 | 0.04 | 0.12 | 0.16 | 0.19 |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | |
| Green/Cycle: | 0.18 | 0.49 | 0.63 | 0.20 | 0.51 | 0.54 | 0.02 | 0.04 | 0.22 | 0.14 | 0.16 | 0.36 |
| Volume/Cap: | 0.99 | 0.76 | 0.06 | 0.76 | 0.99 | 0.07 | 0.99 | 0.81 | 0.16 | 0.81 | 0.99 | 0.53 |
| Uniform Del: | 49.1 | 24.8 | 8.4 | 45.1 | 29.0 | 13.4 | 58.7 | 57.3 | 37.9 | 50.0 | 50.5 | 30.3 |
| IncremntDel: | 48.2 | 2.0 | 0.0 | 9.2 | 19.6 | 0.0 | 143.0 | 48.6 | 0.2 | 9.9 | 50.4 | 1.0 |
| 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: | 97.3 | 26.9 | 8.4 | 54.3 | 48.6 | 13.5 | 201.8 | 106 | 38.2 | 59.9 | 101 | 31.3 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 97.3 | 26.9 | 8.4 | 54.3 | 48.6 | 13.5 | 201.8 | 106 | 38.2 | 59.9 | 101 | 31.3 |
| LOS by Move: | F | C | A | D | D | B | F | F | D | E | F | C |
| HCM2kAvgQ: | 14 | 21 | 1 | 11 | 43 | 1 | 3 | 4 | 2 | 7 | 13 | 9 |

Note: Queue reported is the number of cars per lane.

AM Cum Resource Impact MiniWed Jul 22, 2009 11:32:40 Page 4-1

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #2 Sibly Street/ Blue Ravine Road

Cycle (sec): 100 Critical Vol./Cap. (X): 1.020
Loss Time (sec): 12 Average Delay (sec/veh): 52.5
Optimal Cycle: 180 Level Of Service: D

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Ovl | | | Ovl | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 0 | 2 0 | 1 | 1 0 | 2 0 | 1 | 2 0 | 2 0 | 1 | 2 0 | 1 1 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 546 | 646 | 281 | 40 | 912 | 284 | 217 | 262 | 339 | 598 | 428 | 40 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 546 | 646 | 281 | 40 | 912 | 284 | 217 | 262 | 339 | 598 | 428 | 40 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 613 | 726 | 316 | 45 | 1025 | 319 | 244 | 294 | 381 | 672 | 481 | 45 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 613 | 726 | 316 | 45 | 1025 | 319 | 244 | 294 | 381 | 672 | 481 | 45 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 613 | 726 | 316 | 45 | 1025 | 319 | 244 | 294 | 381 | 672 | 481 | 45 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.95 | 0.85 | 0.95 | 0.95 | 0.85 | 0.92 | 0.95 | 0.85 | 0.92 | 0.94 | 0.94 |
| Lanes: | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 | 2.00 | 1.83 | 0.17 |
| Final Sat.: | 1805 | 3610 | 1615 | 1805 | 3610 | 1615 | 3502 | 3610 | 1615 | 3502 | 3259 | 305 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.34 | 0.20 | 0.20 | 0.02 | 0.28 | 0.20 | 0.07 | 0.08 | 0.24 | 0.19 | 0.15 | 0.15 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green/Cycle: | 0.33 | 0.54 | 0.73 | 0.07 | 0.28 | 0.36 | 0.09 | 0.08 | 0.41 | 0.19 | 0.18 | 0.25 |
| Volume/Cap: | 1.02 | 0.37 | 0.27 | 0.37 | 1.02 | 0.54 | 0.81 | 1.02 | 0.57 | 1.02 | 0.81 | 0.59 |
| Uniform Del: | 33.3 | 13.0 | 4.4 | 44.6 | 36.1 | 25.2 | 44.9 | 46.0 | 22.5 | 40.6 | 39.2 | 33.0 |
| IncremntDel: | 41.7 | 0.1 | 0.1 | 1.9 | 33.4 | 1.0 | 15.1 | 58.0 | 1.2 | 40.1 | 7.6 | 1.1 |
| 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: | 75.0 | 13.1 | 4.6 | 46.5 | 69.5 | 26.2 | 60.0 | 104 | 23.7 | 80.6 | 46.8 | 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: | 75.0 | 13.1 | 4.6 | 46.5 | 69.5 | 26.2 | 60.0 | 104 | 23.7 | 80.6 | 46.8 | 34.1 |
| LOS by Move: | E | B | A | D | E | C | E | F | C | F | D | C |
| HCM2kAvgQ: | 24 | 6 | 3 | 2 | 24 | 8 | 4 | 6 | 8 | 13 | 8 | 7 |

Note: Queue reported is the number of cars per lane.





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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #3 Oak Avenue Parkway/ Blue Ravine Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.843
Loss Time (sec): 12 Average Delay (sec/veh): 35.7
Optimal Cycle: 88 Level Of Service: D

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Include | | | Ignore | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 0 | 3 0 | 1 | 1 0 | 2 1 | 0 | 2 0 | 2 0 | 1 | 2 0 | 1 1 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 208 | 624 | 315 | 40 | 1113 | 50 | 20 | 282 | 140 | 844 | 928 | 58 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 208 | 624 | 315 | 40 | 1113 | 50 | 20 | 282 | 140 | 844 | 928 | 58 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | 0.00 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.00 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 234 | 701 | 0 | 45 | 1251 | 56 | 22 | 317 | 0 | 948 | 1043 | 65 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 234 | 701 | 0 | 45 | 1251 | 56 | 22 | 317 | 0 | 948 | 1043 | 65 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 234 | 701 | 0 | 45 | 1251 | 56 | 22 | 317 | 0 | 948 | 1043 | 65 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.91 | 1.00 | 0.95 | 0.90 | 0.90 | 0.92 | 0.95 | 1.00 | 0.92 | 0.94 | 0.94 |
| Lanes: | 1.00 | 3.00 | 1.00 | 1.00 | 2.87 | 0.13 | 2.00 | 2.00 | 1.00 | 2.00 | 1.88 | 0.12 |
| Final Sat.: | 1805 | 5187 | 1900 | 1805 | 4934 | 222 | 3502 | 3610 | 1900 | 3502 | 3367 | 210 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.13 | 0.14 | 0.00 | 0.02 | 0.25 | 0.25 | 0.01 | 0.09 | 0.00 | 0.27 | 0.31 | 0.31 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green/Cycle: | 0.15 | 0.38 | 0.00 | 0.07 | 0.30 | 0.30 | 0.01 | 0.10 | 0.00 | 0.32 | 0.42 | 0.42 |
| Volume/Cap: | 0.84 | 0.35 | 0.00 | 0.35 | 0.84 | 0.84 | 0.74 | 0.84 | 0.00 | 0.84 | 0.74 | 0.74 |
| Uniform Del: | 41.1 | 22.0 | 0.0 | 44.3 | 32.7 | 32.7 | 49.5 | 44.0 | 0.0 | 31.6 | 24.6 | 24.6 |
| IncremntDel: | 20.2 | 0.1 | 0.0 | 1.7 | 4.4 | 4.4 | 65.7 | 15.7 | 0.0 | 5.9 | 2.1 | 2.1 |
| 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 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| Delay/Veh: | 61.4 | 22.1 | 0.0 | 46.0 | 37.1 | 37.1 | 115.2 | 59.7 | 0.0 | 37.5 | 26.7 | 26.7 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 61.4 | 22.1 | 0.0 | 46.0 | 37.1 | 37.1 | 115.2 | 59.7 | 0.0 | 37.5 | 26.7 | 26.7 |
| LOS by Move: | E | C | A | D | D | D | F | E | A | D | C | C |
| HCM2kAvgQ: | 7 | 5 | 0 | 2 | 16 | 16 | 0 | 5 | 0 | 17 | 16 | 16 |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #4 Empire Ranch Road/ Natoma Street

Cycle (sec): 100 Critical Vol./Cap. (X): 0.844
Loss Time (sec): 9 Average Delay (sec/veh): 24.6
Optimal Cycle: 80 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Ovl | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 594 | 117 | 0 | | 0 | 271 | 13 | | 27 | 0 | 983 | | 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: | 594 | 117 | 0 | | 0 | 271 | 13 | | 27 | 0 | 983 | | 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: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 667 | 131 | 0 | | 0 | 304 | 15 | | 30 | 0 | 1104 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 667 | 131 | 0 | | 0 | 304 | 15 | | 30 | 0 | 1104 | | 0 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 667 | 131 | 0 | | 0 | 304 | 15 | | 30 | 0 | 1104 | | 0 | 0 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.95 | 1.00 | | 1.00 | 0.95 | 0.85 | | 0.87 | 1.00 | 0.85 | | 1.00 | 1.00 | 1.00 | |
| Lanes: | 1.00 | 2.00 | 0.00 | | 0.00 | 2.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 0.00 | 0.00 | 0.00 | |
| Final Sat.: | 1805 | 3610 | 0 | | 0 | 3610 | 1615 | | 1644 | 1900 | 1615 | | 0 | 0 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.37 | 0.04 | 0.00 | | 0.00 | 0.08 | 0.01 | | 0.02 | 0.00 | 0.68 | | 0.00 | 0.00 | 0.00 | |
| Crit Moves: | **** | | | | | **** | | | | | **** | | | | | |
| Green/Cycle: | 0.44 | 0.54 | 0.00 | | 0.00 | 0.10 | 0.10 | | 0.37 | 0.00 | 0.81 | | 0.00 | 0.00 | 0.00 | |
| Volume/Cap: | 0.84 | 0.07 | 0.00 | | 0.00 | 0.84 | 0.09 | | 0.05 | 0.00 | 0.84 | | 0.00 | 0.00 | 0.00 | |
| Uniform Del: | 25.1 | 11.1 | 0.0 | | 0.0 | 44.2 | 40.9 | | 20.1 | 0.0 | 5.7 | | 0.0 | 0.0 | 0.0 | |
| IncremntDel: | 8.3 | 0.0 | 0.0 | | 0.0 | 16.4 | 0.2 | | 0.0 | 0.0 | 5.2 | | 0.0 | 0.0 | 0.0 | |
| 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 | 0.00 | | 0.00 | 1.00 | 1.00 | | 1.00 | 0.00 | 1.00 | | 0.00 | 0.00 | 0.00 | |
| Delay/Veh: | 33.3 | 11.1 | 0.0 | | 0.0 | 60.7 | 41.1 | | 20.1 | 0.0 | 10.9 | | 0.0 | 0.0 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 33.3 | 11.1 | 0.0 | | 0.0 | 60.7 | 41.1 | | 20.1 | 0.0 | 10.9 | | 0.0 | 0.0 | 0.0 | |
| LOS by Move: | C | B | A | | A | E | D | | C | A | B | | A | A | A | |
| HCM2kAvgQ: | 19 | 1 | 0 | | 0 | 7 | 0 | | 1 | 0 | 23 | | 0 | 0 | 0 | |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #5 Oak Avenue Parkway/ Riley Street

Cycle (sec): 100 Critical Vol./Cap. (X): 0.702
Loss Time (sec): 12 Average Delay (sec/veh): 19.6
Optimal Cycle: 60 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 2 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 110 | 936 | 35 | | 9 | 1167 | 166 | | 188 | 4 | 161 | | 39 | 13 | 3 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 110 | 936 | 35 | | 9 | 1167 | 166 | | 188 | 4 | 161 | | 39 | 13 | 3 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 124 | 1052 | 39 | | 10 | 1311 | 187 | | 211 | 4 | 181 | | 44 | 15 | 3 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 124 | 1052 | 39 | | 10 | 1311 | 187 | | 211 | 4 | 181 | | 44 | 15 | 3 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 124 | 1052 | 39 | | 10 | 1311 | 187 | | 211 | 4 | 181 | | 44 | 15 | 3 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.91 | 0.91 | | 0.95 | 0.93 | 0.93 | | 0.95 | 1.00 | 0.85 | | 0.95 | 0.97 | 0.97 | |
| Lanes: | 1.00 | 2.89 | 0.11 | | 1.00 | 1.75 | 0.25 | | 1.00 | 1.00 | 1.00 | | 1.00 | 0.81 | 0.19 | |
| Final Sat.: | 1805 | 4975 | 186 | | 1805 | 3100 | 441 | | 1805 | 1900 | 1615 | | 1805 | 1501 | 346 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.07 | 0.21 | 0.21 | | 0.01 | 0.42 | 0.42 | | 0.12 | 0.00 | 0.11 | | 0.02 | 0.01 | 0.01 | |
| Crit Moves: | **** | | | | | **** | | | **** | | | | | **** | | |
| Green/Cycle: | 0.10 | 0.68 | 0.68 | | 0.02 | 0.60 | 0.60 | | 0.17 | 0.15 | 0.15 | | 0.03 | 0.01 | 0.01 | |
| Volume/Cap: | 0.70 | 0.31 | 0.31 | | 0.31 | 0.70 | 0.70 | | 0.70 | 0.02 | 0.76 | | 0.76 | 0.70 | 0.70 | |
| Uniform Del: | 43.7 | 6.4 | 6.4 | | 48.5 | 13.7 | 13.7 | | 39.3 | 36.4 | 40.8 | | 48.0 | 49.1 | 49.1 | |
| IncremntDel: | 12.0 | 0.1 | 0.1 | | 5.4 | 1.1 | 1.1 | | 7.3 | 0.0 | 12.8 | | 42.6 | 61.8 | 61.8 | |
| 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: | 55.8 | 6.5 | 6.5 | | 53.9 | 14.8 | 14.8 | | 46.6 | 36.4 | 53.7 | | 90.6 | 111 | 110.9 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 55.8 | 6.5 | 6.5 | | 53.9 | 14.8 | 14.8 | | 46.6 | 36.4 | 53.7 | | 90.6 | 111 | 110.9 | |
| LOS by Move: | E | A | A | | D | B | B | | D | D | D | | F | F | F | |
| HCM2kAvgQ: | 4 | 5 | 5 | | 0 | 17 | 17 | | 8 | 0 | 7 | | 3 | 2 | 2 | |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #6 Oak Avenue Parkway/ East Bidwell Street

Cycle (sec): 100 Critical Vol./Cap. (X): 0.720
Loss Time (sec): 12 Average Delay (sec/veh): 32.0
Optimal Cycle: 62 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Ignore | | | Ignore | | | Ignore | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 2 | 0 3 | 0 1 | 2 | 0 3 | 0 1 | 2 | 0 3 | 0 1 | 2 | 0 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 186 | 402 | 591 | 805 | 810 | 59 | 54 | 1020 | 157 | 211 | 970 | 526 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 186 | 402 | 591 | 805 | 810 | 59 | 54 | 1020 | 157 | 211 | 970 | 526 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 0.89 | 0.89 | 0.00 | 0.89 | 0.89 | 0.00 | 0.89 | 0.89 | 0.00 | 0.89 | 0.89 | 0.00 |
| PHF Volume: | 209 | 452 | 0 | 904 | 910 | 0 | 61 | 1146 | 0 | 237 | 1090 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 209 | 452 | 0 | 904 | 910 | 0 | 61 | 1146 | 0 | 237 | 1090 | 0 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| FinalVolume: | 209 | 452 | 0 | 904 | 910 | 0 | 61 | 1146 | 0 | 237 | 1090 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.91 | 1.00 | 0.92 | 0.91 | 1.00 | 0.92 | 0.91 | 1.00 | 0.92 | 0.91 | 1.00 |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3502 | 5187 | 1900 | 3502 | 5187 | 1900 | 3502 | 5187 | 1900 | 3502 | 5187 | 1900 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.06 | 0.09 | 0.00 | 0.26 | 0.18 | 0.00 | 0.02 | 0.22 | 0.00 | 0.07 | 0.21 | 0.00 |
| Crit Moves: | | **** | | **** | | | | **** | | **** | | |
| Green/Cycle: | 0.12 | 0.12 | 0.00 | 0.36 | 0.36 | 0.00 | 0.03 | 0.31 | 0.00 | 0.09 | 0.37 | 0.00 |
| Volume/Cap: | 0.49 | 0.72 | 0.00 | 0.72 | 0.49 | 0.00 | 0.57 | 0.72 | 0.00 | 0.72 | 0.57 | 0.00 |
| Uniform Del: | 41.0 | 42.3 | 0.0 | 27.7 | 25.0 | 0.0 | 47.8 | 30.9 | 0.0 | 44.0 | 25.1 | 0.0 |
| IncremntDel: | 0.9 | 4.1 | 0.0 | 2.1 | 0.2 | 0.0 | 7.0 | 1.6 | 0.0 | 7.6 | 0.4 | 0.0 |
| 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 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| Delay/Veh: | 41.9 | 46.4 | 0.0 | 29.8 | 25.2 | 0.0 | 54.8 | 32.5 | 0.0 | 51.6 | 25.5 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 41.9 | 46.4 | 0.0 | 29.8 | 25.2 | 0.0 | 54.8 | 32.5 | 0.0 | 51.6 | 25.5 | 0.0 |
| LOS by Move: | D | D | A | C | C | A | D | C | A | D | C | A |
| HCM2kAvgQ: | 3 | 5 | 0 | 12 | 7 | 0 | 2 | 13 | 0 | 4 | 9 | 0 |

Note: Queue reported is the number of cars per lane.





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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #7 East Bidwell St/Nesmith Ct

Cycle (sec): 100 Critical Vol./Cap. (X): 0.855
Loss Time (sec): 12 Average Delay (sec/veh): 24.3
Optimal Cycle: 92 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Split Phase | | | Split Phase | | |
| Rights: | Ovl | | | Include | | | Include | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 | 0 3 | 0 1 | 2 | 0 2 | 1 0 | 0 | 0 1! | 0 0 | 1 | 1 0 | 0 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 43 | 1354 | 610 | 953 | 1558 | 42 | 20 | 1 | 13 | 223 | 1 | 330 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 43 | 1354 | 610 | 953 | 1558 | 42 | 20 | 1 | 13 | 223 | 1 | 330 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 48 | 1521 | 685 | 1071 | 1751 | 47 | 22 | 1 | 15 | 251 | 1 | 371 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 48 | 1521 | 685 | 1071 | 1751 | 47 | 22 | 1 | 15 | 251 | 1 | 371 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 48 | 1521 | 685 | 1071 | 1751 | 47 | 22 | 1 | 15 | 251 | 1 | 371 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.91 | 0.85 | 0.92 | 0.91 | 0.91 | 0.92 | 0.92 | 0.92 | 0.95 | 0.95 | 0.85 |
| Lanes: | 1.00 | 3.00 | 1.00 | 2.00 | 2.92 | 0.08 | 0.59 | 0.03 | 0.38 | 1.99 | 0.01 | 1.00 |
| Final Sat.: | 1805 | 5187 | 1615 | 3502 | 5031 | 136 | 1029 | 51 | 669 | 3605 | 16 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.29 | 0.42 | 0.31 | 0.35 | 0.35 | 0.02 | 0.02 | 0.02 | 0.07 | 0.07 | 0.23 |
| Crit Moves: | | | **** | **** | | | | **** | | **** | | |
| Green/Cycle: | 0.06 | 0.42 | 0.50 | 0.36 | 0.72 | 0.72 | 0.03 | 0.03 | 0.03 | 0.08 | 0.08 | 0.44 |
| Volume/Cap: | 0.48 | 0.71 | 0.85 | 0.85 | 0.48 | 0.48 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.52 |
| Uniform Del: | 45.9 | 24.2 | 22.0 | 29.7 | 6.1 | 6.1 | 48.5 | 48.5 | 48.5 | 45.3 | 45.3 | 20.4 |
| IncremntDel: | 3.7 | 1.1 | 8.9 | 5.9 | 0.1 | 0.1 | 81.1 | 81.1 | 81.1 | 20.9 | 20.9 | 0.7 |
| 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: | 49.5 | 25.3 | 30.9 | 35.6 | 6.2 | 6.2 | 129.6 | 130 | 129.6 | 66.2 | 66.2 | 21.1 |
| 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: | 49.5 | 25.3 | 30.9 | 35.6 | 6.2 | 6.2 | 129.6 | 130 | 129.6 | 66.2 | 66.2 | 21.1 |
| LOS by Move: | D | C | C | D | A | A | F | F | F | E | E | C |
| HCM2kAvgQ: | 2 | 15 | 21 | 18 | 9 | 9 | 1 | 1 | 1 | 4 | 4 | 8 |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #8 East Bidwell St/Scholar Way

Cycle (sec): 100 Critical Vol./Cap. (X): 0.560
Loss Time (sec): 12 Average Delay (sec/veh): 12.5
Optimal Cycle: 45 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ignore | | | | Ignore | | | | Ignore | | | | Ignore | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 3 | 0 | 1 | 2 | 0 3 | 0 | 1 | 1 | 0 2 | 0 | 1 | 1 | 0 2 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 39 | 1712 | 265 | | 79 | 1616 | 103 | | 141 | 18 | 0 | | 93 | 27 | 148 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 39 | 1712 | 265 | | 79 | 1616 | 103 | | 141 | 18 | 0 | | 93 | 27 | 148 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.00 | |
| PHF Volume: | 44 | 1924 | 0 | | 89 | 1816 | 0 | | 158 | 20 | 0 | | 104 | 30 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 44 | 1924 | 0 | | 89 | 1816 | 0 | | 158 | 20 | 0 | | 104 | 30 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| FinalVolume: | 44 | 1924 | 0 | | 89 | 1816 | 0 | | 158 | 20 | 0 | | 104 | 30 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.91 | 1.00 | | 0.92 | 0.91 | 1.00 | | 0.95 | 0.95 | 1.00 | | 0.95 | 0.95 | 1.00 | |
| Lanes: | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 1.00 | 2.00 | 1.00 | | 1.00 | 2.00 | 1.00 | |
| Final Sat.: | 3502 | 5187 | 1900 | | 3502 | 5187 | 1900 | | 1805 | 3610 | 1900 | | 1805 | 3610 | 1900 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.37 | 0.00 | | 0.03 | 0.35 | 0.00 | | 0.09 | 0.01 | 0.00 | | 0.06 | 0.01 | 0.00 | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.02 | 0.66 | 0.00 | | 0.05 | 0.68 | 0.00 | | 0.16 | 0.02 | 0.00 | | 0.16 | 0.02 | 0.00 | |
| Volume/Cap: | 0.51 | 0.56 | 0.00 | | 0.56 | 0.51 | 0.00 | | 0.56 | 0.37 | 0.00 | | 0.37 | 0.56 | 0.00 | |
| Uniform Del: | 48.2 | 9.0 | 0.0 | | 46.8 | 7.7 | 0.0 | | 39.0 | 48.8 | 0.0 | | 37.7 | 48.9 | 0.0 | |
| IncremntDel: | 5.2 | 0.2 | 0.0 | | 4.4 | 0.1 | 0.0 | | 2.5 | 4.2 | 0.0 | | 0.8 | 12.5 | 0.0 | |
| 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 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| Delay/Veh: | 53.3 | 9.2 | 0.0 | | 51.2 | 7.8 | 0.0 | | 41.5 | 52.9 | 0.0 | | 38.6 | 61.4 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 53.3 | 9.2 | 0.0 | | 51.2 | 7.8 | 0.0 | | 41.5 | 52.9 | 0.0 | | 38.6 | 61.4 | 0.0 | |
| LOS by Move: | D | A | A | | D | A | A | | D | D | A | | D | E | A | |
| HCM2kAvgQ: | 1 | 12 | 0 | | 2 | 10 | 0 | | 4 | 0 | 0 | | 3 | 1 | 0 | |

Note: Queue reported is the number of cars per lane.





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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #9 East Bidwell St/Power Center Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.550
Loss Time (sec): 12 Average Delay (sec/veh): 7.0
Optimal Cycle: 44 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Split Phase | | | | Split Phase | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 3 | 0 | 1 | 1 | 0 3 | 0 | 1 | 1 | 1 0 | 0 | 1 | 0 | 1 0 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 17 | 1956 | 82 | | 20 | 1701 | 21 | | 45 | 7 | 42 | | 44 | 3 | 38 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 17 | 1956 | 82 | | 20 | 1701 | 21 | | 45 | 7 | 42 | | 44 | 3 | 38 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 19 | 2198 | 92 | | 22 | 1911 | 24 | | 51 | 8 | 47 | | 49 | 3 | 43 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 19 | 2198 | 92 | | 22 | 1911 | 24 | | 51 | 8 | 47 | | 49 | 3 | 43 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 19 | 2198 | 92 | | 22 | 1911 | 24 | | 51 | 8 | 47 | | 49 | 3 | 43 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.91 | 0.85 | | 0.95 | 0.91 | 0.85 | | 0.96 | 0.96 | 0.85 | | 0.96 | 0.96 | 0.85 | |
| Lanes: | 1.00 | 3.00 | 1.00 | | 1.00 | 3.00 | 1.00 | | 1.73 | 0.27 | 1.00 | | 0.94 | 0.06 | 1.00 | |
| Final Sat.: | 1805 | 5187 | 1615 | | 1805 | 5187 | 1615 | | 3154 | 491 | 1615 | | 1699 | 116 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.42 | 0.06 | | 0.01 | 0.37 | 0.01 | | 0.02 | 0.02 | 0.03 | | 0.03 | 0.03 | 0.03 | |
| Crit Moves: | | **** | | | **** | | | | | | **** | | **** | | | |
| Green/Cycle: | 0.02 | 0.77 | 0.82 | | 0.02 | 0.77 | 0.80 | | 0.03 | 0.03 | 0.06 | | 0.05 | 0.05 | 0.08 | |
| Volume/Cap: | 0.48 | 0.55 | 0.07 | | 0.55 | 0.48 | 0.02 | | 0.47 | 0.47 | 0.52 | | 0.55 | 0.55 | 0.35 | |
| Uniform Del: | 48.3 | 4.6 | 1.7 | | 48.4 | 4.2 | 1.9 | | 47.4 | 47.4 | 45.9 | | 46.2 | 46.2 | 43.9 | |
| IncremntDel: | 8.7 | 0.2 | 0.0 | | 15.0 | 0.1 | 0.0 | | 2.8 | 2.8 | 5.4 | | 6.6 | 6.6 | 1.7 | |
| 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: | 57.1 | 4.7 | 1.7 | | 63.4 | 4.2 | 1.9 | | 50.3 | 50.3 | 51.3 | | 52.8 | 52.8 | 45.6 | |
| 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: | 57.1 | 4.7 | 1.7 | | 63.4 | 4.2 | 1.9 | | 50.3 | 50.3 | 51.3 | | 52.8 | 52.8 | 45.6 | |
| LOS by Move: | E | A | A | | E | A | A | | D | D | D | | D | D | D | |
| HCM2kAvgQ: | 1 | 10 | 1 | | 2 | 8 | 0 | | 1 | 1 | 1 | | 2 | 2 | 1 | |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #10 Broadstone Pkwy/ East Bidwell St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.656
Loss Time (sec): 12 Average Delay (sec/veh): 27.6
Optimal Cycle: 54 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - | R | L | - T | - | R | L | - T | - | R | L | - T | - | R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ignore | | | | Ignore | | | | Ignore | | | | Ignore | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | |
| Lanes: | 2 | 0 | 3 | 0 | 1 | 2 | 0 | 3 | 0 | 1 | 2 | 0 | 3 | 0 | 1 | |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 15 | 847 | 5 | | 245 | 1153 | 131 | | 156 | 933 | 32 | | 29 | 1226 | 144 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 15 | 847 | 5 | | 245 | 1153 | 131 | | 156 | 933 | 32 | | 29 | 1226 | 144 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.00 | |
| PHF Volume: | 17 | 952 | 0 | | 275 | 1296 | 0 | | 175 | 1048 | 0 | | 33 | 1378 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 17 | 952 | 0 | | 275 | 1296 | 0 | | 175 | 1048 | 0 | | 33 | 1378 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| FinalVolume: | 17 | 952 | 0 | | 275 | 1296 | 0 | | 175 | 1048 | 0 | | 33 | 1378 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.91 | 1.00 | | 0.92 | 0.91 | 1.00 | | 0.92 | 0.91 | 1.00 | | 0.92 | 0.91 | 1.00 | |
| Lanes: | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | |
| Final Sat.: | 3502 | 5187 | 1900 | | 3502 | 5187 | 1900 | | 3502 | 5187 | 1900 | | 3502 | 5187 | 1900 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.18 | 0.00 | | 0.08 | 0.25 | 0.00 | | 0.05 | 0.20 | 0.00 | | 0.01 | 0.27 | 0.00 | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.01 | 0.28 | 0.00 | | 0.12 | 0.39 | 0.00 | | 0.08 | 0.46 | 0.00 | | 0.02 | 0.40 | 0.00 | |
| Volume/Cap: | 0.64 | 0.66 | 0.00 | | 0.66 | 0.64 | 0.00 | | 0.66 | 0.44 | 0.00 | | 0.44 | 0.66 | 0.00 | |
| Uniform Del: | 49.5 | 31.8 | 0.0 | | 42.0 | 24.7 | 0.0 | | 44.9 | 18.3 | 0.0 | | 48.4 | 24.1 | 0.0 | |
| IncremntDel: | 42.0 | 1.1 | 0.0 | | 3.8 | 0.7 | 0.0 | | 5.8 | 0.1 | 0.0 | | 4.1 | 0.8 | 0.0 | |
| 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 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| Delay/Veh: | 91.5 | 32.9 | 0.0 | | 45.8 | 25.3 | 0.0 | | 50.8 | 18.4 | 0.0 | | 52.5 | 24.9 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 91.5 | 32.9 | 0.0 | | 45.8 | 25.3 | 0.0 | | 50.8 | 18.4 | 0.0 | | 52.5 | 24.9 | 0.0 | |
| LOS by Move: | F | C | A | | D | C | A | | D | B | A | | D | C | A | |
| HCM2kAvgQ: | 0 | 9 | 0 | | 5 | 12 | 0 | | 3 | 8 | 0 | | 1 | 13 | 0 | |

Note: Queue reported is the number of cars per lane.





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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #11 Empire Ranch Road/ Broadstone Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.613
Loss Time (sec): 12 Average Delay (sec/veh): 20.2
Optimal Cycle: 50 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - | R | L | - T | - | R | L | - T | - | R | L | - T | - | R |
| Control: | Protected | | | | Protected | | | | Split Phase | | | | Split Phase | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | |
| Lanes: | 1 | 0 | 2 | 1 | 0 | 1 | 0 | 2 | 1 | 0 | 2 | 0 | 1 | 0 | 1 | |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 116 | 723 | 3 | | 7 | 1281 | 101 | | 31 | 11 | 187 | | 15 | 22 | 18 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 116 | 723 | 3 | | 7 | 1281 | 101 | | 31 | 11 | 187 | | 15 | 22 | 18 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 130 | 812 | 3 | | 8 | 1439 | 113 | | 35 | 12 | 210 | | 17 | 25 | 20 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 130 | 812 | 3 | | 8 | 1439 | 113 | | 35 | 12 | 210 | | 17 | 25 | 20 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 130 | 812 | 3 | | 8 | 1439 | 113 | | 35 | 12 | 210 | | 17 | 25 | 20 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.91 | 0.91 | | 0.95 | 0.90 | 0.90 | | 0.92 | 1.00 | 0.85 | | 0.94 | 0.94 | 0.94 | |
| Lanes: | 1.00 | 2.99 | 0.01 | | 1.00 | 2.78 | 0.22 | | 2.00 | 1.00 | 1.00 | | 0.27 | 0.40 | 0.33 | |
| Final Sat.: | 1805 | 5160 | 21 | | 1805 | 4755 | 375 | | 3502 | 1900 | 1615 | | 489 | 717 | 587 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.07 | 0.16 | 0.16 | | 0.00 | 0.30 | 0.30 | | 0.01 | 0.01 | 0.13 | | 0.03 | 0.03 | 0.03 | |
| Crit Moves: | **** | | | | | **** | | | | | **** | | **** | | | |
| Green/Cycle: | 0.12 | 0.60 | 0.60 | | 0.02 | 0.49 | 0.49 | | 0.21 | 0.21 | 0.21 | | 0.06 | 0.06 | 0.06 | |
| Volume/Cap: | 0.61 | 0.26 | 0.26 | | 0.26 | 0.61 | 0.61 | | 0.05 | 0.03 | 0.61 | | 0.61 | 0.61 | 0.61 | |
| Uniform Del: | 41.9 | 9.7 | 9.7 | | 48.6 | 18.4 | 18.4 | | 31.3 | 31.2 | 35.7 | | 46.1 | 46.1 | 46.1 | |
| IncremntDel: | 5.2 | 0.0 | 0.0 | | 4.7 | 0.5 | 0.5 | | 0.0 | 0.0 | 3.3 | | 10.7 | 10.7 | 10.7 | |
| 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: | 47.2 | 9.8 | 9.8 | | 53.3 | 18.8 | 18.8 | | 31.4 | 31.3 | 38.9 | | 56.8 | 56.8 | 56.8 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 47.2 | 9.8 | 9.8 | | 53.3 | 18.8 | 18.8 | | 31.4 | 31.3 | 38.9 | | 56.8 | 56.8 | 56.8 | |
| LOS by Move: | D | A | A | | D | B | B | | C | C | D | | E | E | E | |
| HCM2kAvgQ: | 4 | 4 | 4 | | 0 | 12 | 12 | | 0 | 0 | 7 | | 3 | 3 | 3 | |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #12 Oak Avenue Prky / Haverhill Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.591
Loss Time (sec): 9 Average Delay (sec/veh): 15.2
Optimal Cycle: 40 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | |
| Lanes: | 1 | 0 | 1 | 1 0 | 1 | 0 | 1 | 1 0 | 0 | 0 | 1! | 0 0 | 0 | 0 | 1! | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 1 | 934 | 16 | 84 | 1240 | 1 | 1 | 20 | 4 | 75 | 14 | 117 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 1 | 934 | 16 | 84 | 1240 | 1 | 1 | 20 | 4 | 75 | 14 | 117 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | | | | |
| PHF Volume: | 1 | 1049 | 18 | 94 | 1393 | 1 | 1 | 22 | 4 | 84 | 16 | 131 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 1 | 1049 | 18 | 94 | 1393 | 1 | 1 | 22 | 4 | 84 | 16 | 131 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| FinalVolume: | 1 | 1049 | 18 | 94 | 1393 | 1 | 1 | 22 | 4 | 84 | 16 | 131 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.97 | 0.97 | 0.97 | 0.81 | 0.81 | 0.81 | | | | |
| Lanes: | 1.00 | 1.97 | 0.03 | 1.00 | 1.99 | 0.01 | 0.04 | 0.80 | 0.16 | 0.36 | 0.07 | 0.57 | | | | |
| Final Sat.: | 1805 | 3539 | 61 | 1805 | 3607 | 3 | 74 | 1476 | 295 | 559 | 104 | 873 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.30 | 0.30 | 0.05 | 0.39 | 0.39 | 0.02 | 0.02 | 0.02 | 0.15 | 0.15 | 0.15 | | | | |
| Crit Moves: | **** | | | | **** | | | | | | **** | | | | | |
| Green/Cycle: | 0.00 | 0.56 | 0.56 | 0.10 | 0.65 | 0.65 | 0.26 | 0.26 | 0.26 | 0.26 | 0.26 | 0.26 | | | | |
| Volume/Cap: | 0.59 | 0.53 | 0.53 | 0.53 | 0.59 | 0.59 | 0.06 | 0.06 | 0.06 | 0.59 | 0.59 | 0.59 | | | | |
| Uniform Del: | 49.9 | 14.0 | 14.0 | 42.9 | 9.8 | 9.8 | 28.2 | 28.2 | 28.2 | 32.7 | 32.7 | 32.7 | | | | |
| IncremntDel: | 224.7 | 0.3 | 0.3 | 3.1 | 0.4 | 0.4 | 0.1 | 0.1 | 0.1 | 2.4 | 2.4 | 2.4 | | | | |
| 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: | 274.6 | 14.2 | 14.2 | 46.0 | 10.2 | 10.2 | 28.2 | 28.2 | 28.2 | 35.1 | 35.1 | 35.1 | | | | |
| 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: | 274.6 | 14.2 | 14.2 | 46.0 | 10.2 | 10.2 | 28.2 | 28.2 | 28.2 | 35.1 | 35.1 | 35.1 | | | | |
| LOS by Move: | F | B | B | D | B | B | C | C | C | D | D | D | | | | |
| HCM2kAvgQ: | 0 | 11 | 11 | 3 | 12 | 12 | 1 | 1 | 1 | 7 | 7 | 7 | | | | |

Note: Queue reported is the number of cars per lane.





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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #13 Oak Avenue Prky / Haldion Wy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.607
Loss Time (sec): 9 Average Delay (sec/veh): 14.3
Optimal Cycle: 42 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | |
| Lanes: | 1 | 0 | 1 | 1 0 | 1 | 0 | 1 | 1 0 | 0 | 0 | 1! | 0 0 | 0 | 0 | 1! | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 43 | 913 | 76 | 38 | 1240 | 10 | 16 | 23 | 55 | 111 | 5 | 32 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 43 | 913 | 76 | 38 | 1240 | 10 | 16 | 23 | 55 | 111 | 5 | 32 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | | | | |
| PHF Volume: | 48 | 1026 | 85 | 43 | 1393 | 11 | 18 | 26 | 62 | 125 | 6 | 36 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 48 | 1026 | 85 | 43 | 1393 | 11 | 18 | 26 | 62 | 125 | 6 | 36 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| FinalVolume: | 48 | 1026 | 85 | 43 | 1393 | 11 | 18 | 26 | 62 | 125 | 6 | 36 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 0.95 | 0.94 | 0.94 | 0.95 | 0.95 | 0.95 | 0.87 | 0.87 | 0.87 | 0.64 | 0.64 | 0.64 | | | | |
| Lanes: | 1.00 | 1.85 | 0.15 | 1.00 | 1.98 | 0.02 | 0.17 | 0.24 | 0.59 | 0.75 | 0.03 | 0.22 | | | | |
| Final Sat.: | 1805 | 3293 | 274 | 1805 | 3578 | 29 | 281 | 403 | 964 | 916 | 41 | 264 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.31 | 0.31 | 0.02 | 0.39 | 0.39 | 0.06 | 0.06 | 0.06 | 0.14 | 0.14 | 0.14 | | | | |
| Crit Moves: | **** | | | | **** | | | | | | **** | | | | | |
| Green/Cycle: | 0.04 | 0.64 | 0.64 | 0.05 | 0.64 | 0.64 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | 0.22 | | | | |
| Volume/Cap: | 0.61 | 0.49 | 0.49 | 0.49 | 0.61 | 0.61 | 0.29 | 0.29 | 0.29 | 0.61 | 0.61 | 0.61 | | | | |
| Uniform Del: | 46.9 | 9.6 | 9.6 | 46.4 | 10.5 | 10.5 | 32.1 | 32.1 | 32.1 | 34.8 | 34.8 | 34.8 | | | | |
| IncremntDel: | 12.7 | 0.2 | 0.2 | 4.3 | 0.5 | 0.5 | 0.4 | 0.4 | 0.4 | 3.9 | 3.9 | 3.9 | | | | |
| 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: | 59.7 | 9.7 | 9.7 | 50.6 | 11.0 | 11.0 | 32.6 | 32.6 | 32.6 | 38.7 | 38.7 | 38.7 | | | | |
| 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: | 59.7 | 9.7 | 9.7 | 50.6 | 11.0 | 11.0 | 32.6 | 32.6 | 32.6 | 38.7 | 38.7 | 38.7 | | | | |
| LOS by Move: | E | A | A | D | B | B | C | C | C | D | D | D | | | | |
| HCM2kAvgQ: | 1 | 9 | 9 | 1 | 13 | 13 | 3 | 3 | 3 | 6 | 6 | 6 | | | | |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #14 Folsom Blvd/ Iron Point Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.857
Loss Time (sec): 12 Average Delay (sec/veh): 20.4
Optimal Cycle: 93 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 2 | 0 1 | 1 | 0 | 2 | 0 0 | 0 | 0 | 0 | 0 0 | 2 | 0 | 0 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1510 | 419 | | 178 | 1982 | 0 | | 0 | 0 | 0 | | 428 | 0 | 91 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 0 | 1510 | 419 | | 178 | 1982 | 0 | | 0 | 0 | 0 | | 428 | 0 | 91 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 0 | 1697 | 471 | | 200 | 2227 | 0 | | 0 | 0 | 0 | | 481 | 0 | 102 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 1697 | 471 | | 200 | 2227 | 0 | | 0 | 0 | 0 | | 481 | 0 | 102 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 0 | 1697 | 471 | | 200 | 2227 | 0 | | 0 | 0 | 0 | | 481 | 0 | 102 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.95 | 0.85 | | 0.95 | 0.95 | 1.00 | | 1.00 | 1.00 | 1.00 | | 0.92 | 1.00 | 0.85 | |
| Lanes: | 0.00 | 2.00 | 1.00 | | 1.00 | 2.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 2.00 | 0.00 | 1.00 | |
| Final Sat.: | 0 | 3610 | 1615 | | 1805 | 3610 | 0 | | 0 | 0 | 0 | | 3502 | 0 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.47 | 0.29 | | 0.11 | 0.62 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.14 | 0.00 | 0.06 | |
| Crit Moves: | **** | | | | | **** | | | | | | | **** | | | |
| Green/Cycle: | 0.00 | 0.58 | 0.74 | | 0.14 | 0.72 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.16 | 0.00 | 0.16 | |
| Volume/Cap: | 0.00 | 0.81 | 0.39 | | 0.81 | 0.86 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.86 | 0.00 | 0.40 | |
| Uniform Del: | 0.0 | 16.4 | 4.7 | | 41.8 | 10.2 | 0.0 | | 0.0 | 0.0 | 0.0 | | 40.9 | 0.0 | 37.6 | |
| IncremntDel: | 0.0 | 2.4 | 0.2 | | 17.5 | 3.1 | 0.0 | | 0.0 | 0.0 | 0.0 | | 12.4 | 0.0 | 1.0 | |
| 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: | 0.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 1.00 | 0.00 | 1.00 | |
| Delay/Veh: | 0.0 | 18.9 | 4.9 | | 59.3 | 13.3 | 0.0 | | 0.0 | 0.0 | 0.0 | | 53.3 | 0.0 | 38.6 | |
| 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: | 0.0 | 18.9 | 4.9 | | 59.3 | 13.3 | 0.0 | | 0.0 | 0.0 | 0.0 | | 53.3 | 0.0 | 38.6 | |
| LOS by Move: | A | B | A | | E | B | A | | A | A | A | | D | A | D | |
| HCM2kAvgQ: | 0 | 22 | 5 | | 6 | 24 | 0 | | 0 | 0 | 0 | | 8 | 0 | 3 | |

Note: Queue reported is the number of cars per lane.





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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #15 Prairie City Rd/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.693
Loss Time (sec): 12 Average Delay (sec/veh): 24.7
Optimal Cycle: 58 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ignore | | | | Ignore | | | | Ignore | | | | Ignore | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 376 | 1059 | 194 | | 209 | 1730 | 9 | | 2 | 70 | 170 | | 219 | 525 | 509 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 376 | 1059 | 194 | | 209 | 1730 | 9 | | 2 | 70 | 170 | | 219 | 525 | 509 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.00 | |
| PHF Volume: | 422 | 1190 | 0 | | 235 | 1944 | 0 | | 2 | 79 | 0 | | 246 | 590 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 422 | 1190 | 0 | | 235 | 1944 | 0 | | 2 | 79 | 0 | | 246 | 590 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| FinalVolume: | 422 | 1190 | 0 | | 235 | 1944 | 0 | | 2 | 79 | 0 | | 246 | 590 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.91 | 1.00 | | 0.92 | 0.91 | 1.00 | | 0.92 | 0.91 | 1.00 | | 0.92 | 0.91 | 1.00 | |
| Lanes: | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | |
| Final Sat.: | 3502 | 5187 | 1900 | | 3502 | 5187 | 1900 | | 3502 | 5187 | 1900 | | 3502 | 5187 | 1900 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.12 | 0.23 | 0.00 | | 0.07 | 0.37 | 0.00 | | 0.00 | 0.02 | 0.00 | | 0.07 | 0.11 | 0.00 | |
| Crit Moves: | **** | | | | | **** | | | **** | | | | | **** | | |
| Green/Cycle: | 0.17 | 0.55 | 0.00 | | 0.16 | 0.54 | 0.00 | | 0.00 | 0.03 | 0.00 | | 0.14 | 0.16 | 0.00 | |
| Volume/Cap: | 0.69 | 0.41 | 0.00 | | 0.41 | 0.69 | 0.00 | | 0.69 | 0.52 | 0.00 | | 0.52 | 0.69 | 0.00 | |
| Uniform Del: | 38.8 | 13.0 | 0.0 | | 37.7 | 16.9 | 0.0 | | 49.9 | 47.8 | 0.0 | | 40.2 | 39.4 | 0.0 | |
| IncremntDel: | 3.4 | 0.1 | 0.0 | | 0.5 | 0.8 | 0.0 | | 241.2 | 3.1 | 0.0 | | 1.0 | 2.5 | 0.0 | |
| 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 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| Delay/Veh: | 42.2 | 13.0 | 0.0 | | 38.2 | 17.6 | 0.0 | | 291.1 | 50.9 | 0.0 | | 41.2 | 41.9 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 42.2 | 13.0 | 0.0 | | 38.2 | 17.6 | 0.0 | | 291.1 | 50.9 | 0.0 | | 41.2 | 41.9 | 0.0 | |
| LOS by Move: | D | B | A | | D | B | A | | F | D | A | | D | D | A | |
| HCM2kAvgQ: | 6 | 7 | 0 | | 3 | 15 | 0 | | 0 | 1 | 0 | | 4 | 6 | 0 | |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #16 Grover Rd/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.455
Loss Time (sec): 12 Average Delay (sec/veh): 19.1
Optimal Cycle: 38 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Split Phase | | | Split Phase | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 0 | 1! 0 | 0 | 1 0 | 0 1 | 0 | 1 0 | 3 0 | 1 | 1 0 | 2 1 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 93 | 19 | 12 | 93 | 52 | 88 | 19 | 532 | 122 | 39 | 1080 | 59 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 93 | 19 | 12 | 93 | 52 | 88 | 19 | 532 | 122 | 39 | 1080 | 59 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 104 | 21 | 13 | 104 | 58 | 99 | 21 | 598 | 137 | 44 | 1213 | 66 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 104 | 21 | 13 | 104 | 58 | 99 | 21 | 598 | 137 | 44 | 1213 | 66 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 104 | 21 | 13 | 104 | 58 | 99 | 21 | 598 | 137 | 44 | 1213 | 66 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.95 | 0.95 | 0.95 | 0.91 | 0.91 | 0.95 | 0.91 | 0.85 | 0.95 | 0.90 | 0.90 |
| Lanes: | 1.60 | 0.25 | 0.15 | 1.00 | 0.37 | 0.63 | 1.00 | 3.00 | 1.00 | 1.00 | 2.84 | 0.16 |
| Final Sat.: | 2887 | 442 | 279 | 1805 | 639 | 1082 | 1805 | 5187 | 1615 | 1805 | 4879 | 267 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.05 | 0.05 | 0.06 | 0.09 | 0.09 | 0.01 | 0.12 | 0.08 | 0.02 | 0.25 | 0.25 |
| Crit Moves: | | **** | | | | **** | **** | | | | **** | |
| Green/Cycle: | 0.11 | 0.11 | 0.11 | 0.20 | 0.20 | 0.20 | 0.03 | 0.47 | 0.47 | 0.10 | 0.55 | 0.55 |
| Volume/Cap: | 0.34 | 0.45 | 0.45 | 0.29 | 0.45 | 0.45 | 0.45 | 0.24 | 0.18 | 0.24 | 0.45 | 0.45 |
| Uniform Del: | 41.5 | 42.0 | 42.0 | 33.9 | 35.1 | 35.1 | 48.0 | 15.7 | 15.2 | 41.5 | 13.7 | 13.7 |
| IncremntDel: | 0.5 | 1.1 | 1.1 | 0.4 | 1.0 | 1.0 | 6.8 | 0.1 | 0.1 | 0.7 | 0.1 | 0.1 |
| 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: | 42.0 | 43.0 | 43.0 | 34.3 | 36.1 | 36.1 | 54.8 | 15.7 | 15.3 | 42.2 | 13.8 | 13.8 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 42.0 | 43.0 | 43.0 | 34.3 | 36.1 | 36.1 | 54.8 | 15.7 | 15.3 | 42.2 | 13.8 | 13.8 |
| LOS by Move: | D | D | D | C | D | D | D | B | B | D | B | B |
| HCM2kAvgQ: | 2 | 3 | 3 | 3 | 5 | 5 | 1 | 4 | 2 | 1 | 8 | 8 |

Note: Queue reported is the number of cars per lane.





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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #17 McAdoo Dr/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.509
Loss Time (sec): 12 Average Delay (sec/veh): 21.0
Optimal Cycle: 41 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Permitted | | | Permitted | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 0 0 | 0 0 | 0 | 1 0 | 0 0 | 1 | 1 0 | 3 0 | 0 | 0 0 | 2 1 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 157 | 0 | 278 | 68 | 526 | 0 | 0 | 894 | 74 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 157 | 0 | 278 | 68 | 526 | 0 | 0 | 894 | 74 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 0 | 0 | 0 | 176 | 0 | 312 | 76 | 591 | 0 | 0 | 1004 | 83 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 176 | 0 | 312 | 76 | 591 | 0 | 0 | 1004 | 83 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 0 | 0 | 0 | 176 | 0 | 312 | 76 | 591 | 0 | 0 | 1004 | 83 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 0.77 | 1.00 | 0.85 | 0.95 | 0.91 | 1.00 | 1.00 | 0.90 | 0.90 |
| Lanes: | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 3.00 | 0.00 | 0.00 | 2.77 | 0.23 |
| Final Sat.: | 0 | 0 | 0 | 1461 | 0 | 1615 | 1805 | 5187 | 0 | 0 | 4738 | 392 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.12 | 0.00 | 0.19 | 0.04 | 0.11 | 0.00 | 0.00 | 0.21 | 0.21 |
| Crit Moves: | | | | | | **** | **** | | | | **** | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | 0.38 | 0.00 | 0.38 | 0.08 | 0.50 | 0.00 | 0.00 | 0.42 | 0.42 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.32 | 0.00 | 0.51 | 0.51 | 0.23 | 0.00 | 0.00 | 0.51 | 0.51 |
| Uniform Del: | 0.0 | 0.0 | 0.0 | 21.9 | 0.0 | 23.8 | 43.9 | 14.1 | 0.0 | 0.0 | 21.6 | 21.6 |
| IncremntDel: | 0.0 | 0.0 | 0.0 | 0.3 | 0.0 | 0.7 | 2.9 | 0.0 | 0.0 | 0.0 | 0.2 | 0.2 |
| 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: | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 22.2 | 0.0 | 24.5 | 46.8 | 14.2 | 0.0 | 0.0 | 21.8 | 21.8 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 22.2 | 0.0 | 24.5 | 46.8 | 14.2 | 0.0 | 0.0 | 21.8 | 21.8 |
| LOS by Move: | A | A | A | C | A | C | D | B | A | A | C | C |
| HCM2kAvgQ: | 0 | 0 | 0 | 4 | 0 | 8 | 2 | 4 | 0 | 0 | 9 | 9 |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #18 Oak Ave Pkwy/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.699
Loss Time (sec): 12 Average Delay (sec/veh): 32.2
Optimal Cycle: 59 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ignore | | | | Ovl | | | | Ignore | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 2 | 0 1 | 2 | 0 | 2 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 373 | 788 | 430 | 285 | 850 | 439 | 135 | 492 | 254 | 388 | 681 | 99 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 373 | 788 | 430 | 285 | 850 | 439 | 135 | 492 | 254 | 388 | 681 | 99 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | | | | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.00 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.00 | | | | |
| PHF Volume: | 419 | 885 | 483 | 320 | 955 | 0 | 152 | 553 | 285 | 436 | 765 | 0 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 419 | 885 | 483 | 320 | 955 | 0 | 152 | 553 | 285 | 436 | 765 | 0 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | | | | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | | | | |
| FinalVolume: | 419 | 885 | 483 | 320 | 955 | 0 | 152 | 553 | 285 | 436 | 765 | 0 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 0.92 | 0.95 | 0.85 | 0.92 | 0.95 | 1.00 | 0.92 | 0.91 | 0.85 | 0.92 | 0.91 | 1.00 | | | | |
| Lanes: | 2.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | | | | |
| Final Sat.: | 3502 | 3610 | 1615 | 3502 | 3610 | 1900 | 3502 | 5187 | 1615 | 3502 | 5187 | 1900 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.12 | 0.25 | 0.30 | 0.09 | 0.26 | 0.00 | 0.04 | 0.11 | 0.18 | 0.12 | 0.15 | 0.00 | | | | |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | | | | | |
| Green/Cycle: | 0.17 | 0.40 | 0.58 | 0.15 | 0.38 | 0.00 | 0.08 | 0.15 | 0.32 | 0.18 | 0.26 | 0.00 | | | | |
| Volume/Cap: | 0.70 | 0.61 | 0.52 | 0.61 | 0.70 | 0.00 | 0.58 | 0.70 | 0.55 | 0.70 | 0.58 | 0.00 | | | | |
| Uniform Del: | 39.0 | 23.8 | 12.7 | 39.8 | 26.3 | 0.0 | 44.7 | 40.2 | 27.8 | 38.6 | 32.5 | 0.0 | | | | |
| IncremntDel: | 3.7 | 0.8 | 0.5 | 2.2 | 1.6 | 0.0 | 3.2 | 2.8 | 1.2 | 3.5 | 0.6 | 0.0 | | | | |
| 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 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | | | | |
| Delay/Veh: | 42.7 | 24.6 | 13.2 | 42.0 | 27.9 | 0.0 | 47.9 | 43.0 | 29.0 | 42.1 | 33.1 | 0.0 | | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| AdjDel/Veh: | 42.7 | 24.6 | 13.2 | 42.0 | 27.9 | 0.0 | 47.9 | 43.0 | 29.0 | 42.1 | 33.1 | 0.0 | | | | |
| LOS by Move: | D | C | B | D | C | A | D | D | C | D | C | A | | | | |
| HCM2kAvgQ: | 6 | 11 | 9 | 5 | 13 | 0 | 2 | 6 | 7 | 7 | 7 | 0 | | | | |

Note: Queue reported is the number of cars per lane.





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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #19 Rowberry Dr/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.546
Loss Time (sec): 12 Average Delay (sec/veh): 25.2
Optimal Cycle: 44 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Split Phase | | | | Split Phase | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Include | | | | Ovl | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 1 | 0 | 0 1 | 1 | 0 | 0 | 1 0 | 1 | 0 | 3 | 0 1 | 2 | 0 | 2 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 337 | 51 | 329 | 14 | 80 | 42 | 11 | 811 | 364 | 338 | 844 | 12 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 337 | 51 | 329 | 14 | 80 | 42 | 11 | 811 | 364 | 338 | 844 | 12 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | | | | |
| PHF Volume: | 379 | 57 | 370 | 16 | 90 | 47 | 12 | 911 | 409 | 380 | 948 | 13 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 379 | 57 | 370 | 16 | 90 | 47 | 12 | 911 | 409 | 380 | 948 | 13 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| 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: | 379 | 57 | 370 | 16 | 90 | 47 | 12 | 911 | 409 | 380 | 948 | 13 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 0.96 | 0.96 | 0.85 | 0.95 | 0.95 | 0.95 | 0.95 | 0.91 | 0.85 | 0.92 | 0.91 | 0.91 | | | | |
| Lanes: | 1.74 | 0.26 | 1.00 | 1.00 | 0.66 | 0.34 | 1.00 | 3.00 | 1.00 | 2.00 | 2.96 | 0.04 | | | | |
| Final Sat.: | 3162 | 479 | 1615 | 1805 | 1181 | 620 | 1805 | 5187 | 1615 | 3502 | 5104 | 73 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.12 | 0.12 | 0.23 | 0.01 | 0.08 | 0.08 | 0.01 | 0.18 | 0.25 | 0.11 | 0.19 | 0.19 | | | | |
| Crit Moves: | | | **** | | **** | | | **** | | **** | | | | | | |
| Green/Cycle: | 0.22 | 0.22 | 0.42 | 0.14 | 0.14 | 0.14 | 0.02 | 0.32 | 0.54 | 0.20 | 0.50 | 0.50 | | | | |
| Volume/Cap: | 0.54 | 0.54 | 0.55 | 0.06 | 0.55 | 0.55 | 0.37 | 0.55 | 0.47 | 0.55 | 0.37 | 0.37 | | | | |
| Uniform Del: | 34.5 | 34.5 | 21.9 | 37.4 | 40.1 | 40.1 | 48.5 | 27.9 | 14.0 | 36.0 | 15.2 | 15.2 | | | | |
| IncremntDel: | 0.8 | 0.8 | 0.9 | 0.1 | 2.5 | 2.5 | 6.8 | 0.4 | 0.4 | 0.9 | 0.1 | 0.1 | | | | |
| 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: | 35.3 | 35.3 | 22.8 | 37.5 | 42.6 | 42.6 | 55.3 | 28.3 | 14.4 | 36.9 | 15.3 | 15.3 | | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| AdjDel/Veh: | 35.3 | 35.3 | 22.8 | 37.5 | 42.6 | 42.6 | 55.3 | 28.3 | 14.4 | 36.9 | 15.3 | 15.3 | | | | |
| LOS by Move: | D | D | C | D | D | D | E | C | B | D | B | B | | | | |
| HCM2kAvgQ: | 6 | 6 | 8 | 0 | 5 | 5 | 0 | 8 | 7 | 5 | 6 | 6 | | | | |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #20 Broadstone Pkwy/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.314
Loss Time (sec): 12 Average Delay (sec/veh): 18.3
Optimal Cycle: 31 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Split Phase | | | Split Phase | | | Protected | | | Protected | | |
| Rights: | Include | | | Ignore | | | Include | | | Ignore | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 1 | 0 | 0 1 | 2 0 | 1 | 0 1 | 2 0 | 3 | 0 1 | 2 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 7 | 6 | 11 | 47 | 40 | 601 | 375 | 719 | 55 | 114 | 574 | 6 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 7 | 6 | 11 | 47 | 40 | 601 | 375 | 719 | 55 | 114 | 574 | 6 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.00 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.00 |
| PHF Volume: | 8 | 7 | 12 | 53 | 45 | 0 | 421 | 808 | 62 | 128 | 645 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 8 | 7 | 12 | 53 | 45 | 0 | 421 | 808 | 62 | 128 | 645 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| FinalVolume: | 8 | 7 | 12 | 53 | 45 | 0 | 421 | 808 | 62 | 128 | 645 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.97 | 0.97 | 0.85 | 0.92 | 1.00 | 1.00 | 0.92 | 0.91 | 0.85 | 0.92 | 0.91 | 1.00 |
| Lanes: | 1.08 | 0.92 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 1993 | 1708 | 1615 | 3502 | 1900 | 1900 | 3502 | 5187 | 1615 | 3502 | 5187 | 1900 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.01 | 0.02 | 0.02 | 0.00 | 0.12 | 0.16 | 0.04 | 0.04 | 0.12 | 0.00 |
| Crit Moves: | | | **** | | **** | | **** | | | | **** | |
| Green/Cycle: | 0.02 | 0.02 | 0.02 | 0.08 | 0.08 | 0.00 | 0.38 | 0.63 | 0.63 | 0.15 | 0.40 | 0.00 |
| Volume/Cap: | 0.16 | 0.16 | 0.31 | 0.20 | 0.31 | 0.00 | 0.31 | 0.25 | 0.06 | 0.25 | 0.31 | 0.00 |
| Uniform Del: | 47.8 | 47.8 | 48.0 | 43.4 | 43.8 | 0.0 | 21.6 | 8.0 | 7.0 | 37.6 | 20.8 | 0.0 |
| IncremntDel: | 0.8 | 0.8 | 4.5 | 0.4 | 1.3 | 0.0 | 0.1 | 0.0 | 0.0 | 0.2 | 0.1 | 0.0 |
| 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 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| Delay/Veh: | 48.6 | 48.6 | 52.5 | 43.8 | 45.0 | 0.0 | 21.7 | 8.1 | 7.1 | 37.9 | 20.9 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 48.6 | 48.6 | 52.5 | 43.8 | 45.0 | 0.0 | 21.7 | 8.1 | 7.1 | 37.9 | 20.9 | 0.0 |
| LOS by Move: | D | D | D | D | D | A | C | A | A | D | C | A |
| HCM2kAvgQ: | 0 | 0 | 1 | 1 | 2 | 0 | 4 | 4 | 1 | 2 | 5 | 0 |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #21 East Bidwell St/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.781
Loss Time (sec): 12 Average Delay (sec/veh): 29.3
Optimal Cycle: 73 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Ignore | | | Ovl | | | Ignore | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 2 0 | 3 | 0 1 | 2 0 | 3 | 0 1 | 2 0 | 3 | 0 1 | 2 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 204 | 1636 | 315 | 549 | 1228 | 73 | 92 | 263 | 234 | 184 | 403 | 498 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 204 | 1636 | 315 | 549 | 1228 | 73 | 92 | 263 | 234 | 184 | 403 | 498 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 0.89 | 0.89 | 0.00 | 0.89 | 0.89 | 0.00 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.00 |
| PHF Volume: | 229 | 1838 | 0 | 617 | 1380 | 0 | 103 | 296 | 263 | 207 | 453 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 229 | 1838 | 0 | 617 | 1380 | 0 | 103 | 296 | 263 | 207 | 453 | 0 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| FinalVolume: | 229 | 1838 | 0 | 617 | 1380 | 0 | 103 | 296 | 263 | 207 | 453 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.91 | 1.00 | 0.92 | 0.91 | 1.00 | 0.92 | 0.91 | 0.85 | 0.92 | 0.91 | 1.00 |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3502 | 5187 | 1900 | 3502 | 5187 | 1900 | 3502 | 5187 | 1615 | 3502 | 5187 | 1900 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.07 | 0.35 | 0.00 | 0.18 | 0.27 | 0.00 | 0.03 | 0.06 | 0.16 | 0.06 | 0.09 | 0.00 |
| Crit Moves: | | **** | | **** | | | | | **** | **** | | |
| Green/Cycle: | 0.13 | 0.45 | 0.00 | 0.23 | 0.55 | 0.00 | 0.05 | 0.12 | 0.26 | 0.08 | 0.15 | 0.00 |
| Volume/Cap: | 0.49 | 0.78 | 0.00 | 0.78 | 0.49 | 0.00 | 0.58 | 0.46 | 0.63 | 0.78 | 0.58 | 0.00 |
| Uniform Del: | 40.1 | 23.1 | 0.0 | 36.4 | 14.1 | 0.0 | 46.4 | 40.6 | 32.8 | 45.4 | 39.6 | 0.0 |
| IncremntDel: | 0.8 | 1.7 | 0.0 | 5.0 | 0.1 | 0.0 | 4.9 | 0.5 | 3.1 | 13.8 | 1.1 | 0.0 |
| 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 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| Delay/Veh: | 40.9 | 24.8 | 0.0 | 41.4 | 14.2 | 0.0 | 51.3 | 41.1 | 35.8 | 59.2 | 40.7 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 40.9 | 24.8 | 0.0 | 41.4 | 14.2 | 0.0 | 51.3 | 41.1 | 35.8 | 59.2 | 40.7 | 0.0 |
| LOS by Move: | D | C | A | D | B | A | D | D | D | E | D | A |
| HCM2kAvgQ: | 3 | 17 | 0 | 9 | 9 | 0 | 2 | 3 | 7 | 4 | 5 | 0 |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #22 Cavitt Dr/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.369
Loss Time (sec): 12 Average Delay (sec/veh): 13.4
Optimal Cycle: 34 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | |
| Lanes: | 1 | 1 | 0 | 0 1 | 1 | 1 | 0 | 0 1 | 1 | 0 | 3 | 0 1 | 1 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 96 | 8 | 33 | | 123 | 19 | 81 | | 16 | 1006 | 121 | | 53 | 1060 | 133 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 96 | 8 | 33 | | 123 | 19 | 81 | | 16 | 1006 | 121 | | 53 | 1060 | 133 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 108 | 9 | 37 | | 138 | 21 | 91 | | 18 | 1130 | 136 | | 60 | 1191 | 149 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 108 | 9 | 37 | | 138 | 21 | 91 | | 18 | 1130 | 136 | | 60 | 1191 | 149 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 108 | 9 | 37 | | 138 | 21 | 91 | | 18 | 1130 | 136 | | 60 | 1191 | 149 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.54 | 0.54 | 0.85 | | 0.57 | 0.57 | 0.85 | | 0.95 | 0.91 | 0.85 | | 0.95 | 0.91 | 0.85 | |
| Lanes: | 1.85 | 0.15 | 1.00 | | 1.73 | 0.27 | 1.00 | | 1.00 | 3.00 | 1.00 | | 1.00 | 3.00 | 1.00 | |
| Final Sat.: | 1908 | 159 | 1615 | | 1883 | 291 | 1615 | | 1805 | 5187 | 1615 | | 1805 | 5187 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.06 | 0.06 | 0.02 | | 0.07 | 0.07 | 0.06 | | 0.01 | 0.22 | 0.08 | | 0.03 | 0.23 | 0.09 | |
| Crit Moves: | | | | | | **** | | | | **** | | | **** | | | |
| Green/Cycle: | 0.20 | 0.20 | 0.20 | | 0.20 | 0.20 | 0.20 | | 0.03 | 0.59 | 0.59 | | 0.09 | 0.65 | 0.65 | |
| Volume/Cap: | 0.28 | 0.28 | 0.12 | | 0.37 | 0.37 | 0.28 | | 0.35 | 0.37 | 0.14 | | 0.37 | 0.35 | 0.14 | |
| Uniform Del: | 34.0 | 34.0 | 32.8 | | 34.6 | 34.6 | 34.0 | | 47.7 | 10.7 | 9.1 | | 42.9 | 7.8 | 6.7 | |
| IncremntDel: | 0.4 | 0.4 | 0.2 | | 0.5 | 0.5 | 0.5 | | 4.1 | 0.1 | 0.1 | | 1.4 | 0.1 | 0.1 | |
| 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: | 34.4 | 34.4 | 33.0 | | 35.1 | 35.1 | 34.5 | | 51.8 | 10.8 | 9.2 | | 44.3 | 7.9 | 6.7 | |
| 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: | 34.4 | 34.4 | 33.0 | | 35.1 | 35.1 | 34.5 | | 51.8 | 10.8 | 9.2 | | 44.3 | 7.9 | 6.7 | |
| LOS by Move: | C | C | C | | D | D | C | | D | B | A | | D | A | A | |
| HCM2kAvgQ: | 2 | 2 | 1 | | 2 | 2 | 3 | | 1 | 6 | 2 | | 2 | 6 | 2 | |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #23 Serpa Way / Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.580
Loss Time (sec): 12 Average Delay (sec/veh): 24.2
Optimal Cycle: 47 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Include | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | |
| Lanes: | 1 | 0 | 1 | 0 1 | 2 | 0 | 0 | 1 0 | 1 | 0 | 3 | 0 1 | 1 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 303 | 7 | 101 | | 128 | 17 | 44 | | 29 | 716 | 404 | | 203 | 909 | 174 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 303 | 7 | 101 | | 128 | 17 | 44 | | 29 | 716 | 404 | | 203 | 909 | 174 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 340 | 8 | 113 | | 144 | 19 | 49 | | 33 | 804 | 454 | | 228 | 1021 | 196 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 340 | 8 | 113 | | 144 | 19 | 49 | | 33 | 804 | 454 | | 228 | 1021 | 196 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 340 | 8 | 113 | | 144 | 19 | 49 | | 33 | 804 | 454 | | 228 | 1021 | 196 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 1.00 | 0.85 | | 0.92 | 0.89 | 0.89 | | 0.95 | 0.91 | 0.85 | | 0.95 | 0.91 | 0.85 | |
| Lanes: | 1.00 | 1.00 | 1.00 | | 2.00 | 0.28 | 0.72 | | 1.00 | 3.00 | 1.00 | | 1.00 | 3.00 | 1.00 | |
| Final Sat.: | 1805 | 1900 | 1615 | | 3502 | 472 | 1222 | | 1805 | 5187 | 1615 | | 1805 | 5187 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.19 | 0.00 | 0.07 | | 0.04 | 0.04 | 0.04 | | 0.02 | 0.16 | 0.28 | | 0.13 | 0.20 | 0.12 | |
| Crit Moves: | **** | | | | | **** | | | | **** | | | **** | | | |
| Green/Cycle: | 0.33 | 0.04 | 0.25 | | 0.36 | 0.07 | 0.07 | | 0.04 | 0.27 | 0.59 | | 0.22 | 0.44 | 0.80 | |
| Volume/Cap: | 0.58 | 0.11 | 0.28 | | 0.11 | 0.58 | 0.58 | | 0.44 | 0.58 | 0.47 | | 0.58 | 0.44 | 0.15 | |
| Uniform Del: | 28.1 | 46.6 | 29.9 | | 21.4 | 45.1 | 45.1 | | 46.9 | 31.8 | 11.6 | | 35.0 | 19.2 | 2.2 | |
| IncremntDel: | 1.5 | 0.7 | 0.4 | | 0.0 | 7.1 | 7.1 | | 4.2 | 0.6 | 0.4 | | 2.2 | 0.1 | 0.1 | |
| 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: | 29.5 | 47.4 | 30.3 | | 21.5 | 52.2 | 52.2 | | 51.1 | 32.4 | 11.9 | | 37.2 | 19.4 | 2.3 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 29.5 | 47.4 | 30.3 | | 21.5 | 52.2 | 52.2 | | 51.1 | 32.4 | 11.9 | | 37.2 | 19.4 | 2.3 | |
| LOS by Move: | C | D | C | | C | D | D | | D | C | B | | D | B | A | |
| HCM2kAvgQ: | 9 | 0 | 3 | | 2 | 3 | 3 | | 1 | 8 | 8 | | 6 | 7 | 1 | |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #24 Empire Ranch Road/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 1.019
Loss Time (sec): 12 Average Delay (sec/veh): 68.3
Optimal Cycle: 180 Level Of Service: E

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 3 | 0 | 1 | 1 | 0 | 3 | 0 | 1 | 1 | 1 | 0 | 1 | 0 | 1 | 1 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | | | |
| Base Vol: | 307 | 607 | 103 | | 458 | 1173 | 23 | | 113 | 586 | 312 | | 241 | 873 | 305 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 307 | 607 | 103 | | 458 | 1173 | 23 | | 113 | 586 | 312 | | 241 | 873 | 305 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 345 | 682 | 116 | | 515 | 1318 | 26 | | 127 | 658 | 351 | | 271 | 981 | 343 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 345 | 682 | 116 | | 515 | 1318 | 26 | | 127 | 658 | 351 | | 271 | 981 | 343 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 345 | 682 | 116 | | 515 | 1318 | 26 | | 127 | 658 | 351 | | 271 | 981 | 343 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.91 | 0.85 | | 0.95 | 0.91 | 0.85 | | 0.95 | 0.90 | 0.90 | | 0.95 | 0.91 | 0.91 | |
| Lanes: | 1.00 | 3.00 | 1.00 | | 1.00 | 3.00 | 1.00 | | 1.00 | 1.31 | 0.69 | | 1.00 | 1.48 | 0.52 | |
| Final Sat.: | 1805 | 5187 | 1615 | | 1805 | 5187 | 1615 | | 1805 | 2233 | 1189 | | 1805 | 2571 | 898 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.19 | 0.13 | 0.07 | | 0.29 | 0.25 | 0.02 | | 0.07 | 0.29 | 0.29 | | 0.15 | 0.38 | 0.38 | |
| Crit Moves: | **** | | | | | **** | | | **** | | | | | **** | | |
| Green/Cycle: | 0.19 | 0.14 | 0.29 | | 0.30 | 0.25 | 0.32 | | 0.07 | 0.29 | 0.29 | | 0.15 | 0.37 | 0.37 | |
| Volume/Cap: | 1.02 | 0.95 | 0.25 | | 0.95 | 1.02 | 0.05 | | 1.02 | 1.00 | 1.00 | | 1.00 | 1.02 | 1.02 | |
| Uniform Del: | 40.6 | 42.8 | 27.4 | | 34.4 | 37.5 | 23.6 | | 46.5 | 35.3 | 35.3 | | 42.5 | 31.3 | 31.3 | |
| IncremntDel: | 54.0 | 22.9 | 0.3 | | 27.5 | 30.0 | 0.0 | | 85.9 | 29.2 | 29.2 | | 55.7 | 30.0 | 30.0 | |
| 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: | 94.6 | 65.7 | 27.6 | | 61.9 | 67.5 | 23.7 | | 132.5 | 64.6 | 64.6 | | 98.2 | 61.2 | 61.2 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 94.6 | 65.7 | 27.6 | | 61.9 | 67.5 | 23.7 | | 132.5 | 64.6 | 64.6 | | 98.2 | 61.2 | 61.2 | |
| LOS by Move: | F | E | C | | E | E | C | | F | E | E | | F | E | E | |
| HCM2kAvgQ: | 14 | 9 | 3 | | 18 | 19 | 1 | | 5 | 20 | 20 | | 10 | 25 | 25 | |

Note: Queue reported is the number of cars per lane.





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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #25 Prairie City Rd/ High School

Cycle (sec): 100 Critical Vol./Cap. (X): 0.906
Loss Time (sec): 12 Average Delay (sec/veh): 34.8
Optimal Cycle: 113 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 2 | 1 | 0 | 2 | 0 | 2 | 1 | 0 | 2 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | | | |
| Base Vol: | 904 | 1322 | 119 | | 414 | 1123 | 539 | | 159 | 3 | 194 | | 97 | 1 | 105 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 904 | 1322 | 119 | | 414 | 1123 | 539 | | 159 | 3 | 194 | | 97 | 1 | 105 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 1016 | 1485 | 134 | | 465 | 1262 | 606 | | 179 | 3 | 218 | | 109 | 1 | 118 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 1016 | 1485 | 134 | | 465 | 1262 | 606 | | 179 | 3 | 218 | | 109 | 1 | 118 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 1016 | 1485 | 134 | | 465 | 1262 | 606 | | 179 | 3 | 218 | | 109 | 1 | 118 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.90 | 0.90 | | 0.92 | 0.87 | 0.87 | | 0.92 | 0.85 | 0.85 | | 0.95 | 0.85 | 0.85 | |
| Lanes: | 2.00 | 2.75 | 0.25 | | 2.00 | 2.03 | 0.97 | | 2.00 | 0.03 | 1.97 | | 1.00 | 0.02 | 1.98 | |
| Final Sat.: | 3502 | 4702 | 423 | | 3502 | 3333 | 1600 | | 3502 | 49 | 3188 | | 1805 | 31 | 3203 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.29 | 0.32 | 0.32 | | 0.13 | 0.38 | 0.38 | | 0.05 | 0.07 | 0.07 | | 0.06 | 0.04 | 0.04 | |
| Crit Moves: | **** | | | | | **** | | | | **** | | | **** | | | |
| Green/Cycle: | 0.32 | 0.52 | 0.52 | | 0.22 | 0.42 | 0.42 | | 0.08 | 0.08 | 0.08 | | 0.07 | 0.06 | 0.06 | |
| Volume/Cap: | 0.91 | 0.61 | 0.61 | | 0.61 | 0.91 | 0.91 | | 0.62 | 0.91 | 0.91 | | 0.91 | 0.62 | 0.62 | |
| Uniform Del: | 32.6 | 16.9 | 16.9 | | 35.2 | 27.3 | 27.3 | | 44.4 | 45.9 | 45.9 | | 46.4 | 45.9 | 45.9 | |
| IncremntDel: | 10.5 | 0.4 | 0.4 | | 1.4 | 6.2 | 6.2 | | 4.0 | 33.6 | 33.6 | | 53.9 | 6.0 | 6.0 | |
| 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: | 43.1 | 17.3 | 17.3 | | 36.6 | 33.5 | 33.5 | | 48.4 | 79.5 | 79.5 | | 100.3 | 51.9 | 51.9 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 43.1 | 17.3 | 17.3 | | 36.6 | 33.5 | 33.5 | | 48.4 | 79.5 | 79.5 | | 100.3 | 51.9 | 51.9 | |
| LOS by Move: | D | B | B | | D | C | C | | D | E | E | | F | D | D | |
| HCM2kAvgQ: | 14 | 12 | 12 | | 6 | 21 | 21 | | 4 | 6 | 6 | | 6 | 3 | 3 | |

Note: Queue reported is the number of cars per lane.

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-------------------------------------------------------------------------------
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
            2000 HCM Unsignalized Method (Base Volume Alternative)
*******************************************************************************
Intersection #26 East Bidwell St / Placerville Rd
*******************************************************************************
Average Delay (sec/veh):     21.7       Worst Case Level Of Service: F[213.9]
*******************************************************************************
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  2  1  0    0  0  3  0  0    0  0  0  0  0    0  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0 2017    49     0 1607     0     0    0     0     0    0   415
Growth Adj:  1.00 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 2017    49     0 1607     0     0    0     0     0    0   415
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.89 0.89  0.89  0.89 0.89  0.89  0.89 0.89  0.89  0.89 0.89  0.89
PHF Volume:     0 2266    55     0 1806     0     0    0     0     0    0   466
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0 2266    55     0 1806     0     0    0     0     0    0   466
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx   6.9
FollowUpTim:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   783
Potent Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   341
Move Cap.:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   341
Volume/Cap:  xxxx xxxx  xxxx  xxxx xxxx  xxxx  xxxx xxxx  xxxx  xxxx xxxx  1.37
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx  23.2
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx 213.9
LOS by Move:    *    *     *     *    *     *     *    *     *     *    *     F
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:    xxxxxx            xxxxxx            xxxxxx             213.9
ApproachLOS:         *                 *                 *                  F
*******************************************************************************
Note: Queue reported is the number of cars per lane.
*******************************************************************************
```





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-------------------------------------------------------------------------------
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
            2000 HCM Operations Method (Base Volume Alternative)
*******************************************************************************
Intersection #27 Prairie City Rd/ White Rock Rd
*******************************************************************************
Cycle (sec):          100                Critical Vol./Cap. (X):         1.030
Loss Time (sec):       12                Average Delay (sec/veh):        39.2
Optimal Cycle:        180                Level Of Service:                  D
*******************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase       Protected        Protected
Rights:           Include           Ovl             Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
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
Lanes:        0  0  1! 0  0    1  1  0  0  2    2  0  2  0  1    1  0  3  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0   255    0   705  1156 2041     0     0 2107   148
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     0   255    0   705  1156 2041     0     0 2107   148
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.89 0.89  0.89  0.89 0.89  0.89  0.89 0.89  0.89  0.89 0.89  0.89
PHF Volume:     0    0     0   287    0   792  1299 2293     0     0 2367   166
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0    0     0   287    0   792  1299 2293     0     0 2367   166
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
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:    0    0     0   287    0   792  1299 2293     0     0 2367   166
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  1.00 1.00  1.00  0.95 1.00  0.75  0.92 0.95  1.00  1.00 0.91  0.85
Lanes:       0.00 1.00  0.00  2.00 0.00  2.00  2.00 2.00  1.00  1.00 3.00  1.00
Final Sat.:     0 1900     0  3618    0  2842  3502 3610  1900  1900 5187  1615
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00  0.00  0.08 0.00  0.28  0.37 0.64  0.00  0.00 0.46  0.10
Crit Moves:                   ****                ****                    ****
Green/Cycle: 0.00 0.00  0.00  0.08 0.00  0.44  0.36 0.80  0.00  0.00 0.44  0.44
Volume/Cap:  0.00 0.00  0.00  1.03 0.00  0.64  1.03 0.79  0.00  0.00 1.03  0.23
Uniform Del:  0.0  0.0   0.0  46.2  0.0  22.0  32.0  5.3   0.0   0.0 27.8  17.3
IncremntDel:  0.0  0.0   0.0  62.0  0.0   1.1  33.4  1.5   0.0   0.0 27.0   0.2
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:   0.00 0.00  0.00  1.00 0.00  1.00  1.00 1.00  0.00  0.00 1.00  1.00
Delay/Veh:    0.0  0.0   0.0 108.1  0.0  23.1  65.4  6.9   0.0   0.0 54.9  17.5
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:   0.0  0.0   0.0 108.1  0.0  23.1  65.4  6.9   0.0   0.0 54.9  17.5
LOS by Move:    A    A     A     F    A     C     E    A     A     A    D     B
HCM2kAvgQ:      0    0     0     6    0    11    22   18     0     0   33     3
*******************************************************************************
Note: Queue reported is the number of cars per lane.
*******************************************************************************
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #28 Scott Rd (South)/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 1.028
Loss Time (sec): 9 Average Delay (sec/veh): 34.1
Optimal Cycle: 180 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Include | | | | Ovl | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 0 | 0 1 | 0 | 0 | 0 | 0 0 | 0 | 0 | 2 | 0 1 | 1 | 0 | 3 | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 535 | 0 | 277 | 0 | 0 | 0 | 0 | 2024 | 445 | 66 | 2161 | 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: | 535 | 0 | 277 | 0 | 0 | 0 | 0 | 2024 | 445 | 66 | 2161 | 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: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | | | | |
| PHF Volume: | 601 | 0 | 311 | 0 | 0 | 0 | 0 | 2274 | 500 | 74 | 2428 | 0 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 601 | 0 | 311 | 0 | 0 | 0 | 0 | 2274 | 500 | 74 | 2428 | 0 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| FinalVolume: | 601 | 0 | 311 | 0 | 0 | 0 | 0 | 2274 | 500 | 74 | 2428 | 0 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 0.60 | 1.00 | 0.85 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 0.85 | 0.95 | 0.91 | 1.00 | | | | |
| Lanes: | 2.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 | 1.00 | 1.00 | 3.00 | 0.00 | | | | |
| Final Sat.: | 2274 | 0 | 1615 | 0 | 0 | 0 | 0 | 3610 | 1615 | 1805 | 5187 | 0 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.26 | 0.00 | 0.19 | 0.00 | 0.00 | 0.00 | 0.00 | 0.63 | 0.31 | 0.04 | 0.47 | 0.00 | | | | |
| Crit Moves: | **** | | | | | | | **** | | **** | | | | | | |
| Green/Cycle: | 0.26 | 0.00 | 0.30 | 0.00 | 0.00 | 0.00 | 0.00 | 0.61 | 0.61 | 0.04 | 0.65 | 0.00 | | | | |
| Volume/Cap: | 1.03 | 0.00 | 0.65 | 0.00 | 0.00 | 0.00 | 0.00 | 1.03 | 0.51 | 1.03 | 0.72 | 0.00 | | | | |
| Uniform Del: | 37.1 | 0.0 | 30.6 | 0.0 | 0.0 | 0.0 | 0.0 | 19.4 | 10.9 | 48.0 | 11.3 | 0.0 | | | | |
| IncremntDel: | 44.5 | 0.0 | 3.1 | 0.0 | 0.0 | 0.0 | 0.0 | 26.7 | 0.4 | 113.9 | 0.8 | 0.0 | | | | |
| 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 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | | | | |
| Delay/Veh: | 81.7 | 0.0 | 33.7 | 0.0 | 0.0 | 0.0 | 0.0 | 46.0 | 11.3 | 161.9 | 12.1 | 0.0 | | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| AdjDel/Veh: | 81.7 | 0.0 | 33.7 | 0.0 | 0.0 | 0.0 | 0.0 | 46.0 | 11.3 | 161.9 | 12.1 | 0.0 | | | | |
| LOS by Move: | F | A | C | A | A | A | A | D | B | F | B | A | | | | |
| HCM2kAvgQ: | 15 | 0 | 9 | 0 | 0 | 0 | 0 | 43 | 8 | 3 | 17 | 0 | | | | |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #29 Scott Rd (North)/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.877
Loss Time (sec): 12 Average Delay (sec/veh): 35.4
Optimal Cycle: 100 Level Of Service: D

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Split Phase | | | | Split Phase | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 1 | 0 | 0 1 | 1 | 1 | 0 | 0 2 | 2 | 0 | 2 | 0 1 | 1 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 570 | 163 | 71 | 151 | 164 | 714 | 661 | 1053 | 580 | 72 | 1086 | 75 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 570 | 163 | 71 | 151 | 164 | 714 | 661 | 1053 | 580 | 72 | 1086 | 75 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | | | | |
| PHF Volume: | 640 | 183 | 80 | 170 | 184 | 802 | 743 | 1183 | 652 | 81 | 1220 | 84 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 640 | 183 | 80 | 170 | 184 | 802 | 743 | 1183 | 652 | 81 | 1220 | 84 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| 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: | 640 | 183 | 80 | 170 | 184 | 802 | 743 | 1183 | 652 | 81 | 1220 | 84 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 0.96 | 0.96 | 0.85 | 0.98 | 0.98 | 0.75 | 0.92 | 0.95 | 0.85 | 0.95 | 0.91 | 0.85 | | | | |
| Lanes: | 1.56 | 0.44 | 1.00 | 1.00 | 1.00 | 2.00 | 2.00 | 2.00 | 1.00 | 1.00 | 3.00 | 1.00 | | | | |
| Final Sat.: | 2846 | 814 | 1615 | 1856 | 1856 | 2842 | 3502 | 3610 | 1615 | 1805 | 5187 | 1615 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.23 | 0.23 | 0.05 | 0.09 | 0.10 | 0.28 | 0.21 | 0.33 | 0.40 | 0.04 | 0.24 | 0.05 | | | | |
| Crit Moves: | | **** | | | **** | | **** | | | | **** | | | | | |
| Green/Cycle: | 0.26 | 0.26 | 0.32 | 0.11 | 0.11 | 0.36 | 0.24 | 0.45 | 0.71 | 0.06 | 0.27 | 0.38 | | | | |
| Volume/Cap: | 0.88 | 0.88 | 0.16 | 0.81 | 0.88 | 0.79 | 0.88 | 0.73 | 0.57 | 0.73 | 0.88 | 0.14 | | | | |
| Uniform Del: | 35.7 | 35.7 | 24.5 | 43.3 | 43.7 | 29.0 | 36.5 | 22.6 | 7.3 | 46.1 | 35.0 | 20.2 | | | | |
| IncremntDel: | 9.4 | 9.4 | 0.1 | 10.6 | 19.0 | 4.4 | 10.3 | 1.7 | 0.7 | 21.7 | 6.6 | 0.1 | | | | |
| 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: | 45.0 | 45.0 | 24.6 | 53.9 | 62.7 | 33.4 | 46.7 | 24.3 | 8.0 | 67.9 | 41.6 | 20.3 | | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| AdjDel/Veh: | 45.0 | 45.0 | 24.6 | 53.9 | 62.7 | 33.4 | 46.7 | 24.3 | 8.0 | 67.9 | 41.6 | 20.3 | | | | |
| LOS by Move: | D | D | C | D | E | C | D | C | A | E | D | C | | | | |
| HCM2kAvgQ: | 15 | 15 | 2 | 6 | 6 | 13 | 11 | 15 | 9 | 3 | 14 | 2 | | | | |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #30 Placerville Rd/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.587
Loss Time (sec): 12 Average Delay (sec/veh): 11.8
Optimal Cycle: 47 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Split Phase | | | | Split Phase | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 1! | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 1 | |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | | 387 | 0 | 21 | | 8 | 1273 | 0 | | 0 | 1175 | 225 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 0 | 0 | 0 | | 387 | 0 | 21 | | 8 | 1273 | 0 | | 0 | 1175 | 225 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 0 | 0 | 0 | | 435 | 0 | 24 | | 9 | 1430 | 0 | | 0 | 1320 | 253 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 0 | 0 | | 435 | 0 | 24 | | 9 | 1430 | 0 | | 0 | 1320 | 253 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 0 | 0 | 0 | | 435 | 0 | 24 | | 9 | 1430 | 0 | | 0 | 1320 | 253 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 1.00 | 1.00 | | 0.95 | 1.00 | 0.85 | | 0.95 | 0.95 | 1.00 | | 1.00 | 0.91 | 0.85 | |
| Lanes: | 0.00 | 1.00 | 0.00 | | 2.00 | 0.00 | 1.00 | | 1.00 | 2.00 | 1.00 | | 1.00 | 3.00 | 1.00 | |
| Final Sat.: | 0 | 1900 | 0 | | 3618 | 0 | 1615 | | 1805 | 3610 | 1900 | | 1900 | 5187 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | | 0.12 | 0.00 | 0.01 | | 0.00 | 0.40 | 0.00 | | 0.00 | 0.25 | 0.16 | |
| Crit Moves: | | | | | **** | | | | | **** | | | **** | | | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | | 0.20 | 0.00 | 0.22 | | 0.01 | 0.68 | 0.00 | | 0.00 | 0.66 | 0.87 | |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | | 0.59 | 0.00 | 0.07 | | 0.38 | 0.59 | 0.00 | | 0.00 | 0.38 | 0.18 | |
| Uniform Del: | 0.0 | 0.0 | 0.0 | | 35.9 | 0.0 | 31.0 | | 49.0 | 8.7 | 0.0 | | 0.0 | 7.7 | 1.0 | |
| IncremntDel: | 0.0 | 0.0 | 0.0 | | 1.2 | 0.0 | 0.1 | | 10.2 | 0.4 | 0.0 | | 0.0 | 0.1 | 0.1 | |
| 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: | 0.00 | 0.00 | 0.00 | | 1.00 | 0.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 0.00 | 1.00 | 1.00 | |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | | 37.2 | 0.0 | 31.1 | | 59.2 | 9.1 | 0.0 | | 0.0 | 7.7 | 1.1 | |
| 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: | 0.0 | 0.0 | 0.0 | | 37.2 | 0.0 | 31.1 | | 59.2 | 9.1 | 0.0 | | 0.0 | 7.7 | 1.1 | |
| LOS by Move: | A | A | A | | D | A | C | | E | A | A | | A | A | A | |
| HCM2kAvgQ: | 0 | 0 | 0 | | 6 | 0 | 1 | | 0 | 12 | 0 | | 0 | 6 | 1 | |

Note: Queue reported is the number of cars per lane.





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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #31 Empire Ranch Rd/ North Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.318
Loss Time (sec): 12 Average Delay (sec/veh): 11.4
Optimal Cycle: 32 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 3 | 0 | 1 | 2 | 0 | 3 | 0 | 1 | 2 | 0 | 1 | 0 | 1 | |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 39 | 567 | 18 | | 79 | 1019 | 279 | | 130 | 2 | 18 | | 16 | 2 | 44 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 39 | 567 | 18 | | 79 | 1019 | 279 | | 130 | 2 | 18 | | 16 | 2 | 44 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 44 | 637 | 20 | | 89 | 1145 | 313 | | 146 | 2 | 20 | | 18 | 2 | 49 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 44 | 637 | 20 | | 89 | 1145 | 313 | | 146 | 2 | 20 | | 18 | 2 | 49 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 44 | 637 | 20 | | 89 | 1145 | 313 | | 146 | 2 | 20 | | 18 | 2 | 49 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.91 | 0.85 | | 0.92 | 0.91 | 0.85 | | 0.92 | 1.00 | 0.85 | | 0.92 | 1.00 | 0.85 | |
| Lanes: | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 1.00 | 1.00 | | 2.00 | 1.00 | 1.00 | |
| Final Sat.: | 3502 | 5187 | 1615 | | 3502 | 5187 | 1615 | | 3502 | 1900 | 1615 | | 3502 | 1900 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.12 | 0.01 | | 0.03 | 0.22 | 0.19 | | 0.04 | 0.00 | 0.01 | | 0.01 | 0.00 | 0.03 | |
| Crit Moves: | **** | | | | | **** | | | **** | | | | | | **** | |
| Green/Cycle: | 0.04 | 0.61 | 0.73 | | 0.13 | 0.69 | 0.82 | | 0.13 | 0.03 | 0.07 | | 0.12 | 0.02 | 0.14 | |
| Volume/Cap: | 0.32 | 0.20 | 0.02 | | 0.20 | 0.32 | 0.24 | | 0.32 | 0.04 | 0.19 | | 0.04 | 0.07 | 0.22 | |
| Uniform Del: | 46.7 | 8.8 | 3.8 | | 39.2 | 6.0 | 1.9 | | 39.4 | 47.3 | 44.1 | | 38.9 | 48.4 | 38.0 | |
| IncremntDel: | 1.3 | 0.0 | 0.0 | | 0.2 | 0.1 | 0.1 | | 0.4 | 0.3 | 0.8 | | 0.0 | 1.0 | 0.5 | |
| 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: | 48.1 | 8.8 | 3.8 | | 39.5 | 6.1 | 2.0 | | 39.8 | 47.7 | 44.9 | | 39.0 | 49.4 | 38.5 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 48.1 | 8.8 | 3.8 | | 39.5 | 6.1 | 2.0 | | 39.8 | 47.7 | 44.9 | | 39.0 | 49.4 | 38.5 | |
| LOS by Move: | D | A | A | | D | A | A | | D | D | D | | D | D | D | |
| HCM2kAvgQ: | 1 | 3 | 0 | | 1 | 5 | 2 | | 2 | 0 | 1 | | 0 | 0 | 1 | |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #32 Prairie City Rd/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.680
Loss Time (sec): 12 Average Delay (sec/veh): 29.0
Optimal Cycle: 57 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 200 | 1143 | 443 | | 102 | 765 | 169 | | 289 | 477 | 77 | | 131 | 956 | 297 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 200 | 1143 | 443 | | 102 | 765 | 169 | | 289 | 477 | 77 | | 131 | 956 | 297 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 225 | 1284 | 498 | | 115 | 860 | 190 | | 325 | 536 | 87 | | 147 | 1074 | 334 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 225 | 1284 | 498 | | 115 | 860 | 190 | | 325 | 536 | 87 | | 147 | 1074 | 334 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 225 | 1284 | 498 | | 115 | 860 | 190 | | 325 | 536 | 87 | | 147 | 1074 | 334 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.91 | 0.85 | | 0.92 | 0.91 | 0.85 | | 0.92 | 0.91 | 0.85 | | 0.92 | 0.91 | 0.85 | |
| Lanes: | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | |
| Final Sat.: | 3502 | 5187 | 1615 | | 3502 | 5187 | 1615 | | 3502 | 5187 | 1615 | | 3502 | 5187 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.06 | 0.25 | 0.31 | | 0.03 | 0.17 | 0.12 | | 0.09 | 0.10 | 0.05 | | 0.04 | 0.21 | 0.21 | |
| Crit Moves: | | | **** | | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.12 | 0.39 | 0.52 | | 0.05 | 0.32 | 0.45 | | 0.14 | 0.31 | 0.44 | | 0.13 | 0.30 | 0.35 | |
| Volume/Cap: | 0.52 | 0.63 | 0.59 | | 0.68 | 0.52 | 0.26 | | 0.68 | 0.33 | 0.12 | | 0.33 | 0.68 | 0.59 | |
| Uniform Del: | 41.1 | 24.6 | 16.7 | | 46.8 | 28.0 | 17.0 | | 41.1 | 26.3 | 16.8 | | 39.7 | 30.5 | 26.4 | |
| IncremntDel: | 1.2 | 0.7 | 1.2 | | 10.8 | 0.3 | 0.2 | | 4.0 | 0.1 | 0.1 | | 0.4 | 1.2 | 1.6 | |
| 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: | 42.3 | 25.3 | 17.9 | | 57.6 | 28.3 | 17.1 | | 45.1 | 26.4 | 16.9 | | 40.2 | 31.7 | 28.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 42.3 | 25.3 | 17.9 | | 57.6 | 28.3 | 17.1 | | 45.1 | 26.4 | 16.9 | | 40.2 | 31.7 | 28.0 | |
| LOS by Move: | D | C | B | | E | C | B | | D | C | B | | D | C | C | |
| HCM2kAvgQ: | 3 | 11 | 10 | | 2 | 8 | 3 | | 5 | 4 | 2 | | 2 | 10 | 8 | |

Note: Queue reported is the number of cars per lane.





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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #33 Oak Ave Pkwy/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.803
Loss Time (sec): 12 Average Delay (sec/veh): 32.1
Optimal Cycle: 78 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 2 | 0 1 | 2 | 0 | 2 | 0 1 | 2 | 0 | 2 | 0 1 | 2 | 0 | 2 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 266 | 504 | 115 | | 237 | 515 | 662 | | 401 | 509 | 121 | | 85 | 515 | 157 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 266 | 504 | 115 | | 237 | 515 | 662 | | 401 | 509 | 121 | | 85 | 515 | 157 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 299 | 566 | 129 | | 266 | 579 | 744 | | 451 | 572 | 136 | | 96 | 579 | 176 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 299 | 566 | 129 | | 266 | 579 | 744 | | 451 | 572 | 136 | | 96 | 579 | 176 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 299 | 566 | 129 | | 266 | 579 | 744 | | 451 | 572 | 136 | | 96 | 579 | 176 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.95 | 0.85 | | 0.92 | 0.95 | 0.85 | | 0.92 | 0.95 | 0.85 | | 0.92 | 0.95 | 0.85 | |
| Lanes: | 2.00 | 2.00 | 1.00 | | 2.00 | 2.00 | 1.00 | | 2.00 | 2.00 | 1.00 | | 2.00 | 2.00 | 1.00 | |
| Final Sat.: | 3502 | 3610 | 1615 | | 3502 | 3610 | 1615 | | 3502 | 3610 | 1615 | | 3502 | 3610 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.09 | 0.16 | 0.08 | | 0.08 | 0.16 | 0.46 | | 0.13 | 0.16 | 0.08 | | 0.03 | 0.16 | 0.11 | |
| Crit Moves: | **** | | | | | | **** | | **** | | | | | **** | | |
| Green/Cycle: | 0.11 | 0.35 | 0.40 | | 0.17 | 0.41 | 0.57 | | 0.16 | 0.31 | 0.41 | | 0.05 | 0.20 | 0.37 | |
| Volume/Cap: | 0.80 | 0.45 | 0.20 | | 0.45 | 0.39 | 0.80 | | 0.80 | 0.52 | 0.20 | | 0.52 | 0.80 | 0.30 | |
| Uniform Del: | 43.7 | 25.0 | 19.4 | | 37.3 | 20.5 | 16.8 | | 40.5 | 28.5 | 18.8 | | 46.1 | 38.1 | 22.3 | |
| IncremntDel: | 11.9 | 0.3 | 0.2 | | 0.5 | 0.2 | 5.1 | | 8.2 | 0.4 | 0.2 | | 2.5 | 6.5 | 0.3 | |
| 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: | 55.5 | 25.3 | 19.5 | | 37.8 | 20.6 | 21.9 | | 48.6 | 28.9 | 18.9 | | 48.6 | 44.6 | 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: | 55.5 | 25.3 | 19.5 | | 37.8 | 20.6 | 21.9 | | 48.6 | 28.9 | 18.9 | | 48.6 | 44.6 | 22.6 | |
| LOS by Move: | E | C | B | | D | C | C | | D | C | B | | D | D | C | |
| HCM2kAvgQ: | 5 | 7 | 2 | | 4 | 6 | 18 | | 7 | 7 | 3 | | 1 | 9 | 4 | |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #34 RowberryDr/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.461
Loss Time (sec): 12 Average Delay (sec/veh): 19.9
Optimal Cycle: 38 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - | R | L | - T | - | R | L | - T | - | R | L | - T | - | R |
| Control: | Split Phase | | | | Split Phase | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 | 1! | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 2 | 0 | 1 | 0 | 2 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 409 | 0 | 211 | 338 | 523 | 0 | 0 | 546 | 423 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 0 | 0 | 0 | 409 | 0 | 211 | 338 | 523 | 0 | 0 | 546 | 423 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | | | | |
| PHF Volume: | 0 | 0 | 0 | 460 | 0 | 237 | 380 | 588 | 0 | 0 | 613 | 475 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 0 | 0 | 0 | 460 | 0 | 237 | 380 | 588 | 0 | 0 | 613 | 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: | 0 | 0 | 0 | 460 | 0 | 237 | 380 | 588 | 0 | 0 | 613 | 475 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 0.85 | 0.92 | 0.95 | 1.00 | 1.00 | 0.95 | 0.85 | | | | |
| Lanes: | 0.00 | 1.00 | 0.00 | 2.00 | 0.00 | 1.00 | 2.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | | | | |
| Final Sat.: | 0 | 1900 | 0 | 3618 | 0 | 1615 | 3502 | 3610 | 1900 | 1900 | 3610 | 1615 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.13 | 0.00 | 0.15 | 0.11 | 0.16 | 0.00 | 0.00 | 0.17 | 0.29 | | | | |
| Crit Moves: | | | | **** | | | **** | | | | **** | | | | | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | 0.28 | 0.00 | 0.51 | 0.24 | 0.60 | 0.00 | 0.00 | 0.37 | 0.64 | | | | |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.46 | 0.00 | 0.29 | 0.46 | 0.27 | 0.00 | 0.00 | 0.46 | 0.46 | | | | |
| Uniform Del: | 0.0 | 0.0 | 0.0 | 30.0 | 0.0 | 14.0 | 32.8 | 9.4 | 0.0 | 0.0 | 24.0 | 8.9 | | | | |
| IncremntDel: | 0.0 | 0.0 | 0.0 | 0.3 | 0.0 | 0.2 | 0.4 | 0.1 | 0.0 | 0.0 | 0.3 | 0.3 | | | | |
| 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: | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 | | | | |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 30.4 | 0.0 | 14.2 | 33.2 | 9.4 | 0.0 | 0.0 | 24.2 | 9.3 | | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 30.4 | 0.0 | 14.2 | 33.2 | 9.4 | 0.0 | 0.0 | 24.2 | 9.3 | | | | |
| LOS by Move: | A | A | A | C | A | B | C | A | A | A | C | A | | | | |
| HCM2kAvgQ: | 0 | 0 | 0 | 6 | 0 | 4 | 5 | 4 | 0 | 0 | 7 | 7 | | | | |

Note: Queue reported is the number of cars per lane.





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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #35 1st/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.543
Loss Time (sec): 12 Average Delay (sec/veh): 25.9
Optimal Cycle: 44 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - | R | L | - T | - | R | L | - T | - | R | L | - T | - | R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Ovl | | | | Include | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 2 | 1 | 0 | 1 | 0 | 3 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 275 | 41 | 0 | 84 | 31 | 169 | 284 | 421 | 130 | 0 | 513 | 144 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 275 | 41 | 0 | 84 | 31 | 169 | 284 | 421 | 130 | 0 | 513 | 144 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | | | | |
| PHF Volume: | 309 | 46 | 0 | 94 | 35 | 190 | 319 | 473 | 146 | 0 | 576 | 162 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 309 | 46 | 0 | 94 | 35 | 190 | 319 | 473 | 146 | 0 | 576 | 162 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| 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: | 309 | 46 | 0 | 94 | 35 | 190 | 319 | 473 | 146 | 0 | 576 | 162 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 0.85 | 0.95 | 0.88 | 0.88 | 1.00 | 0.91 | 0.85 | | | | |
| Lanes: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.29 | 0.71 | 1.00 | 3.00 | 1.00 | | | | |
| Final Sat.: | 1805 | 1900 | 0 | 1805 | 1900 | 1615 | 1805 | 3824 | 1181 | 1900 | 5187 | 1615 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.17 | 0.02 | 0.00 | 0.05 | 0.02 | 0.12 | 0.18 | 0.12 | 0.12 | 0.00 | 0.11 | 0.10 | | | | |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | | | | | |
| Green/Cycle: | 0.32 | 0.11 | 0.00 | 0.24 | 0.03 | 0.36 | 0.33 | 0.53 | 0.53 | 0.00 | 0.20 | 0.44 | | | | |
| Volume/Cap: | 0.54 | 0.22 | 0.00 | 0.22 | 0.54 | 0.33 | 0.54 | 0.23 | 0.23 | 0.00 | 0.54 | 0.23 | | | | |
| Uniform Del: | 28.3 | 40.5 | 0.0 | 30.6 | 47.5 | 23.2 | 27.6 | 12.6 | 12.6 | 0.0 | 35.6 | 17.2 | | | | |
| IncremntDel: | 1.1 | 0.5 | 0.0 | 0.3 | 9.2 | 0.3 | 1.0 | 0.0 | 0.0 | 0.0 | 0.6 | 0.2 | | | | |
| 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 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | | | | |
| Delay/Veh: | 29.3 | 41.1 | 0.0 | 30.8 | 56.7 | 23.6 | 28.6 | 12.6 | 12.6 | 0.0 | 36.1 | 17.4 | | | | |
| 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: | 29.3 | 41.1 | 0.0 | 30.8 | 56.7 | 23.6 | 28.6 | 12.6 | 12.6 | 0.0 | 36.1 | 17.4 | | | | |
| LOS by Move: | C | D | A | C | E | C | C | B | B | A | D | B | | | | |
| HCM2kAvgQ: | 8 | 1 | 0 | 2 | 2 | 4 | 8 | 4 | 4 | 0 | 6 | 3 | | | | |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #36 2nd St/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.413
Loss Time (sec): 12 Average Delay (sec/veh): 22.2
Optimal Cycle: 36 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 0 | 0 | 1 0 | 2 0 | 1 0 | 1 | 1 0 | 2 | 1 0 | 1 0 | 2 | 1 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 7 | 62 | 1 | 138 | 37 | 104 | 167 | 372 | 0 | 1 | 551 | 235 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 7 | 62 | 1 | 138 | 37 | 104 | 167 | 372 | 0 | 1 | 551 | 235 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 8 | 70 | 1 | 155 | 42 | 117 | 188 | 418 | 0 | 1 | 619 | 264 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 8 | 70 | 1 | 155 | 42 | 117 | 188 | 418 | 0 | 1 | 619 | 264 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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 | 70 | 1 | 155 | 42 | 117 | 188 | 418 | 0 | 1 | 619 | 264 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 1.00 | 1.00 | 0.92 | 1.00 | 0.85 | 0.95 | 0.91 | 0.91 | 0.95 | 0.87 | 0.87 |
| Lanes: | 1.00 | 0.98 | 0.02 | 2.00 | 1.00 | 1.00 | 1.00 | 3.00 | 0.00 | 1.00 | 2.10 | 0.90 |
| Final Sat.: | 1805 | 1866 | 30 | 3502 | 1900 | 1615 | 1805 | 5187 | 0 | 1805 | 3473 | 1481 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.04 | 0.04 | 0.04 | 0.02 | 0.07 | 0.10 | 0.08 | 0.00 | 0.00 | 0.18 | 0.18 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green/Cycle: | 0.01 | 0.09 | 0.09 | 0.11 | 0.19 | 0.19 | 0.25 | 0.68 | 0.00 | 0.01 | 0.43 | 0.43 |
| Volume/Cap: | 0.39 | 0.41 | 0.41 | 0.41 | 0.12 | 0.39 | 0.41 | 0.12 | 0.00 | 0.12 | 0.41 | 0.41 |
| Uniform Del: | 49.1 | 43.0 | 43.0 | 41.7 | 33.9 | 35.7 | 31.3 | 5.7 | 0.0 | 49.5 | 19.7 | 19.7 |
| IncremntDel: | 11.9 | 1.6 | 1.6 | 0.7 | 0.1 | 0.8 | 0.6 | 0.0 | 0.0 | 5.6 | 0.1 | 0.1 |
| 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 | 0.00 | 1.00 | 1.00 | 1.00 |
| Delay/Veh: | 61.0 | 44.6 | 44.6 | 42.5 | 34.0 | 36.5 | 31.9 | 5.7 | 0.0 | 55.1 | 19.8 | 19.8 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 61.0 | 44.6 | 44.6 | 42.5 | 34.0 | 36.5 | 31.9 | 5.7 | 0.0 | 55.1 | 19.8 | 19.8 |
| LOS by Move: | E | D | D | D | C | D | C | A | A | E | B | B |
| HCM2kAvgQ: | 1 | 3 | 3 | 3 | 1 | 3 | 5 | 2 | 0 | 0 | 7 | 7 |

Note: Queue reported is the number of cars per lane.





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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #37 3rd St/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.337
Loss Time (sec): 12 Average Delay (sec/veh): 23.2
Optimal Cycle: 32 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Ovl | | | Include | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 0 | 1 | 0 1 | 2 0 | 1 | 0 1 | 1 0 | 2 | 1 0 | 1 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 62 | 8 | 94 | 130 | 5 | 88 | 38 | 501 | 61 | 106 | 691 | 134 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 62 | 8 | 94 | 130 | 5 | 88 | 38 | 501 | 61 | 106 | 691 | 134 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 70 | 9 | 106 | 146 | 6 | 99 | 43 | 563 | 69 | 119 | 776 | 151 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 70 | 9 | 106 | 146 | 6 | 99 | 43 | 563 | 69 | 119 | 776 | 151 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 70 | 9 | 106 | 146 | 6 | 99 | 43 | 563 | 69 | 119 | 776 | 151 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 1.00 | 0.85 | 0.92 | 1.00 | 0.85 | 0.95 | 0.90 | 0.90 | 0.95 | 0.91 | 0.85 |
| Lanes: | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 1.00 | 2.67 | 0.33 | 1.00 | 3.00 | 1.00 |
| Final Sat.: | 1805 | 1900 | 1615 | 3502 | 1900 | 1615 | 1805 | 4550 | 554 | 1805 | 5187 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.00 | 0.07 | 0.04 | 0.00 | 0.06 | 0.02 | 0.12 | 0.12 | 0.07 | 0.15 | 0.09 |
| Crit Moves: | | | **** | **** | | | | **** | | **** | | |
| Green/Cycle: | 0.16 | 0.19 | 0.19 | 0.12 | 0.16 | 0.23 | 0.08 | 0.37 | 0.37 | 0.20 | 0.49 | 0.61 |
| Volume/Cap: | 0.24 | 0.02 | 0.34 | 0.34 | 0.02 | 0.26 | 0.31 | 0.34 | 0.34 | 0.34 | 0.31 | 0.15 |
| Uniform Del: | 36.6 | 32.6 | 34.8 | 40.1 | 35.7 | 31.3 | 43.7 | 22.9 | 22.9 | 34.6 | 15.6 | 8.4 |
| IncremntDel: | 0.4 | 0.0 | 0.6 | 0.5 | 0.0 | 0.4 | 1.3 | 0.1 | 0.1 | 0.6 | 0.1 | 0.1 |
| 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: | 37.0 | 32.7 | 35.4 | 40.5 | 35.7 | 31.7 | 44.9 | 23.0 | 23.0 | 35.2 | 15.6 | 8.5 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 37.0 | 32.7 | 35.4 | 40.5 | 35.7 | 31.7 | 44.9 | 23.0 | 23.0 | 35.2 | 15.6 | 8.5 |
| LOS by Move: | D | C | D | D | D | C | D | C | C | D | B | A |
| HCM2kAvgQ: | 2 | 0 | 3 | 2 | 0 | 3 | 1 | 5 | 5 | 3 | 5 | 2 |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #38 Scott Rd (North)/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.660
Loss Time (sec): 12 Average Delay (sec/veh): 29.0
Optimal Cycle: 54 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 325 | 947 | 86 | | 403 | 1239 | 400 | | 510 | 112 | 103 | | 84 | 205 | 103 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 325 | 947 | 86 | | 403 | 1239 | 400 | | 510 | 112 | 103 | | 84 | 205 | 103 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 365 | 1064 | 97 | | 453 | 1392 | 449 | | 573 | 126 | 116 | | 94 | 230 | 116 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 365 | 1064 | 97 | | 453 | 1392 | 449 | | 573 | 126 | 116 | | 94 | 230 | 116 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 365 | 1064 | 97 | | 453 | 1392 | 449 | | 573 | 126 | 116 | | 94 | 230 | 116 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.91 | 0.85 | | 0.92 | 0.91 | 0.85 | | 0.92 | 0.91 | 0.85 | | 0.92 | 0.91 | 0.85 | |
| Lanes: | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | |
| Final Sat.: | 3502 | 5187 | 1615 | | 3502 | 5187 | 1615 | | 3502 | 5187 | 1615 | | 3502 | 5187 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.10 | 0.21 | 0.06 | | 0.13 | 0.27 | 0.28 | | 0.16 | 0.02 | 0.07 | | 0.03 | 0.04 | 0.07 | |
| Crit Moves: | **** | | | | | **** | | | **** | | | | | **** | | |
| Green/Cycle: | 0.16 | 0.35 | 0.51 | | 0.22 | 0.41 | 0.65 | | 0.25 | 0.15 | 0.31 | | 0.17 | 0.07 | 0.29 | |
| Volume/Cap: | 0.66 | 0.59 | 0.12 | | 0.59 | 0.66 | 0.43 | | 0.66 | 0.16 | 0.23 | | 0.16 | 0.66 | 0.25 | |
| Uniform Del: | 39.6 | 26.9 | 12.6 | | 35.1 | 24.1 | 8.3 | | 33.8 | 37.1 | 25.8 | | 35.7 | 45.5 | 27.5 | |
| IncremntDel: | 2.9 | 0.5 | 0.1 | | 1.2 | 0.8 | 0.3 | | 1.9 | 0.1 | 0.2 | | 0.1 | 4.6 | 0.3 | |
| 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: | 42.5 | 27.4 | 12.7 | | 36.3 | 24.8 | 8.5 | | 35.7 | 37.2 | 26.1 | | 35.9 | 50.1 | 27.8 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 42.5 | 27.4 | 12.7 | | 36.3 | 24.8 | 8.5 | | 35.7 | 37.2 | 26.1 | | 35.9 | 50.1 | 27.8 | |
| LOS by Move: | D | C | B | | D | C | A | | D | D | C | | D | D | C | |
| HCM2kAvgQ: | 5 | 9 | 1 | | 6 | 12 | 6 | | 8 | 1 | 3 | | 1 | 3 | 3 | |

Note: Queue reported is the number of cars per lane.





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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #39 Placerville Rd / Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.206
Loss Time (sec): 12 Average Delay (sec/veh): 28.7
Optimal Cycle: 28 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Ovl | | | | Include | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 0 | 1 0 | 1 | 0 | 1 | 0 1 | 2 | 0 | 2 | 1 0 | 1 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 37 | 58 | 49 | | 17 | 21 | 16 | | 199 | 239 | 25 | | 61 | 181 | 78 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 37 | 58 | 49 | | 17 | 21 | 16 | | 199 | 239 | 25 | | 61 | 181 | 78 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 42 | 65 | 55 | | 19 | 24 | 18 | | 224 | 269 | 28 | | 69 | 203 | 88 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 42 | 65 | 55 | | 19 | 24 | 18 | | 224 | 269 | 28 | | 69 | 203 | 88 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 42 | 65 | 55 | | 19 | 24 | 18 | | 224 | 269 | 28 | | 69 | 203 | 88 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.93 | 0.93 | | 0.95 | 1.00 | 0.85 | | 0.92 | 0.90 | 0.90 | | 0.95 | 0.91 | 0.85 | |
| Lanes: | 1.00 | 0.54 | 0.46 | | 1.00 | 1.00 | 1.00 | | 2.00 | 2.72 | 0.28 | | 1.00 | 3.00 | 1.00 | |
| Final Sat.: | 1805 | 959 | 810 | | 1805 | 1900 | 1615 | | 3502 | 4630 | 484 | | 1805 | 5187 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.07 | 0.07 | | 0.01 | 0.01 | 0.01 | | 0.06 | 0.06 | 0.06 | | 0.04 | 0.04 | 0.05 | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.25 | 0.33 | 0.33 | | 0.05 | 0.13 | 0.44 | | 0.31 | 0.30 | 0.30 | | 0.20 | 0.19 | 0.24 | |
| Volume/Cap: | 0.09 | 0.21 | 0.21 | | 0.21 | 0.09 | 0.03 | | 0.21 | 0.19 | 0.19 | | 0.19 | 0.21 | 0.22 | |
| Uniform Del: | 29.0 | 24.1 | 24.1 | | 45.5 | 38.0 | 15.7 | | 25.5 | 25.9 | 25.9 | | 33.5 | 34.1 | 30.4 | |
| IncremntDel: | 0.1 | 0.2 | 0.2 | | 1.1 | 0.2 | 0.0 | | 0.1 | 0.1 | 0.1 | | 0.3 | 0.1 | 0.3 | |
| 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: | 29.1 | 24.3 | 24.3 | | 46.6 | 38.2 | 15.7 | | 25.6 | 25.9 | 25.9 | | 33.7 | 34.2 | 30.7 | |
| 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: | 29.1 | 24.3 | 24.3 | | 46.6 | 38.2 | 15.7 | | 25.6 | 25.9 | 25.9 | | 33.7 | 34.2 | 30.7 | |
| LOS by Move: | C | C | C | | D | D | B | | C | C | C | | C | C | C | |
| HCM2kAvgQ: | 1 | 3 | 3 | | 1 | 1 | 0 | | 2 | 2 | 2 | | 2 | 2 | 2 | |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #40 4th St/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.361
Loss Time (sec): 12 Average Delay (sec/veh): 23.5
Optimal Cycle: 33 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Ovl | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 0 | 0 1 | 0 | 1 0 | 1 0 | 1 | 1 0 | 1 1 | 0 | 1 0 | 1 1 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 292 | 17 | 7 | 7 | 9 | 16 | 280 | 9 | 22 | 311 | 62 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 292 | 17 | 7 | 7 | 9 | 16 | 280 | 9 | 22 | 311 | 62 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 0 | 328 | 19 | 8 | 8 | 10 | 18 | 315 | 10 | 25 | 349 | 70 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 328 | 19 | 8 | 8 | 10 | 18 | 315 | 10 | 25 | 349 | 70 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 328 | 19 | 8 | 8 | 10 | 18 | 315 | 10 | 25 | 349 | 70 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 0.99 | 0.99 | 0.95 | 1.00 | 0.85 | 0.95 | 0.95 | 0.95 | 0.95 | 0.93 | 0.93 |
| Lanes: | 1.00 | 0.94 | 0.06 | 1.00 | 1.00 | 1.00 | 1.00 | 1.94 | 0.06 | 1.00 | 1.67 | 0.33 |
| Final Sat.: | 1900 | 1781 | 104 | 1805 | 1900 | 1615 | 1805 | 3480 | 112 | 1805 | 2935 | 585 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.18 | 0.18 | 0.00 | 0.00 | 0.01 | 0.01 | 0.09 | 0.09 | 0.01 | 0.12 | 0.12 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green/Cycle: | 0.00 | 0.51 | 0.51 | 0.01 | 0.52 | 0.55 | 0.03 | 0.31 | 0.31 | 0.05 | 0.33 | 0.33 |
| Volume/Cap: | 0.00 | 0.36 | 0.36 | 0.36 | 0.01 | 0.01 | 0.36 | 0.29 | 0.29 | 0.29 | 0.36 | 0.36 |
| Uniform Del: | 0.0 | 14.7 | 14.7 | 49.0 | 11.4 | 10.2 | 47.8 | 26.1 | 26.1 | 46.0 | 25.5 | 25.5 |
| IncremntDel: | 0.0 | 0.2 | 0.2 | 9.9 | 0.0 | 0.0 | 4.4 | 0.1 | 0.1 | 1.9 | 0.2 | 0.2 |
| 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: | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Delay/Veh: | 0.0 | 14.9 | 14.9 | 58.9 | 11.5 | 10.2 | 52.2 | 26.3 | 26.3 | 47.9 | 25.7 | 25.7 |
| 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: | 0.0 | 14.9 | 14.9 | 58.9 | 11.5 | 10.2 | 52.2 | 26.3 | 26.3 | 47.9 | 25.7 | 25.7 |
| LOS by Move: | A | B | B | E | B | B | D | C | C | D | C | C |
| HCM2kAvgQ: | 0 | 6 | 6 | 1 | 0 | 0 | 1 | 4 | 4 | 1 | 5 | 5 |

Note: Queue reported is the number of cars per lane.





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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #41 Hillside Dr/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.293
Loss Time (sec): 9 Average Delay (sec/veh): 13.9
Optimal Cycle: 25 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Ovl | | | Include | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 0 0 | 0 0 | 0 | 1 0 | 0 0 | 1 | 1 0 | 1 0 | 0 | 0 0 | 1 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 30 | 0 | 61 | 131 | 160 | 0 | 0 | 282 | 104 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 30 | 0 | 61 | 131 | 160 | 0 | 0 | 282 | 104 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 0 | 0 | 0 | 34 | 0 | 69 | 147 | 180 | 0 | 0 | 317 | 117 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 34 | 0 | 69 | 147 | 180 | 0 | 0 | 317 | 117 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 0 | 0 | 0 | 34 | 0 | 69 | 147 | 180 | 0 | 0 | 317 | 117 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 0.85 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 0.85 |
| Lanes: | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 |
| Final Sat.: | 0 | 0 | 0 | 1805 | 0 | 1615 | 1805 | 1900 | 0 | 0 | 1900 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.02 | 0.00 | 0.04 | 0.08 | 0.09 | 0.00 | 0.00 | 0.17 | 0.07 |
| Crit Moves: | | | | **** | | | **** | | | | **** | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | 0.06 | 0.00 | 0.34 | 0.28 | 0.85 | 0.00 | 0.00 | 0.57 | 0.63 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.29 | 0.00 | 0.12 | 0.29 | 0.11 | 0.00 | 0.00 | 0.29 | 0.11 |
| Uniform Del: | 0.0 | 0.0 | 0.0 | 44.7 | 0.0 | 22.6 | 28.4 | 1.3 | 0.0 | 0.0 | 11.2 | 7.3 |
| IncremntDel: | 0.0 | 0.0 | 0.0 | 1.4 | 0.0 | 0.1 | 0.3 | 0.0 | 0.0 | 0.0 | 0.2 | 0.1 |
| 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: | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 46.1 | 0.0 | 22.7 | 28.7 | 1.3 | 0.0 | 0.0 | 11.3 | 7.3 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 46.1 | 0.0 | 22.7 | 28.7 | 1.3 | 0.0 | 0.0 | 11.3 | 7.3 |
| LOS by Move: | A | A | A | D | A | C | C | A | A | A | B | A |
| HCM2kAvgQ: | 0 | 0 | 0 | 1 | 0 | 1 | 3 | 1 | 0 | 0 | 5 | 1 |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #42 Empire Ranch Rd/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.314
Loss Time (sec): 12 Average Delay (sec/veh): 19.9
Optimal Cycle: 32 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Split Phase | | | | Split Phase | | | |
| Rights: | Include | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | | | | |
| Lanes: | 1 | 0 | 2 | 1 0 | 1 | 0 | 3 | 0 1 | 1 | 1 | 0 | 0 1 | 0 | 1 | 0 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 21 | 413 | 29 | | 145 | 666 | 243 | | 93 | 39 | 11 | | 26 | 45 | 118 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 21 | 413 | 29 | | 145 | 666 | 243 | | 93 | 39 | 11 | | 26 | 45 | 118 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 24 | 464 | 33 | | 163 | 748 | 273 | | 104 | 44 | 12 | | 29 | 51 | 133 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 24 | 464 | 33 | | 163 | 748 | 273 | | 104 | 44 | 12 | | 29 | 51 | 133 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 24 | 464 | 33 | | 163 | 748 | 273 | | 104 | 44 | 12 | | 29 | 51 | 133 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.90 | 0.90 | | 0.95 | 0.91 | 0.85 | | 0.97 | 0.97 | 0.85 | | 0.85 | 0.85 | 0.85 | |
| Lanes: | 1.00 | 2.80 | 0.20 | | 1.00 | 3.00 | 1.00 | | 1.41 | 0.59 | 1.00 | | 0.37 | 0.63 | 1.00 | |
| Final Sat.: | 1805 | 4798 | 337 | | 1805 | 5187 | 1615 | | 2586 | 1085 | 1615 | | 595 | 1029 | 1624 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.10 | 0.10 | | 0.09 | 0.14 | 0.17 | | 0.04 | 0.04 | 0.01 | | 0.05 | 0.05 | 0.08 | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.05 | 0.31 | 0.31 | | 0.29 | 0.55 | 0.67 | | 0.13 | 0.13 | 0.18 | | 0.16 | 0.16 | 0.44 | |
| Volume/Cap: | 0.26 | 0.31 | 0.31 | | 0.31 | 0.26 | 0.25 | | 0.31 | 0.31 | 0.04 | | 0.31 | 0.31 | 0.18 | |
| Uniform Del: | 45.8 | 26.5 | 26.5 | | 27.9 | 12.1 | 6.4 | | 39.6 | 39.6 | 34.0 | | 37.4 | 37.4 | 16.9 | |
| IncremntDel: | 1.6 | 0.1 | 0.1 | | 0.3 | 0.1 | 0.1 | | 0.4 | 0.4 | 0.1 | | 0.3 | 0.3 | 0.1 | |
| 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: | 47.4 | 26.6 | 26.6 | | 28.3 | 12.1 | 6.5 | | 40.0 | 40.0 | 34.1 | | 37.7 | 37.7 | 16.9 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 47.4 | 26.6 | 26.6 | | 28.3 | 12.1 | 6.5 | | 40.0 | 40.0 | 34.1 | | 37.7 | 37.7 | 16.9 | |
| LOS by Move: | D | C | C | | C | B | A | | D | D | C | | D | D | B | |
| HCM2kAvgQ: | 1 | 4 | 4 | | 4 | 4 | 3 | | 2 | 2 | 0 | | 3 | 3 | 3 | |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #43 Prairie City Rd/Middle Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.480
Loss Time (sec): 9 Average Delay (sec/veh): 6.2
Optimal Cycle: 33 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | |
| Lanes: | 0 | 0 | 2 | 1 0 | 1 | 0 | 3 | 0 0 | 0 | 0 | 0 | 0 0 | 1 | 0 | 0 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1649 | 6 | | 12 | 1001 | 0 | | 0 | 0 | 0 | | 7 | 0 | 112 | |
| Growth Adj: | 1.00 | 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 | 1649 | 6 | | 12 | 1001 | 0 | | 0 | 0 | 0 | | 7 | 0 | 112 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 0 | 1853 | 7 | | 13 | 1125 | 0 | | 0 | 0 | 0 | | 8 | 0 | 126 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 1853 | 7 | | 13 | 1125 | 0 | | 0 | 0 | 0 | | 8 | 0 | 126 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 0 | 1853 | 7 | | 13 | 1125 | 0 | | 0 | 0 | 0 | | 8 | 0 | 126 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.91 | 0.91 | | 0.95 | 0.91 | 1.00 | | 1.00 | 1.00 | 1.00 | | 0.89 | 1.00 | 0.85 | |
| Lanes: | 0.00 | 2.99 | 0.01 | | 1.00 | 3.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 1.00 | 0.00 | 1.00 | |
| Final Sat.: | 0 | 5163 | 19 | | 1805 | 5187 | 0 | | 0 | 0 | 0 | | 1687 | 0 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.36 | 0.36 | | 0.01 | 0.22 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.08 | |
| Crit Moves: | | **** | | | **** | | | | | | | | | | **** | |
| Green/Cycle: | 0.00 | 0.75 | 0.75 | | 0.02 | 0.76 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.15 | 0.00 | 0.16 | |
| Volume/Cap: | 0.00 | 0.48 | 0.48 | | 0.48 | 0.28 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.03 | 0.00 | 0.48 | |
| Uniform Del: | 0.0 | 5.0 | 5.0 | | 48.8 | 3.6 | 0.0 | | 0.0 | 0.0 | 0.0 | | 36.6 | 0.0 | 38.0 | |
| IncremntDel: | 0.0 | 0.1 | 0.1 | | 12.4 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.1 | 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: | 0.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 1.00 | 0.00 | 1.00 | |
| Delay/Veh: | 0.0 | 5.1 | 5.1 | | 61.2 | 3.6 | 0.0 | | 0.0 | 0.0 | 0.0 | | 36.6 | 0.0 | 39.4 | |
| 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: | 0.0 | 5.1 | 5.1 | | 61.2 | 3.6 | 0.0 | | 0.0 | 0.0 | 0.0 | | 36.6 | 0.0 | 39.4 | |
| LOS by Move: | A | A | A | | E | A | A | | A | A | A | | D | A | D | |
| HCM2kAvgQ: | 0 | 8 | 8 | | 0 | 4 | 0 | | 0 | 0 | 0 | | 0 | 0 | 3 | |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #44 Oak Ave Pkwy/Middle Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.378
Loss Time (sec): 12 Average Delay (sec/veh): 10.9
Optimal Cycle: 34 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Ovl | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 0 | 1 | 1 0 | 1 0 | 1 | 1 0 | 1 0 | 1 | 0 1 | 1 0 | 0 | 1 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 126 | 840 | 0 | 10 | 697 | 14 | 20 | 1 | 39 | 1 | 4 | 25 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 126 | 840 | 0 | 10 | 697 | 14 | 20 | 1 | 39 | 1 | 4 | 25 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 142 | 944 | 0 | 11 | 783 | 16 | 22 | 1 | 44 | 1 | 4 | 28 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 142 | 944 | 0 | 11 | 783 | 16 | 22 | 1 | 44 | 1 | 4 | 28 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 142 | 944 | 0 | 11 | 783 | 16 | 22 | 1 | 44 | 1 | 4 | 28 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 1.00 | 0.85 | 0.95 | 0.87 | 0.87 |
| Lanes: | 1.00 | 2.00 | 0.00 | 1.00 | 1.96 | 0.04 | 1.00 | 1.00 | 1.00 | 1.00 | 0.14 | 0.86 |
| Final Sat.: | 1805 | 3610 | 0 | 1805 | 3528 | 71 | 1805 | 1900 | 1615 | 1805 | 228 | 1427 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.08 | 0.26 | 0.00 | 0.01 | 0.22 | 0.22 | 0.01 | 0.00 | 0.03 | 0.00 | 0.02 | 0.02 |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | |
| Green/Cycle: | 0.21 | 0.78 | 0.00 | 0.02 | 0.59 | 0.59 | 0.03 | 0.04 | 0.25 | 0.04 | 0.05 | 0.05 |
| Volume/Cap: | 0.38 | 0.34 | 0.00 | 0.34 | 0.38 | 0.38 | 0.01 | 0.11 | 0.01 | 0.38 | 0.38 | 0.38 |
| Uniform Del: | 34.1 | 3.4 | 0.0 | 48.5 | 10.9 | 10.9 | 47.3 | 46.0 | 29.0 | 45.8 | 45.8 | 45.8 |
| IncremntDel: | 0.6 | 0.1 | 0.0 | 5.9 | 0.1 | 0.1 | 4.0 | 0.1 | 0.1 | 0.1 | 2.8 | 2.8 |
| 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 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Delay/Veh: | 34.7 | 3.5 | 0.0 | 54.4 | 11.1 | 11.1 | 51.3 | 46.0 | 29.1 | 45.8 | 48.6 | 48.6 |
| 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: | 34.7 | 3.5 | 0.0 | 54.4 | 11.1 | 11.1 | 51.3 | 46.0 | 29.1 | 45.8 | 48.6 | 48.6 |
| LOS by Move: | C | A | A | D | B | B | D | D | C | D | D | D |
| HCM2kAvgQ: | 4 | 5 | 0 | 0 | 7 | 7 | 1 | 0 | 1 | 0 | 1 | 1 |

Note: Queue reported is the number of cars per lane.





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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #45 Scott Rd (North)/ Street "B"

Cycle (sec): 100 Critical Vol./Cap. (X): 0.749
Loss Time (sec): 12 Average Delay (sec/veh): 29.8
Optimal Cycle: 67 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 0 | 3 | 0 1 | 1 0 | 3 | 0 1 | 1 0 | 0 | 1 0 | 1 0 | 0 | 1 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 52 | 1011 | 46 | 268 | 1157 | 1 | 2 | 61 | 39 | 31 | 54 | 346 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 52 | 1011 | 46 | 268 | 1157 | 1 | 2 | 61 | 39 | 31 | 54 | 346 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 58 | 1136 | 52 | 301 | 1300 | 1 | 2 | 69 | 44 | 35 | 61 | 389 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 58 | 1136 | 52 | 301 | 1300 | 1 | 2 | 69 | 44 | 35 | 61 | 389 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 58 | 1136 | 52 | 301 | 1300 | 1 | 2 | 69 | 44 | 35 | 61 | 389 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.91 | 0.85 | 0.95 | 0.91 | 0.85 | 0.95 | 0.94 | 0.94 | 0.95 | 0.87 | 0.87 |
| Lanes: | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 | 1.00 | 0.61 | 0.39 | 1.00 | 0.14 | 0.86 |
| Final Sat.: | 1805 | 5187 | 1615 | 1805 | 5187 | 1615 | 1805 | 1092 | 698 | 1805 | 223 | 1430 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.22 | 0.03 | 0.17 | 0.25 | 0.00 | 0.00 | 0.06 | 0.06 | 0.02 | 0.27 | 0.27 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green/Cycle: | 0.06 | 0.29 | 0.29 | 0.22 | 0.46 | 0.46 | 0.00 | 0.28 | 0.28 | 0.09 | 0.36 | 0.36 |
| Volume/Cap: | 0.55 | 0.75 | 0.11 | 0.75 | 0.55 | 0.00 | 0.75 | 0.23 | 0.23 | 0.23 | 0.75 | 0.75 |
| Uniform Del: | 45.8 | 32.0 | 25.9 | 36.3 | 19.7 | 14.8 | 49.9 | 27.7 | 27.7 | 42.6 | 27.9 | 27.9 |
| IncremntDel: | 6.0 | 2.1 | 0.1 | 7.6 | 0.3 | 0.0 | 298.7 | 0.2 | 0.2 | 0.7 | 5.2 | 5.2 |
| 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: | 51.7 | 34.2 | 26.0 | 43.9 | 20.0 | 14.8 | 348.6 | 28.0 | 28.0 | 43.4 | 33.1 | 33.1 |
| 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: | 51.7 | 34.2 | 26.0 | 43.9 | 20.0 | 14.8 | 348.6 | 28.0 | 28.0 | 43.4 | 33.1 | 33.1 |
| LOS by Move: | D | C | C | D | B | B | F | C | C | D | C | C |
| HCM2kAvgQ: | 2 | 12 | 1 | 9 | 10 | 0 | 1 | 3 | 3 | 1 | 12 | 12 |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #46 Placerville Drive/Street "B"

Cycle (sec): 100 Critical Vol./Cap. (X): 0.363
Loss Time (sec): 12 Average Delay (sec/veh): 21.1
Optimal Cycle: 33 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 93 | 77 | 7 | | 11 | 72 | 22 | | 19 | 288 | 38 | | 12 | 273 | 34 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 93 | 77 | 7 | | 11 | 72 | 22 | | 19 | 288 | 38 | | 12 | 273 | 34 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 104 | 87 | 8 | | 12 | 81 | 25 | | 21 | 324 | 43 | | 13 | 307 | 38 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 104 | 87 | 8 | | 12 | 81 | 25 | | 21 | 324 | 43 | | 13 | 307 | 38 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 104 | 87 | 8 | | 12 | 81 | 25 | | 21 | 324 | 43 | | 13 | 307 | 38 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.99 | 0.99 | | 0.95 | 0.97 | 0.97 | | 0.95 | 0.98 | 0.98 | | 0.95 | 1.00 | 0.85 | |
| Lanes: | 1.00 | 0.92 | 0.08 | | 1.00 | 0.77 | 0.23 | | 1.00 | 0.88 | 0.12 | | 1.00 | 1.00 | 1.00 | |
| Final Sat.: | 1805 | 1721 | 156 | | 1805 | 1404 | 429 | | 1805 | 1648 | 217 | | 1805 | 1900 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.06 | 0.05 | 0.05 | | 0.01 | 0.06 | 0.06 | | 0.01 | 0.20 | 0.20 | | 0.01 | 0.16 | 0.02 | |
| Crit Moves: | **** | | | | | **** | | | | **** | | | **** | | | |
| Green/Cycle: | 0.16 | 0.28 | 0.28 | | 0.04 | 0.16 | 0.16 | | 0.04 | 0.54 | 0.54 | | 0.02 | 0.52 | 0.56 | |
| Volume/Cap: | 0.36 | 0.18 | 0.18 | | 0.18 | 0.36 | 0.36 | | 0.31 | 0.36 | 0.36 | | 0.36 | 0.31 | 0.04 | |
| Uniform Del: | 37.5 | 27.3 | 27.3 | | 46.6 | 37.5 | 37.5 | | 46.8 | 13.1 | 13.1 | | 48.3 | 13.5 | 9.8 | |
| IncremntDel: | 0.8 | 0.2 | 0.2 | | 1.3 | 0.8 | 0.8 | | 2.5 | 0.2 | 0.2 | | 5.9 | 0.2 | 0.0 | |
| 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: | 38.3 | 27.4 | 27.4 | | 47.8 | 38.3 | 38.3 | | 49.3 | 13.3 | 13.3 | | 54.3 | 13.7 | 9.9 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 38.3 | 27.4 | 27.4 | | 47.8 | 38.3 | 38.3 | | 49.3 | 13.3 | 13.3 | | 54.3 | 13.7 | 9.9 | |
| LOS by Move: | D | C | C | | D | D | D | | D | B | B | | D | B | A | |
| HCM2kAvgQ: | 3 | 2 | 2 | | 1 | 3 | 3 | | 1 | 6 | 6 | | 1 | 5 | 1 | |

Note: Queue reported is the number of cars per lane.





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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #47 Prairie City Rd/Street "A"

Cycle (sec): 100 Critical Vol./Cap. (X): 0.654
Loss Time (sec): 12 Average Delay (sec/veh): 9.2
Optimal Cycle: 54 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1531 | 36 | | 45 | 962 | 0 | | 0 | 0 | 0 | | 57 | 0 | 124 | |
| Growth Adj: | 1.00 | 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 | 1531 | 36 | | 45 | 962 | 0 | | 0 | 0 | 0 | | 57 | 0 | 124 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 0 | 1720 | 40 | | 51 | 1081 | 0 | | 0 | 0 | 0 | | 64 | 0 | 139 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 1720 | 40 | | 51 | 1081 | 0 | | 0 | 0 | 0 | | 64 | 0 | 139 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 0 | 1720 | 40 | | 51 | 1081 | 0 | | 0 | 0 | 0 | | 64 | 0 | 139 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.95 | 0.95 | | 0.95 | 0.95 | 1.00 | | 1.00 | 1.00 | 1.00 | | 0.77 | 1.00 | 0.85 | |
| Lanes: | 0.00 | 1.95 | 0.05 | | 1.00 | 2.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 1.00 | 0.00 | 1.00 | |
| Final Sat.: | 0 | 3516 | 83 | | 1805 | 3610 | 0 | | 0 | 0 | 0 | | 1461 | 0 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.49 | 0.49 | | 0.03 | 0.30 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.04 | 0.00 | 0.09 | |
| Crit Moves: | | **** | | | **** | | | | | | | | | | **** | |
| Green/Cycle: | 0.00 | 0.75 | 0.75 | | 0.04 | 0.79 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.09 | 0.00 | 0.13 | |
| Volume/Cap: | 0.00 | 0.65 | 0.65 | | 0.65 | 0.38 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.49 | 0.00 | 0.65 | |
| Uniform Del: | 0.0 | 6.2 | 6.2 | | 47.1 | 3.1 | 0.0 | | 0.0 | 0.0 | 0.0 | | 43.4 | 0.0 | 41.2 | |
| IncremntDel: | 0.0 | 0.6 | 0.6 | | 18.3 | 0.1 | 0.0 | | 0.0 | 0.0 | 0.0 | | 2.9 | 0.0 | 7.1 | |
| 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: | 0.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 1.00 | 0.00 | 1.00 | |
| Delay/Veh: | 0.0 | 6.8 | 6.8 | | 65.5 | 3.2 | 0.0 | | 0.0 | 0.0 | 0.0 | | 46.3 | 0.0 | 48.4 | |
| 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: | 0.0 | 6.8 | 6.8 | | 65.5 | 3.2 | 0.0 | | 0.0 | 0.0 | 0.0 | | 46.3 | 0.0 | 48.4 | |
| LOS by Move: | A | A | A | | E | A | A | | A | A | A | | D | A | D | |
| HCM2kAvgQ: | 0 | 14 | 14 | | 2 | 5 | 0 | | 0 | 0 | 0 | | 2 | 0 | 4 | |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #48 Oak Ave Pkwy/Street "A"

Cycle (sec): 100 Critical Vol./Cap. (X): 0.516
Loss Time (sec): 12 Average Delay (sec/veh): 22.0
Optimal Cycle: 42 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | |
| Lanes: | 1 | 0 | 1 | 1 0 | 1 | 0 | 1 | 1 0 | 1 | 0 | 0 | 1 0 | 1 | 0 | 0 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 20 | 746 | 94 | | 60 | 662 | 31 | | 85 | 109 | 41 | | 98 | 59 | 92 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 20 | 746 | 94 | | 60 | 662 | 31 | | 85 | 109 | 41 | | 98 | 59 | 92 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 22 | 838 | 106 | | 67 | 744 | 35 | | 96 | 122 | 46 | | 110 | 66 | 103 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 22 | 838 | 106 | | 67 | 744 | 35 | | 96 | 122 | 46 | | 110 | 66 | 103 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 22 | 838 | 106 | | 67 | 744 | 35 | | 96 | 122 | 46 | | 110 | 66 | 103 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.93 | 0.93 | | 0.95 | 0.94 | 0.94 | | 0.95 | 0.96 | 0.96 | | 0.95 | 0.91 | 0.91 | |
| Lanes: | 1.00 | 1.78 | 0.22 | | 1.00 | 1.91 | 0.09 | | 1.00 | 0.73 | 0.27 | | 1.00 | 0.39 | 0.61 | |
| Final Sat.: | 1805 | 3152 | 397 | | 1805 | 3424 | 160 | | 1805 | 1324 | 498 | | 1805 | 675 | 1052 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.27 | 0.27 | | 0.04 | 0.22 | 0.22 | | 0.05 | 0.09 | 0.09 | | 0.06 | 0.10 | 0.10 | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.03 | 0.52 | 0.52 | | 0.07 | 0.56 | 0.56 | | 0.10 | 0.18 | 0.18 | | 0.12 | 0.19 | 0.19 | |
| Volume/Cap: | 0.39 | 0.52 | 0.52 | | 0.52 | 0.39 | 0.39 | | 0.52 | 0.52 | 0.52 | | 0.52 | 0.52 | 0.52 | |
| Uniform Del: | 47.5 | 16.0 | 16.0 | | 44.7 | 12.6 | 12.6 | | 42.5 | 37.4 | 37.4 | | 41.6 | 36.4 | 36.4 | |
| IncremntDel: | 4.4 | 0.3 | 0.3 | | 3.6 | 0.1 | 0.1 | | 2.5 | 1.6 | 1.6 | | 2.4 | 1.4 | 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: | 51.8 | 16.3 | 16.3 | | 48.3 | 12.7 | 12.7 | | 45.1 | 39.0 | 39.0 | | 44.0 | 37.8 | 37.8 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 51.8 | 16.3 | 16.3 | | 48.3 | 12.7 | 12.7 | | 45.1 | 39.0 | 39.0 | | 44.0 | 37.8 | 37.8 | |
| LOS by Move: | D | B | B | | D | B | B | | D | D | D | | D | D | D | |
| HCM2kAvgQ: | 1 | 10 | 10 | | 2 | 7 | 7 | | 3 | 5 | 5 | | 3 | 5 | 5 | |

Note: Queue reported is the number of cars per lane.





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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #49 2nd St/Street "A"

Cycle (sec): 100 Critical Vol./Cap. (X): 0.339
Loss Time (sec): 9 Average Delay (sec/veh): 20.9
Optimal Cycle: 27 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Ovl | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | |
| Lanes: | 0 | 0 | 1! | 0 0 | 0 | 1 | 0 | 0 1 | 1 | 0 | 0 | 1 0 | 1 | 0 | 0 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 4 | 12 | 18 | | 78 | 4 | 97 | | 126 | 214 | 2 | | 9 | 106 | 137 | |
| Growth Adj: | 1.00 | 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 | 12 | 18 | | 78 | 4 | 97 | | 126 | 214 | 2 | | 9 | 106 | 137 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 4 | 13 | 20 | | 88 | 4 | 109 | | 142 | 240 | 2 | | 10 | 119 | 154 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 4 | 13 | 20 | | 88 | 4 | 109 | | 142 | 240 | 2 | | 10 | 119 | 154 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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 | 13 | 20 | | 88 | 4 | 109 | | 142 | 240 | 2 | | 10 | 119 | 154 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.92 | 0.92 | | 0.96 | 0.96 | 0.85 | | 0.95 | 1.00 | 1.00 | | 0.95 | 0.92 | 0.92 | |
| Lanes: | 0.12 | 0.35 | 0.53 | | 0.95 | 0.05 | 1.00 | | 1.00 | 0.99 | 0.01 | | 1.00 | 0.44 | 0.56 | |
| Final Sat.: | 206 | 619 | 929 | | 1726 | 89 | 1615 | | 1805 | 1881 | 18 | | 1805 | 758 | 980 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.02 | 0.02 | | 0.05 | 0.05 | 0.07 | | 0.08 | 0.13 | 0.13 | | 0.01 | 0.16 | 0.16 | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.06 | 0.06 | 0.06 | | 0.15 | 0.15 | 0.38 | | 0.23 | 0.67 | 0.67 | | 0.03 | 0.46 | 0.46 | |
| Volume/Cap: | 0.34 | 0.34 | 0.34 | | 0.34 | 0.34 | 0.18 | | 0.34 | 0.19 | 0.19 | | 0.19 | 0.34 | 0.34 | |
| Uniform Del: | 44.7 | 44.7 | 44.7 | | 38.1 | 38.1 | 20.5 | | 32.0 | 6.4 | 6.4 | | 47.4 | 17.0 | 17.0 | |
| IncremntDel: | 1.8 | 1.8 | 1.8 | | 0.7 | 0.7 | 0.1 | | 0.5 | 0.1 | 0.1 | | 1.8 | 0.3 | 0.3 | |
| 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: | 46.5 | 46.5 | 46.5 | | 38.8 | 38.8 | 20.6 | | 32.5 | 6.5 | 6.5 | | 49.2 | 17.3 | 17.3 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 46.5 | 46.5 | 46.5 | | 38.8 | 38.8 | 20.6 | | 32.5 | 6.5 | 6.5 | | 49.2 | 17.3 | 17.3 | |
| LOS by Move: | D | D | D | | D | D | C | | C | A | A | | D | B | B | |
| HCM2kAvgQ: | 2 | 2 | 2 | | 3 | 3 | 2 | | 3 | 3 | 3 | | 0 | 5 | 5 | |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #50 Scott Rd (North)/ Street "A"

Cycle (sec): 100 Critical Vol./Cap. (X): 0.649
Loss Time (sec): 12 Average Delay (sec/veh): 26.9
Optimal Cycle: 53 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 | 0 2 | 0 1 | 1 | 0 2 | 0 1 | 1 | 0 1 | 0 1 | 1 | 0 1 | 0 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 24 | 876 | 65 | 132 | 944 | 55 | 129 | 177 | 25 | 89 | 170 | 195 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 24 | 876 | 65 | 132 | 944 | 55 | 129 | 177 | 25 | 89 | 170 | 195 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 27 | 984 | 73 | 148 | 1061 | 62 | 145 | 199 | 28 | 100 | 191 | 219 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 27 | 984 | 73 | 148 | 1061 | 62 | 145 | 199 | 28 | 100 | 191 | 219 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 27 | 984 | 73 | 148 | 1061 | 62 | 145 | 199 | 28 | 100 | 191 | 219 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.95 | 0.85 | 0.95 | 0.95 | 0.85 | 0.95 | 1.00 | 0.85 | 0.95 | 1.00 | 0.85 |
| Lanes: | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Sat.: | 1805 | 3610 | 1615 | 1805 | 3610 | 1615 | 1805 | 1900 | 1615 | 1805 | 1900 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.27 | 0.05 | 0.08 | 0.29 | 0.04 | 0.08 | 0.10 | 0.02 | 0.06 | 0.10 | 0.14 |
| Crit Moves: | | **** | | **** | | | **** | | | | | **** |
| Green/Cycle: | 0.03 | 0.42 | 0.42 | 0.13 | 0.52 | 0.52 | 0.12 | 0.22 | 0.22 | 0.12 | 0.21 | 0.21 |
| Volume/Cap: | 0.56 | 0.65 | 0.11 | 0.65 | 0.56 | 0.07 | 0.65 | 0.48 | 0.08 | 0.48 | 0.48 | 0.65 |
| Uniform Del: | 48.1 | 23.1 | 17.6 | 41.5 | 16.3 | 12.0 | 41.7 | 34.2 | 31.1 | 41.4 | 34.8 | 36.2 |
| IncremntDel: | 14.7 | 1.0 | 0.1 | 6.4 | 0.4 | 0.0 | 6.5 | 0.9 | 0.1 | 1.7 | 0.9 | 4.4 |
| 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: | 62.8 | 24.1 | 17.7 | 47.9 | 16.7 | 12.0 | 48.3 | 35.1 | 31.2 | 43.2 | 35.7 | 40.6 |
| 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: | 62.8 | 24.1 | 17.7 | 47.9 | 16.7 | 12.0 | 48.3 | 35.1 | 31.2 | 43.2 | 35.7 | 40.6 |
| LOS by Move: | E | C | B | D | B | B | D | D | C | D | D | D |
| HCM2kAvgQ: | 1 | 12 | 1 | 4 | 11 | 1 | 4 | 5 | 1 | 3 | 6 | 7 |

Note: Queue reported is the number of cars per lane.





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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #51 East Rd/Street "A"

Cycle (sec): 100 Critical Vol./Cap. (X): 0.380
Loss Time (sec): 12 Average Delay (sec/veh): 9.8
Optimal Cycle: 0 Level Of Service: A

| 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 0 | 1 0 | 1 | 0 0 | 1 0 | 1 | 0 0 | 1 0 | 1 | 0 0 | 1 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 33 | 9 | 9 | 6 | 11 | 41 | 33 | 152 | 33 | 11 | 219 | 20 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 33 | 9 | 9 | 6 | 11 | 41 | 33 | 152 | 33 | 11 | 219 | 20 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 37 | 10 | 10 | 7 | 12 | 46 | 37 | 171 | 37 | 12 | 246 | 22 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 37 | 10 | 10 | 7 | 12 | 46 | 37 | 171 | 37 | 12 | 246 | 22 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 37 | 10 | 10 | 7 | 12 | 46 | 37 | 171 | 37 | 12 | 246 | 22 |
| 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 | 0.50 | 0.50 | 1.00 | 0.21 | 0.79 | 1.00 | 0.82 | 0.18 | 1.00 | 0.92 | 0.08 |
| Final Sat.: | 530 | 303 | 303 | 530 | 133 | 495 | 630 | 584 | 127 | 634 | 648 | 59 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.07 | 0.03 | 0.03 | 0.01 | 0.09 | 0.09 | 0.06 | 0.29 | 0.29 | 0.02 | 0.38 | 0.38 |
| Crit Moves: | **** | | | | **** | | | **** | | | **** | |
| Delay/Veh: | 9.5 | 8.3 | 8.3 | 9.1 | 8.5 | 8.5 | 8.6 | 9.6 | 9.6 | 8.4 | 10.6 | 10.6 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 9.5 | 8.3 | 8.3 | 9.1 | 8.5 | 8.5 | 8.6 | 9.6 | 9.6 | 8.4 | 10.6 | 10.6 |
| LOS by Move: | A | A | A | A | A | A | A | A | A | A | B | B |
| ApproachDel: | 9.1 | | | 8.5 | | | 9.5 | | | 10.5 | | |
| Delay Adj: | 1.00 | | | 1.00 | | | 1.00 | | | 1.00 | | |
| ApprAdjDel: | 9.1 | | | 8.5 | | | 9.5 | | | 10.5 | | |
| LOS by Appr: | A | | | A | | | A | | | B | | |
| AllWayAvgQ: | 0.1 | 0.0 | 0.0 | 0.0 | 0.1 | 0.1 | 0.1 | 0.4 | 0.4 | 0.0 | 0.6 | 0.6 |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #52 Placerville Rd/ Street "A"

Cycle (sec): 100 Critical Vol./Cap. (X): 0.459
Loss Time (sec): 12 Average Delay (sec/veh): 23.2
Optimal Cycle: 38 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | | | |
| Base Vol: | 47 | 406 | 16 | | 54 | 275 | 1 | | 1 | 51 | 99 | | 33 | 57 | 117 | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | | |
| Initial Bse: | 47 | 406 | 16 | | 54 | 275 | 1 | | 1 | 51 | 99 | | 33 | 57 | 117 | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | | |
| PHF Volume: | 53 | 456 | 18 | | 61 | 309 | 1 | | 1 | 57 | 111 | | 37 | 64 | 131 | | | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | | |
| Reduced Vol: | 53 | 456 | 18 | | 61 | 309 | 1 | | 1 | 57 | 111 | | 37 | 64 | 131 | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | | |
| FinalVolume: | 53 | 456 | 18 | | 61 | 309 | 1 | | 1 | 57 | 111 | | 37 | 64 | 131 | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | | |
| Adjustment: | 0.95 | 0.99 | 0.99 | | 0.95 | 1.00 | 1.00 | | 0.95 | 0.90 | 0.90 | | 0.95 | 0.90 | 0.90 | | | |
| Lanes: | 1.00 | 0.96 | 0.04 | | 1.00 | 0.99 | 0.01 | | 1.00 | 0.34 | 0.66 | | 1.00 | 0.33 | 0.67 | | | |
| Final Sat.: | 1805 | 1817 | 72 | | 1805 | 1891 | 7 | | 1805 | 582 | 1130 | | 1805 | 560 | 1149 | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.25 | 0.25 | | 0.03 | 0.16 | 0.16 | | 0.00 | 0.10 | 0.10 | | 0.02 | 0.11 | 0.11 | | | |
| Crit Moves: | | **** | | | **** | | | | | **** | | | **** | | | | | |
| Green/Cycle: | 0.09 | 0.55 | 0.55 | | 0.07 | 0.53 | 0.53 | | 0.00 | 0.21 | 0.21 | | 0.04 | 0.26 | 0.26 | | | |
| Volume/Cap: | 0.31 | 0.46 | 0.46 | | 0.46 | 0.31 | 0.31 | | 0.44 | 0.46 | 0.46 | | 0.46 | 0.44 | 0.44 | | | |
| Uniform Del: | 42.3 | 13.7 | 13.7 | | 44.4 | 13.4 | 13.4 | | 49.9 | 34.2 | 34.2 | | 46.6 | 31.1 | 31.1 | | | |
| IncremntDel: | 1.0 | 0.3 | 0.3 | | 2.5 | 0.2 | 0.2 | | 91.3 | 0.9 | 0.9 | | 4.1 | 0.7 | 0.7 | | | |
| 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: | 43.3 | 14.0 | 14.0 | | 46.9 | 13.6 | 13.6 | | 141.2 | 35.1 | 35.1 | | 50.7 | 31.8 | 31.8 | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | | |
| AdjDel/Veh: | 43.3 | 14.0 | 14.0 | | 46.9 | 13.6 | 13.6 | | 141.2 | 35.1 | 35.1 | | 50.7 | 31.8 | 31.8 | | | |
| LOS by Move: | D | B | B | | D | B | B | | F | D | D | | D | C | C | | | |
| HCM2kAvgQ: | 1 | 9 | 9 | | 2 | 5 | 5 | | 0 | 5 | 5 | | 1 | 5 | 5 | | | |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #53 Empire Ranch Rd/Street "A"

Cycle (sec): 100 Critical Vol./Cap. (X): 0.365
Loss Time (sec): 12 Average Delay (sec/veh): 15.4
Optimal Cycle: 34 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | | | |
| Base Vol: | 21 | 374 | 7 | | 18 | 665 | 43 | | 75 | 10 | 22 | | 20 | 20 | 39 | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | | |
| Initial Bse: | 21 | 374 | 7 | | 18 | 665 | 43 | | 75 | 10 | 22 | | 20 | 20 | 39 | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | | |
| PHF Volume: | 24 | 420 | 8 | | 20 | 747 | 48 | | 84 | 11 | 25 | | 22 | 22 | 44 | | | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | | |
| Reduced Vol: | 24 | 420 | 8 | | 20 | 747 | 48 | | 84 | 11 | 25 | | 22 | 22 | 44 | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | | |
| FinalVolume: | 24 | 420 | 8 | | 20 | 747 | 48 | | 84 | 11 | 25 | | 22 | 22 | 44 | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | | |
| Adjustment: | 0.95 | 0.95 | 0.95 | | 0.95 | 0.94 | 0.94 | | 0.95 | 0.90 | 0.90 | | 0.95 | 0.90 | 0.90 | | | |
| Lanes: | 1.00 | 1.96 | 0.04 | | 1.00 | 1.88 | 0.12 | | 1.00 | 0.31 | 0.69 | | 1.00 | 0.34 | 0.66 | | | |
| Final Sat.: | 1805 | 3533 | 66 | | 1805 | 3360 | 217 | | 1805 | 533 | 1172 | | 1805 | 580 | 1132 | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.12 | 0.12 | | 0.01 | 0.22 | 0.22 | | 0.05 | 0.02 | 0.02 | | 0.01 | 0.04 | 0.04 | | | |
| Crit Moves: | **** | | | | | **** | | | **** | | | | | **** | | | | |
| Green/Cycle: | 0.04 | 0.59 | 0.59 | | 0.06 | 0.61 | 0.61 | | 0.13 | 0.15 | 0.15 | | 0.09 | 0.11 | 0.11 | | | |
| Volume/Cap: | 0.36 | 0.20 | 0.20 | | 0.20 | 0.36 | 0.36 | | 0.36 | 0.14 | 0.14 | | 0.14 | 0.36 | 0.36 | | | |
| Uniform Del: | 47.1 | 9.5 | 9.5 | | 45.1 | 9.8 | 9.8 | | 39.9 | 37.1 | 37.1 | | 42.2 | 41.6 | 41.6 | | | |
| IncremntDel: | 3.5 | 0.0 | 0.0 | | 1.0 | 0.1 | 0.1 | | 1.0 | 0.3 | 0.3 | | 0.4 | 1.2 | 1.2 | | | |
| 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: | 50.6 | 9.6 | 9.6 | | 46.1 | 9.9 | 9.9 | | 40.9 | 37.4 | 37.4 | | 42.6 | 42.8 | 42.8 | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | | |
| AdjDel/Veh: | 50.6 | 9.6 | 9.6 | | 46.1 | 9.9 | 9.9 | | 40.9 | 37.4 | 37.4 | | 42.6 | 42.8 | 42.8 | | | |
| LOS by Move: | D | A | A | | D | A | A | | D | D | D | | D | D | D | | | |
| HCM2kAvgQ: | 1 | 3 | 3 | | 1 | 6 | 6 | | 2 | 1 | 1 | | 1 | 2 | 2 | | | |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #54 Scott Rd (North)/South Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.473
Loss Time (sec): 12 Average Delay (sec/veh): 16.1
Optimal Cycle: 39 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 0 | 2 0 | 1 | 1 0 | 2 0 | 1 | 0 1 | 0 0 | 1 | 0 1 | 0 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 12 | 829 | 56 | 105 | 926 | 27 | 52 | 3 | 35 | 68 | 2 | 84 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 12 | 829 | 56 | 105 | 926 | 27 | 52 | 3 | 35 | 68 | 2 | 84 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 13 | 931 | 63 | 118 | 1040 | 30 | 58 | 3 | 39 | 76 | 2 | 94 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 13 | 931 | 63 | 118 | 1040 | 30 | 58 | 3 | 39 | 76 | 2 | 94 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 13 | 931 | 63 | 118 | 1040 | 30 | 58 | 3 | 39 | 76 | 2 | 94 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.95 | 0.85 | 0.95 | 0.95 | 0.85 | 0.96 | 0.96 | 0.85 | 0.95 | 0.95 | 0.85 |
| Lanes: | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 0.95 | 0.05 | 1.00 | 0.97 | 0.03 | 1.00 |
| Final Sat.: | 1805 | 3610 | 1615 | 1805 | 3610 | 1615 | 1716 | 99 | 1615 | 1761 | 52 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.26 | 0.04 | 0.07 | 0.29 | 0.02 | 0.03 | 0.03 | 0.02 | 0.04 | 0.04 | 0.06 |
| Crit Moves: | | **** | | **** | | | **** | | | | | **** |
| Green/Cycle: | 0.02 | 0.55 | 0.55 | 0.14 | 0.67 | 0.67 | 0.07 | 0.09 | 0.09 | 0.11 | 0.12 | 0.12 |
| Volume/Cap: | 0.43 | 0.47 | 0.07 | 0.47 | 0.43 | 0.03 | 0.47 | 0.40 | 0.28 | 0.40 | 0.35 | 0.47 |
| Uniform Del: | 48.6 | 13.9 | 10.7 | 39.7 | 7.8 | 5.7 | 44.6 | 43.2 | 42.8 | 41.4 | 40.1 | 40.8 |
| IncremntDel: | 9.3 | 0.2 | 0.0 | 1.4 | 0.1 | 0.0 | 2.7 | 1.7 | 1.1 | 1.3 | 1.0 | 1.8 |
| 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: | 58.0 | 14.1 | 10.8 | 41.1 | 7.9 | 5.7 | 47.3 | 44.9 | 43.9 | 42.7 | 41.1 | 42.5 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 58.0 | 14.1 | 10.8 | 41.1 | 7.9 | 5.7 | 47.3 | 44.9 | 43.9 | 42.7 | 41.1 | 42.5 |
| LOS by Move: | E | B | B | D | A | A | D | D | D | D | D | D |
| HCM2kAvgQ: | 0 | 9 | 1 | 3 | 8 | 0 | 2 | 2 | 1 | 3 | 3 | 3 |

Note: Queue reported is the number of cars per lane.





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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #55 Oak Ave Pkwy/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.937
Loss Time (sec): 9 Average Delay (sec/veh): 24.2
Optimal Cycle: 126 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Permitted | | | Permitted | | | Protected | | | Protected | | |
| Rights: | Include | | | Ovl | | | Include | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 0 0 | 0 0 | 0 | 2 0 | 0 0 | 1 | 2 0 | 2 0 | 0 | 0 0 | 3 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 414 | 0 | 313 | 251 | 2086 | 0 | 0 | 1958 | 658 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 414 | 0 | 313 | 251 | 2086 | 0 | 0 | 1958 | 658 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 0 | 0 | 0 | 465 | 0 | 352 | 282 | 2344 | 0 | 0 | 2200 | 739 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 465 | 0 | 352 | 282 | 2344 | 0 | 0 | 2200 | 739 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 0 | 0 | 0 | 465 | 0 | 352 | 282 | 2344 | 0 | 0 | 2200 | 739 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 0.60 | 1.00 | 0.85 | 0.92 | 0.95 | 1.00 | 1.00 | 0.91 | 0.85 |
| Lanes: | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 1.00 | 2.00 | 2.00 | 0.00 | 0.00 | 3.00 | 1.00 |
| Final Sat.: | 0 | 0 | 0 | 2285 | 0 | 1615 | 3502 | 3610 | 0 | 0 | 5187 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.20 | 0.00 | 0.22 | 0.08 | 0.65 | 0.00 | 0.00 | 0.42 | 0.46 |
| Crit Moves: | | | | **** | | | | **** | | **** | | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | 0.22 | 0.00 | 0.32 | 0.10 | 0.69 | 0.00 | 0.00 | 0.59 | 0.59 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.94 | 0.00 | 0.68 | 0.78 | 0.94 | 0.00 | 0.00 | 0.72 | 0.78 |
| Uniform Del: | 0.0 | 0.0 | 0.0 | 38.5 | 0.0 | 29.5 | 43.7 | 13.5 | 0.0 | 0.0 | 14.7 | 15.6 |
| IncremntDel: | 0.0 | 0.0 | 0.0 | 25.6 | 0.0 | 3.6 | 10.2 | 7.6 | 0.0 | 0.0 | 0.9 | 4.1 |
| 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: | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 64.0 | 0.0 | 33.1 | 53.9 | 21.1 | 0.0 | 0.0 | 15.5 | 19.7 |
| 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: | 0.0 | 0.0 | 0.0 | 64.0 | 0.0 | 33.1 | 53.9 | 21.1 | 0.0 | 0.0 | 15.5 | 19.7 |
| LOS by Move: | A | A | A | E | A | C | D | C | A | A | B | B |
| HCM2kAvgQ: | 0 | 0 | 0 | 9 | 0 | 9 | 4 | 31 | 0 | 0 | 17 | 16 |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #56 Empire Ranch Rd/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.879
Loss Time (sec): 9 Average Delay (sec/veh): 24.9
Optimal Cycle: 93 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 | 0 | 0 0 | 2 | 0 | 0 | 0 1 | 1 | 0 | 2 | 0 0 | 0 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 686 | 0 | 24 | 7 | 1466 | 0 | 0 | 1657 | 354 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 0 | 0 | 0 | 686 | 0 | 24 | 7 | 1466 | 0 | 0 | 1657 | 354 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | | | | |
| PHF Volume: | 0 | 0 | 0 | 771 | 0 | 27 | 8 | 1647 | 0 | 0 | 1862 | 398 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 0 | 0 | 0 | 771 | 0 | 27 | 8 | 1647 | 0 | 0 | 1862 | 398 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| 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: | 0 | 0 | 0 | 771 | 0 | 27 | 8 | 1647 | 0 | 0 | 1862 | 398 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 1.00 | 1.00 | 1.00 | 0.59 | 1.00 | 0.85 | 0.95 | 0.95 | 1.00 | 1.00 | 0.91 | 0.85 | | | | |
| Lanes: | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 1.00 | 1.00 | 2.00 | 0.00 | 0.00 | 3.00 | 1.00 | | | | |
| Final Sat.: | 0 | 0 | 0 | 2245 | 0 | 1615 | 1805 | 3610 | 0 | 0 | 5187 | 1615 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.34 | 0.00 | 0.02 | 0.00 | 0.46 | 0.00 | 0.00 | 0.36 | 0.25 | | | | |
| Crit Moves: | | | | **** | | | | **** | | **** | | | | | | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | 0.39 | 0.00 | 0.40 | 0.01 | 0.52 | 0.00 | 0.00 | 0.51 | 0.51 | | | | |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.88 | 0.00 | 0.04 | 0.70 | 0.88 | 0.00 | 0.00 | 0.70 | 0.48 | | | | |
| Uniform Del: | 0.0 | 0.0 | 0.0 | 28.3 | 0.0 | 18.5 | 49.6 | 21.3 | 0.0 | 0.0 | 18.5 | 15.7 | | | | |
| IncremntDel: | 0.0 | 0.0 | 0.0 | 10.1 | 0.0 | 0.0 | 110.6 | 5.1 | 0.0 | 0.0 | 0.8 | 0.4 | | | | |
| 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: | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 | | | | |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 38.4 | 0.0 | 18.5 | 160.2 | 26.4 | 0.0 | 0.0 | 19.3 | 16.2 | | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 38.4 | 0.0 | 18.5 | 160.2 | 26.4 | 0.0 | 0.0 | 19.3 | 16.2 | | | | |
| LOS by Move: | A | A | A | D | A | B | F | C | A | A | B | B | | | | |
| HCM2kAvgQ: | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 25 | 0 | 0 | 16 | 8 | | | | |

Note: Queue reported is the number of cars per lane.





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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #57 Hazel Blvd/ Gold Country

Cycle (sec): 100 Critical Vol./Cap. (X): 0.991
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Split Phase | | | | Split Phase | | | |
| Rights: | Ovl | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 3 | 0 1 | 1 | 0 | 3 | 1 0 | 2 | 0 | 0 | 1 1 | 1 | 0 | 0 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 254 | 2206 | 6 | 3 | 4582 | 483 | 179 | 4 | 161 | 1 | 2 | 2 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 254 | 2206 | 6 | 3 | 4582 | 483 | 179 | 4 | 161 | 1 | 2 | 2 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Volume: | 254 | 2206 | 6 | 3 | 4582 | 483 | 179 | 4 | 161 | 1 | 2 | 2 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 254 | 2206 | 6 | 3 | 4582 | 483 | 179 | 4 | 161 | 1 | 2 | 2 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| 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: | 254 | 2206 | 6 | 3 | 4582 | 483 | 179 | 4 | 161 | 1 | 2 | 2 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | | | | |
| 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: | 2.00 | 3.00 | 1.00 | 1.00 | 3.62 | 0.38 | 2.00 | 0.05 | 1.95 | 1.00 | 0.50 | 0.50 | | | | |
| Final Sat.: | 3000 | 4500 | 1500 | 1500 | 5428 | 572 | 3000 | 73 | 2927 | 1500 | 750 | 750 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.08 | 0.49 | 0.00 | 0.00 | 0.84 | 0.84 | 0.06 | 0.06 | 0.05 | 0.00 | 0.00 | 0.00 | | | | |
| Crit Volume: | 127 | | | | 1266 | | 89 | | | | 4 | | | | | |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | | | | | |

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #58 Hazel Ave/ Folsom Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.768
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 98 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 2 | 0 1 | 2 | 0 | 2 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 256 | 1444 | 0 | 0 | 2340 | 649 | 564 | 0 | 123 | 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: | 256 | 1444 | 0 | 0 | 2340 | 649 | 564 | 0 | 123 | 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: | 256 | 1444 | 0 | 0 | 2340 | 649 | 564 | 0 | 123 | 0 | 0 | 0 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 256 | 1444 | 0 | 0 | 2340 | 649 | 564 | 0 | 123 | 0 | 0 | 0 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| FinalVolume: | 256 | 1444 | 0 | 0 | 2340 | 649 | 564 | 0 | 123 | 0 | 0 | 0 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | | | | |
| 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: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 | | | | |
| Final Sat.: | 3100 | 4650 | 1550 | 3100 | 4650 | 1550 | 3100 | 3100 | 1550 | 3100 | 3100 | 1550 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.08 | 0.31 | 0.00 | 0.00 | 0.50 | 0.42 | 0.18 | 0.00 | 0.08 | 0.00 | 0.00 | 0.00 | | | | |
| Crit Volume: | 128 | | | | 780 | | 282 | | | | 0 | | | | | |
| Crit Moves: | **** | | | | **** | | **** | | | | | | | | | |





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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #59 Grant Line Rd/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 1.024
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 0 | 0 2 | 0 | 0 | 0 | 0 0 | 0 | 0 | 2 | 0 1 | 2 | 0 | 2 | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 84 | 0 | 2521 | 0 | 0 | 0 | 0 | 653 | 0 | 1467 | 1248 | 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: | 84 | 0 | 2521 | 0 | 0 | 0 | 0 | 653 | 0 | 1467 | 1248 | 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: | 84 | 0 | 2521 | 0 | 0 | 0 | 0 | 653 | 0 | 1467 | 1248 | 0 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 84 | 0 | 2521 | 0 | 0 | 0 | 0 | 653 | 0 | 1467 | 1248 | 0 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| FinalVolume: | 84 | 0 | 2521 | 0 | 0 | 0 | 0 | 653 | 0 | 1467 | 1248 | 0 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | | | | |
| 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 | 0.00 | 2.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 | 1.00 | 2.00 | 2.00 | 0.00 | | | | |
| Final Sat.: | 1550 | 0 | 3100 | 0 | 0 | 0 | 0 | 3100 | 1550 | 3100 | 3100 | 0 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.05 | 0.00 | 0.81 | 0.00 | 0.00 | 0.00 | 0.00 | 0.21 | 0.00 | 0.47 | 0.40 | 0.00 | | | | |
| Crit Volume: | | | 1261 | 0 | | | | 327 | | 0 | | | | | | |
| Crit Moves: | | | **** | | | | | **** | | **** | | | | | | |

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #60 Grant Line Rd/ Sunrise Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.823
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 129 Level Of Service: D

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Split Phase | | | | Split Phase | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 | 1! | 0 0 | 0 | 1 | 0 | 0 2 | 2 | 0 | 2 | 0 1 | 1 | 0 | 2 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 24 | 21 | 9 | 2 | 7 | 447 | 934 | 1405 | 6 | 12 | 1409 | 23 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 24 | 21 | 9 | 2 | 7 | 447 | 934 | 1405 | 6 | 12 | 1409 | 23 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Volume: | 24 | 21 | 9 | 2 | 7 | 447 | 934 | 1405 | 6 | 12 | 1409 | 23 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 24 | 21 | 9 | 2 | 7 | 447 | 934 | 1405 | 6 | 12 | 1409 | 23 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| FinalVolume: | 24 | 21 | 9 | 2 | 7 | 447 | 934 | 1405 | 6 | 12 | 1409 | 23 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | | | | |
| 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: | 0.44 | 0.39 | 0.17 | 0.22 | 0.78 | 2.00 | 2.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | | | | |
| Final Sat.: | 667 | 583 | 250 | 333 | 1167 | 3000 | 3000 | 3000 | 1500 | 1500 | 3000 | 1500 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.04 | 0.04 | 0.01 | 0.01 | 0.15 | 0.31 | 0.47 | 0.00 | 0.01 | 0.47 | 0.02 | | | | |
| Crit Volume: | 54 | | | 9 | | | 467 | | | | 705 | | | | | |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | | | | | |





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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #61 Hazel Ave/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.447
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Split Phase | | | | Split Phase | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 1 | 0 1 | 2 | 0 | 1 | 0 1 | 2 | 0 | 3 | 0 1 | 1 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 113 | 70 | 76 | 308 | 120 | 183 | 146 | 780 | 135 | 109 | 915 | 485 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 113 | 70 | 76 | 308 | 120 | 183 | 146 | 780 | 135 | 109 | 915 | 485 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Volume: | 113 | 70 | 76 | 308 | 120 | 183 | 146 | 780 | 135 | 109 | 915 | 485 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 113 | 70 | 76 | 308 | 120 | 183 | 146 | 780 | 135 | 109 | 915 | 485 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| 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: | 113 | 70 | 76 | 308 | 120 | 183 | 146 | 780 | 135 | 109 | 915 | 485 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | | | | |
| 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 | 2.00 | 1.00 | 1.00 | 2.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 | | | | |
| Final Sat.: | 1500 | 1500 | 1500 | 3000 | 1500 | 1500 | 3000 | 4500 | 1500 | 1500 | 4500 | 1500 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.08 | 0.05 | 0.05 | 0.10 | 0.08 | 0.12 | 0.05 | 0.17 | 0.09 | 0.07 | 0.20 | 0.32 | | | | |
| Crit Volume: | 113 | | | 0 | | | 73 | | | | | 485 | | | | |
| Crit Moves: | **** | | | **** | | | **** | | | | | **** | | | | |

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #62 Aerojet Road/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.377
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 1 | 0 1 | 1 | 0 | 1 | 0 1 | 1 | 0 | 3 | 0 1 | 1 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 151 | 46 | 241 | 185 | 29 | 17 | 22 | 418 | 80 | 195 | 861 | 323 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 151 | 46 | 241 | 185 | 29 | 17 | 22 | 418 | 80 | 195 | 861 | 323 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Volume: | 151 | 46 | 241 | 185 | 29 | 17 | 22 | 418 | 80 | 195 | 861 | 323 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 151 | 46 | 241 | 185 | 29 | 17 | 22 | 418 | 80 | 195 | 861 | 323 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| 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: | 151 | 46 | 241 | 185 | 29 | 17 | 22 | 418 | 80 | 195 | 861 | 323 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | | | | |
| 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 | 1.00 | 1.00 | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 | | | | |
| Final Sat.: | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 4500 | 1500 | 1500 | 4500 | 1500 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.10 | 0.03 | 0.16 | 0.12 | 0.02 | 0.01 | 0.01 | 0.09 | 0.05 | 0.13 | 0.19 | 0.22 | | | | |
| Crit Volume: | | | 241 | 185 | | | | 139 | | 0 | | | | | | |
| Crit Moves: | | | **** | **** | | | | **** | | **** | | | | | | |

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #63 Alabama Ave/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.391
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 1 | 0 1 | 1 | 0 | 1 | 0 1 | 1 | 0 | 3 | 0 1 | 1 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 20 | 30 | 10 | 11 | 10 | 132 | 138 | 693 | 10 | 40 | 1222 | 11 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 20 | 30 | 10 | 11 | 10 | 132 | 138 | 693 | 10 | 40 | 1222 | 11 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Volume: | 20 | 30 | 10 | 11 | 10 | 132 | 138 | 693 | 10 | 40 | 1222 | 11 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 20 | 30 | 10 | 11 | 10 | 132 | 138 | 693 | 10 | 40 | 1222 | 11 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| 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: | 20 | 30 | 10 | 11 | 10 | 132 | 138 | 693 | 10 | 40 | 1222 | 11 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | | | | |
| 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 | 1.00 | 1.00 | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 | | | | |
| Final Sat.: | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 4500 | 1500 | 1500 | 4500 | 1500 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.02 | 0.01 | 0.01 | 0.01 | 0.09 | 0.09 | 0.15 | 0.01 | 0.03 | 0.27 | 0.01 | | | | |
| Crit Volume: | | 30 | | 11 | | | 138 | | | | 407 | | | | | |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | | | | | |

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #64 Glenborough Rd/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.384
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Ovl | | | Ovl | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 0 | 1 0 | 1 | 1 0 | 1 0 | 1 | 1 0 | 3 0 | 1 | 1 0 | 3 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 28 | 9 | 17 | 155 | 9 | 83 | 37 | 665 | 11 | 8 | 1127 | 117 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 28 | 9 | 17 | 155 | 9 | 83 | 37 | 665 | 11 | 8 | 1127 | 117 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 28 | 9 | 17 | 155 | 9 | 83 | 37 | 665 | 11 | 8 | 1127 | 117 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 28 | 9 | 17 | 155 | 9 | 83 | 37 | 665 | 11 | 8 | 1127 | 117 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 28 | 9 | 17 | 155 | 9 | 83 | 37 | 665 | 11 | 8 | 1127 | 117 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 |
| 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 | 1.00 | 1.00 | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 |
| Final Sat.: | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 4500 | 1500 | 1500 | 4500 | 1500 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.01 | 0.01 | 0.10 | 0.01 | 0.06 | 0.02 | 0.15 | 0.01 | 0.01 | 0.25 | 0.08 |
| Crit Volume: | | 9 | | 155 | | | 37 | | | | 376 | |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |





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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #65 Sunrise Blvd/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.644
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 64 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Ovl | | | Ovl | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 2 0 | 3 0 | 1 | 2 0 | 3 0 | 1 | 2 0 | 3 0 | 1 | 2 0 | 3 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 145 | 1471 | 368 | 95 | 559 | 615 | 124 | 232 | 0 | 318 | 837 | 50 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 145 | 1471 | 368 | 95 | 559 | 615 | 124 | 232 | 0 | 318 | 837 | 50 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 145 | 1471 | 368 | 95 | 559 | 615 | 124 | 232 | 0 | 318 | 837 | 50 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 145 | 1471 | 368 | 95 | 559 | 615 | 124 | 232 | 0 | 318 | 837 | 50 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 145 | 1471 | 368 | 95 | 559 | 615 | 124 | 232 | 0 | 318 | 837 | 50 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 |
| 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: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3000 | 4500 | 1500 | 3000 | 4500 | 1500 | 3000 | 4500 | 1500 | 3000 | 4500 | 1500 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.05 | 0.33 | 0.25 | 0.03 | 0.12 | 0.41 | 0.04 | 0.05 | 0.00 | 0.11 | 0.19 | 0.03 |
| Crit Volume: | 73 | | | | | 615 | 0 | | | | 279 | |
| Crit Moves: | **** | | | | | **** | **** | | | | **** | |

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #66 Fitzgerald Road / White Rock Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.309
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Permitted | | | Permitted | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 0 0 | 1! 0 | 0 | 0 0 | 1! 0 | 0 | 1 0 | 3 0 | 1 | 1 0 | 3 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 82 | 62 | 11 | 11 | 16 | 47 | 43 | 168 | 149 | 20 | 808 | 46 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 82 | 62 | 11 | 11 | 16 | 47 | 43 | 168 | 149 | 20 | 808 | 46 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 82 | 62 | 11 | 11 | 16 | 47 | 43 | 168 | 149 | 20 | 808 | 46 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 82 | 62 | 11 | 11 | 16 | 47 | 43 | 168 | 149 | 20 | 808 | 46 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 82 | 62 | 11 | 11 | 16 | 47 | 43 | 168 | 149 | 20 | 808 | 46 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 |
| 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: | 0.53 | 0.40 | 0.07 | 0.15 | 0.22 | 0.63 | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 |
| Final Sat.: | 820 | 620 | 110 | 230 | 335 | 984 | 1550 | 4650 | 1550 | 1550 | 4650 | 1550 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.10 | 0.10 | 0.10 | 0.05 | 0.05 | 0.05 | 0.03 | 0.04 | 0.10 | 0.01 | 0.17 | 0.03 |
| Crit Volume: | 155 | | | 11 | | | 43 | | | 269 | | |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |





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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #67 Sunrise Blvd/ Douglas Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.685
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 72 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Ovl | | | Ovl | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 2 0 | 3 0 | 1 | 2 0 | 3 0 | 1 | 2 0 | 3 0 | 1 | 2 0 | 3 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 419 | 1498 | 618 | 150 | 408 | 74 | 20 | 209 | 17 | 160 | 947 | 480 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 419 | 1498 | 618 | 150 | 408 | 74 | 20 | 209 | 17 | 160 | 947 | 480 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 419 | 1498 | 618 | 150 | 408 | 74 | 20 | 209 | 17 | 160 | 947 | 480 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 419 | 1498 | 618 | 150 | 408 | 74 | 20 | 209 | 17 | 160 | 947 | 480 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 419 | 1498 | 618 | 150 | 408 | 74 | 20 | 209 | 17 | 160 | 947 | 480 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 |
| 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: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3000 | 4500 | 1500 | 3000 | 4500 | 1500 | 3000 | 4500 | 1500 | 3000 | 4500 | 1500 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.14 | 0.33 | 0.41 | 0.05 | 0.09 | 0.05 | 0.01 | 0.05 | 0.01 | 0.05 | 0.21 | 0.32 |
| Crit Volume: | | | 618 | 0 | | | 10 | | | | | 480 |
| Crit Moves: | | | **** | **** | | | **** | | | | | **** |

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #68 Grant Line Rd/ Douglas Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.750
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 91 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - | R | L | - T | - | R | L | - T | - | R | L | - T | - | R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 1 | 2 | 0 | 0 | 0 | 2 | 0 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 518 | 2004 | 0 | | 0 | 1122 | 158 | | 322 | 0 | 100 | | 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: | 518 | 2004 | 0 | | 0 | 1122 | 158 | | 322 | 0 | 100 | | 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: | 518 | 2004 | 0 | | 0 | 1122 | 158 | | 322 | 0 | 100 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 518 | 2004 | 0 | | 0 | 1122 | 158 | | 322 | 0 | 100 | | 0 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 518 | 2004 | 0 | | 0 | 1122 | 158 | | 322 | 0 | 100 | | 0 | 0 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1550 | 1550 | 1550 | | 1550 | 1550 | 1550 | | 1550 | 1550 | 1550 | | 1550 | 1550 | 1550 | |
| 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: | 2.00 | 2.00 | 0.00 | | 0.00 | 2.00 | 1.00 | | 2.00 | 0.00 | 2.00 | | 0.00 | 0.00 | 0.00 | |
| Final Sat.: | 3100 | 3100 | 0 | | 0 | 3100 | 1550 | | 3100 | 0 | 3100 | | 0 | 0 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.17 | 0.65 | 0.00 | | 0.00 | 0.36 | 0.10 | | 0.10 | 0.00 | 0.03 | | 0.00 | 0.00 | 0.00 | |
| Crit Volume: | | 1002 | | | 0 | | | | 161 | | | | | 0 | | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | | | |





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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #69 Grant Line Rd/ Kiefer Boulevard

Cycle (sec): 100 Critical Vol./Cap. (X): 0.859
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 162 Level Of Service: D

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - | R | L | - T | - | R | L | - T | - | R | L | - T | - | R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 2 | 0 | 1 | 1 | 0 | 2 | 0 | 1 | 1 | 0 | 2 | 0 | 1 | |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 289 | 1707 | 30 | | 107 | 1342 | 109 | | 135 | 151 | 281 | | 40 | 386 | 257 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 289 | 1707 | 30 | | 107 | 1342 | 109 | | 135 | 151 | 281 | | 40 | 386 | 257 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Volume: | 289 | 1707 | 30 | | 107 | 1342 | 109 | | 135 | 151 | 281 | | 40 | 386 | 257 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 289 | 1707 | 30 | | 107 | 1342 | 109 | | 135 | 151 | 281 | | 40 | 386 | 257 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 289 | 1707 | 30 | | 107 | 1342 | 109 | | 135 | 151 | 281 | | 40 | 386 | 257 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | |
| 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: | 2.00 | 2.00 | 1.00 | | 1.00 | 2.00 | 1.00 | | 1.00 | 2.00 | 1.00 | | 1.00 | 2.00 | 1.00 | |
| Final Sat.: | 3000 | 3000 | 1500 | | 1500 | 3000 | 1500 | | 1500 | 3000 | 1500 | | 1500 | 3000 | 1500 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.10 | 0.57 | 0.02 | | 0.07 | 0.45 | 0.07 | | 0.09 | 0.05 | 0.19 | | 0.03 | 0.13 | 0.17 | |
| Crit Volume: | | 853 | | | 107 | | | | 135 | | | | | 193 | | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | **** | | |

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #70 Rancho Cordova Pkwy/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.697
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 75 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 3 | 0 2 | 2 | 0 | 3 | 0 1 | 1 | 0 | 1 | 0 1 | 2 | 0 | 1 | 0 2 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 60 | 1376 | 932 | 379 | 1072 | 149 | 103 | 35 | 39 | 726 | 46 | 625 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 60 | 1376 | 932 | 379 | 1072 | 149 | 103 | 35 | 39 | 726 | 46 | 625 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Volume: | 60 | 1376 | 932 | 379 | 1072 | 149 | 103 | 35 | 39 | 726 | 46 | 625 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 60 | 1376 | 932 | 379 | 1072 | 149 | 103 | 35 | 39 | 726 | 46 | 625 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| 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: | 60 | 1376 | 932 | 379 | 1072 | 149 | 103 | 35 | 39 | 726 | 46 | 625 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | | | | |
| 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 | 3.00 | 2.00 | 2.00 | 3.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 2.00 | | | | |
| Final Sat.: | 1500 | 4500 | 3000 | 3000 | 4500 | 1500 | 1500 | 1500 | 1500 | 3000 | 1500 | 3000 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.31 | 0.31 | 0.13 | 0.24 | 0.10 | 0.07 | 0.02 | 0.03 | 0.24 | 0.03 | 0.21 | | | | |
| Crit Volume: | | 459 | | 190 | | | | 35 | | 363 | | | | | | |
| Crit Moves: | | **** | | **** | | | | **** | | **** | | | | | | |





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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #71 Rancho Cordova Pkwy/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 1.009
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 3 | 0 1 | 1 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 1 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 277 | 1263 | 0 | 15 | 867 | 1046 | 299 | 267 | 324 | 0 | 989 | 16 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 277 | 1263 | 0 | 15 | 867 | 1046 | 299 | 267 | 324 | 0 | 989 | 16 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Volume: | 277 | 1263 | 0 | 15 | 867 | 1046 | 299 | 267 | 324 | 0 | 989 | 16 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 277 | 1263 | 0 | 15 | 867 | 1046 | 299 | 267 | 324 | 0 | 989 | 16 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| 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: | 277 | 1263 | 0 | 15 | 867 | 1046 | 299 | 267 | 324 | 0 | 989 | 16 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | | | | |
| 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: | 2.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 | | | | |
| Final Sat.: | 3000 | 4500 | 1500 | 1500 | 4500 | 1500 | 3000 | 4500 | 1500 | 1500 | 4500 | 1500 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.09 | 0.28 | 0.00 | 0.01 | 0.19 | 0.70 | 0.10 | 0.06 | 0.22 | 0.00 | 0.22 | 0.01 | | | | |
| Crit Volume: | 139 | | | | | 1046 | 0 | | | | 330 | | | | | |
| Crit Moves: | **** | | | | | **** | **** | | | | **** | | | | | |

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #72 International Drive/White Rock Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.435
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 2 | 0 1 | 2 | 0 | 2 | 0 1 | 1 | 0 | 2 | 0 1 | 2 | 0 | 2 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 457 | 622 | 78 | 76 | 300 | 0 | 0 | 211 | 71 | 254 | 547 | 54 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 457 | 622 | 78 | 76 | 300 | 0 | 0 | 211 | 71 | 254 | 547 | 54 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Volume: | 457 | 622 | 78 | 76 | 300 | 0 | 0 | 211 | 71 | 254 | 547 | 54 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 457 | 622 | 78 | 76 | 300 | 0 | 0 | 211 | 71 | 254 | 547 | 54 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| 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: | 457 | 622 | 78 | 76 | 300 | 0 | 0 | 211 | 71 | 254 | 547 | 54 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | | | | |
| 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: | 2.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 | | | | |
| Final Sat.: | 3000 | 3000 | 1500 | 3000 | 3000 | 1500 | 1500 | 3000 | 1500 | 3000 | 3000 | 1500 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.15 | 0.21 | 0.05 | 0.03 | 0.10 | 0.00 | 0.00 | 0.07 | 0.05 | 0.08 | 0.18 | 0.04 | | | | |
| Crit Volume: | 228 | | | | 150 | | 0 | | | | 274 | | | | | |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | | | | | |





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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #73 Rio Del Oro Prky/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.542
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 1 | 0 | 0 1 | 0 | 1 | 0 | 0 1 | 1 | 0 | 1 | 1 0 | 1 | 0 | 1 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 153 | 56 | 30 | 33 | 119 | 238 | 126 | 0 | 117 | 735 | 104 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 0 | 153 | 56 | 30 | 33 | 119 | 238 | 126 | 0 | 117 | 735 | 104 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Volume: | 0 | 153 | 56 | 30 | 33 | 119 | 238 | 126 | 0 | 117 | 735 | 104 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 0 | 153 | 56 | 30 | 33 | 119 | 238 | 126 | 0 | 117 | 735 | 104 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| FinalVolume: | 0 | 153 | 56 | 30 | 33 | 119 | 238 | 126 | 0 | 117 | 735 | 104 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | | | | |
| 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: | 0.00 | 1.00 | 1.00 | 0.48 | 0.52 | 1.00 | 1.00 | 2.00 | 0.00 | 1.00 | 1.75 | 0.25 | | | | |
| Final Sat.: | 0 | 1550 | 1550 | 738 | 812 | 1550 | 1550 | 3100 | 0 | 1550 | 2716 | 384 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.10 | 0.04 | 0.04 | 0.04 | 0.08 | 0.15 | 0.04 | 0.00 | 0.08 | 0.27 | 0.27 | | | | |
| Crit Volume: | 153 | | | 30 | | | 238 | | | | | 420 | | | | |
| Crit Moves: | **** | | | **** | | | **** | | | | | **** | | | | |

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #74 Villagio Prky/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.396
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Permitted | | | Permitted | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 0 | 0 | 0 1 | 0 0 | 0 | 0 0 | 0 0 | 2 | 0 1 | 1 0 | 2 | 0 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 76 | 0 | 355 | 0 | 0 | 0 | 0 | 287 | 10 | 208 | 933 | 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: | 76 | 0 | 355 | 0 | 0 | 0 | 0 | 287 | 10 | 208 | 933 | 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: | 76 | 0 | 355 | 0 | 0 | 0 | 0 | 287 | 10 | 208 | 933 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 76 | 0 | 355 | 0 | 0 | 0 | 0 | 287 | 10 | 208 | 933 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 76 | 0 | 355 | 0 | 0 | 0 | 0 | 287 | 10 | 208 | 933 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 |
| 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 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 | 1.00 | 1.00 | 2.00 | 0.00 |
| Final Sat.: | 1550 | 0 | 1550 | 0 | 0 | 0 | 0 | 3100 | 1550 | 1550 | 3100 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.05 | 0.00 | 0.23 | 0.00 | 0.00 | 0.00 | 0.00 | 0.09 | 0.01 | 0.13 | 0.30 | 0.00 |
| Crit Volume: | | | 355 | | 0 | | | 0 | | | 467 | |
| Crit Moves: | | | **** | | | | **** | | | | **** | |





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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #75 Sunrise Rd/ International Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.752
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 92 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Ovl | | | Ovl | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 2 0 | 3 | 0 1 | 2 0 | 3 | 0 1 | 2 0 | 3 | 0 1 | 2 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 565 | 1244 | 4 | 176 | 401 | 337 | 358 | 842 | 309 | 9 | 1340 | 382 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 565 | 1244 | 4 | 176 | 401 | 337 | 358 | 842 | 309 | 9 | 1340 | 382 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 565 | 1244 | 4 | 176 | 401 | 337 | 358 | 842 | 309 | 9 | 1340 | 382 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 565 | 1244 | 4 | 176 | 401 | 337 | 358 | 842 | 309 | 9 | 1340 | 382 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 565 | 1244 | 4 | 176 | 401 | 337 | 358 | 842 | 309 | 9 | 1340 | 382 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 |
| 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: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3000 | 4500 | 1500 | 3000 | 4500 | 1500 | 3000 | 4500 | 1500 | 3000 | 4500 | 1500 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.19 | 0.28 | 0.00 | 0.06 | 0.09 | 0.22 | 0.12 | 0.19 | 0.21 | 0.00 | 0.30 | 0.25 |
| Crit Volume: | | 415 | | | 88 | | | 179 | | | 447 | |
| Crit Moves: | | **** | | | **** | | | **** | | | **** | |

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #76 Villagio Prky/Americanos Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.571
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 53 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 0 | 1 0 | 1 | 0 | 0 | 1 0 | 1 | 0 | 2 | 0 1 | 1 | 0 | 2 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 68 | 283 | 0 | | 33 | 206 | 59 | | 46 | 260 | 14 | | 0 | 954 | 64 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 68 | 283 | 0 | | 33 | 206 | 59 | | 46 | 260 | 14 | | 0 | 954 | 64 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Volume: | 68 | 283 | 0 | | 33 | 206 | 59 | | 46 | 260 | 14 | | 0 | 954 | 64 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 68 | 283 | 0 | | 33 | 206 | 59 | | 46 | 260 | 14 | | 0 | 954 | 64 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 68 | 283 | 0 | | 33 | 206 | 59 | | 46 | 260 | 14 | | 0 | 954 | 64 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | |
| 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 | 0.00 | | 1.00 | 0.78 | 0.22 | | 1.00 | 2.00 | 1.00 | | 1.00 | 2.00 | 1.00 | |
| Final Sat.: | 1500 | 1500 | 0 | | 1500 | 1166 | 334 | | 1500 | 3000 | 1500 | | 1500 | 3000 | 1500 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.05 | 0.19 | 0.00 | | 0.02 | 0.18 | 0.18 | | 0.03 | 0.09 | 0.01 | | 0.00 | 0.32 | 0.04 | |
| Crit Volume: | 68 | | | | | | 265 | | 46 | | | | | 477 | | |
| Crit Moves: | **** | | | | | | **** | | **** | | | | | **** | | |





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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #77 Grant Line Rd/Centenial

Cycle (sec): 100 Critical Vol./Cap. (X): 0.881
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 156 Level Of Service: D

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Ovl | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 2 | 0 0 | 0 | 0 | 2 | 0 1 | 1 | 0 | 0 | 0 1 | 0 | 0 | 0 | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 55 | 2406 | 0 | | 0 | 1213 | 139 | | 162 | 0 | 27 | | 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: | 55 | 2406 | 0 | | 0 | 1213 | 139 | | 162 | 0 | 27 | | 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: | 55 | 2406 | 0 | | 0 | 1213 | 139 | | 162 | 0 | 27 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 55 | 2406 | 0 | | 0 | 1213 | 139 | | 162 | 0 | 27 | | 0 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 55 | 2406 | 0 | | 0 | 1213 | 139 | | 162 | 0 | 27 | | 0 | 0 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1550 | 1550 | 1550 | | 1550 | 1550 | 1550 | | 1550 | 1550 | 1550 | | 1550 | 1550 | 1550 | |
| 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 | 2.00 | 0.00 | | 0.00 | 2.00 | 1.00 | | 1.00 | 0.00 | 1.00 | | 0.00 | 0.00 | 0.00 | |
| Final Sat.: | 1550 | 3100 | 0 | | 0 | 3100 | 1550 | | 1550 | 0 | 1550 | | 0 | 0 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.78 | 0.00 | | 0.00 | 0.39 | 0.09 | | 0.10 | 0.00 | 0.02 | | 0.00 | 0.00 | 0.00 | |
| Crit Volume: | | 1203 | | | 0 | | | | 162 | | | | | 0 | | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | | | |

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #78 Villagio Prky/ Rancho Cordova Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.665
Loss Time (sec): 0 Average Delay (sec/veh): 27.5
Optimal Cycle: 68 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Ovl | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 0 | 0 1 | 0 | 1 0 | 0 1 | 0 | 1 0 | 2 0 | 1 | 1 0 | 2 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 369 | 328 | 1 | 46 | 309 | 88 | 60 | 235 | 105 | 1 | 761 | 125 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 369 | 328 | 1 | 46 | 309 | 88 | 60 | 235 | 105 | 1 | 761 | 125 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 369 | 328 | 1 | 46 | 309 | 88 | 60 | 235 | 105 | 1 | 761 | 125 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 369 | 328 | 1 | 46 | 309 | 88 | 60 | 235 | 105 | 1 | 761 | 125 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 369 | 328 | 1 | 46 | 309 | 88 | 60 | 235 | 105 | 1 | 761 | 125 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 1.00 | 1.00 | 0.95 | 0.97 | 0.97 | 0.95 | 0.95 | 0.85 | 0.95 | 0.95 | 0.85 |
| Lanes: | 1.00 | 0.99 | 0.01 | 1.00 | 0.78 | 0.22 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 1805 | 1894 | 6 | 1805 | 1430 | 407 | 1805 | 3610 | 1615 | 1805 | 3610 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.20 | 0.17 | 0.17 | 0.03 | 0.22 | 0.22 | 0.03 | 0.07 | 0.07 | 0.00 | 0.21 | 0.08 |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | |
| Green/Cycle: | 0.31 | 0.55 | 0.55 | 0.08 | 0.33 | 0.33 | 0.05 | 0.36 | 0.67 | 0.00 | 0.32 | 0.40 |
| Volume/Cap: | 0.66 | 0.31 | 0.31 | 0.31 | 0.66 | 0.66 | 0.66 | 0.18 | 0.10 | 0.18 | 0.66 | 0.19 |
| Uniform Del: | 30.1 | 12.2 | 12.2 | 43.3 | 29.0 | 29.0 | 46.7 | 21.6 | 5.8 | 49.7 | 29.5 | 19.6 |
| IncremntDel: | 3.0 | 0.2 | 0.2 | 1.2 | 2.8 | 2.8 | 17.1 | 0.1 | 0.0 | 14.8 | 1.5 | 0.1 |
| 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: | 33.2 | 12.3 | 12.3 | 44.5 | 31.9 | 31.9 | 63.8 | 21.7 | 5.8 | 64.5 | 31.0 | 19.8 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 33.2 | 12.3 | 12.3 | 44.5 | 31.9 | 31.9 | 63.8 | 21.7 | 5.8 | 64.5 | 31.0 | 19.8 |
| LOS by Move: | C | B | B | D | C | C | E | C | A | E | C | B |
| HCM2kAvgQ: | 10 | 5 | 5 | 2 | 11 | 11 | 3 | 3 | 1 | 0 | 10 | 2 |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #79 Rancho Cordova Pkwy/ Douglas Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.502
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Ovl | | | Ovl | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 2 0 | 2 0 | 1 | 1 0 | 2 0 | 1 | 1 0 | 3 0 | 1 | 1 0 | 3 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 750 | 845 | 53 | 12 | 250 | 7 | 12 | 77 | 284 | 82 | 724 | 46 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 750 | 845 | 53 | 12 | 250 | 7 | 12 | 77 | 284 | 82 | 724 | 46 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 750 | 845 | 53 | 12 | 250 | 7 | 12 | 77 | 284 | 82 | 724 | 46 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 750 | 845 | 53 | 12 | 250 | 7 | 12 | 77 | 284 | 82 | 724 | 46 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 750 | 845 | 53 | 12 | 250 | 7 | 12 | 77 | 284 | 82 | 724 | 46 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 |
| 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: | 2.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 |
| Final Sat.: | 3000 | 3000 | 1500 | 1500 | 3000 | 1500 | 1500 | 4500 | 1500 | 1500 | 4500 | 1500 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.25 | 0.28 | 0.04 | 0.01 | 0.08 | 0.00 | 0.01 | 0.02 | 0.19 | 0.05 | 0.16 | 0.03 |
| Crit Volume: | 375 | | | | 125 | | 12 | | | | 241 | |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | |

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #80 Americanos Blvd/ Douglas Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.490
Loss Time (sec): 0 Average Delay (sec/veh): 22.9
Optimal Cycle: 45 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 2 | 0 1 | 1 | 0 | 2 | 0 1 | 1 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 461 | 982 | 292 | 108 | 293 | 81 | 46 | 26 | 119 | 114 | 355 | 215 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 461 | 982 | 292 | 108 | 293 | 81 | 46 | 26 | 119 | 114 | 355 | 215 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Volume: | 461 | 982 | 292 | 108 | 293 | 81 | 46 | 26 | 119 | 114 | 355 | 215 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 461 | 982 | 292 | 108 | 293 | 81 | 46 | 26 | 119 | 114 | 355 | 215 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| 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: | 461 | 982 | 292 | 108 | 293 | 81 | 46 | 26 | 119 | 114 | 355 | 215 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 0.92 | 0.95 | 0.85 | 0.95 | 0.95 | 0.85 | 0.95 | 0.91 | 0.85 | 0.92 | 0.91 | 0.85 | | | | |
| Lanes: | 2.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | | | | |
| Final Sat.: | 3502 | 3610 | 1615 | 1805 | 3610 | 1615 | 1805 | 5187 | 1615 | 3502 | 5187 | 1615 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.13 | 0.27 | 0.18 | 0.06 | 0.08 | 0.05 | 0.03 | 0.01 | 0.07 | 0.03 | 0.07 | 0.13 | | | | |
| Crit Moves: | | **** | | **** | | | **** | | | | | **** | | | | |
| Green/Cycle: | 0.42 | 0.55 | 0.55 | 0.12 | 0.26 | 0.26 | 0.05 | 0.22 | 0.22 | 0.10 | 0.27 | 0.27 | | | | |
| Volume/Cap: | 0.31 | 0.49 | 0.33 | 0.49 | 0.31 | 0.19 | 0.49 | 0.02 | 0.33 | 0.33 | 0.25 | 0.49 | | | | |
| Uniform Del: | 19.5 | 13.6 | 12.1 | 41.0 | 30.0 | 29.0 | 46.1 | 30.2 | 32.5 | 41.9 | 28.5 | 30.6 | | | | |
| IncremntDel: | 0.1 | 0.2 | 0.2 | 1.7 | 0.2 | 0.2 | 4.0 | 0.0 | 0.5 | 0.6 | 0.1 | 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: | 19.6 | 13.8 | 12.3 | 42.7 | 30.2 | 29.2 | 50.1 | 30.2 | 33.0 | 42.5 | 28.6 | 31.5 | | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| AdjDel/Veh: | 19.6 | 13.8 | 12.3 | 42.7 | 30.2 | 29.2 | 50.1 | 30.2 | 33.0 | 42.5 | 28.6 | 31.5 | | | | |
| LOS by Move: | B | B | B | D | C | C | D | C | C | D | C | C | | | | |
| HCM2kAvgQ: | 5 | 10 | 5 | 4 | 4 | 2 | 1 | 0 | 3 | 2 | 3 | 5 | | | | |

Note: Queue reported is the number of cars per lane.





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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #81 Grant Line Rd/ Chrysanthy Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.892
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 2 | 0 1 | 1 | 0 | 2 | 0 1 | 2 | 0 | 2 | 0 1 | 1 | 0 | 2 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 133 | 1715 | 126 | 102 | 992 | 173 | 327 | 312 | 75 | 138 | 429 | 78 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 133 | 1715 | 126 | 102 | 992 | 173 | 327 | 312 | 75 | 138 | 429 | 78 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Volume: | 133 | 1715 | 126 | 102 | 992 | 173 | 327 | 312 | 75 | 138 | 429 | 78 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 133 | 1715 | 126 | 102 | 992 | 173 | 327 | 312 | 75 | 138 | 429 | 78 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| 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: | 133 | 1715 | 126 | 102 | 992 | 173 | 327 | 312 | 75 | 138 | 429 | 78 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | | | | |
| 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: | 2.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | | | | |
| Final Sat.: | 3000 | 3000 | 1500 | 1500 | 3000 | 1500 | 3000 | 3000 | 1500 | 1500 | 3000 | 1500 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.57 | 0.08 | 0.07 | 0.33 | 0.12 | 0.11 | 0.10 | 0.05 | 0.09 | 0.14 | 0.05 | | | | |
| Crit Volume: | | 857 | | 102 | | | 164 | | | | 214 | | | | | |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | | | | | |

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #82 Grant Line Rd/ Rancho Cordova Parkway

Cycle (sec): 100 Critical Vol./Cap. (X): 0.542
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 2 | 0 0 | 0 | 0 | 2 | 0 1 | 2 | 0 | 0 | 0 1 | 0 | 0 | 0 | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 14 | 1304 | 0 | 0 | 1212 | 229 | 376 | 0 | 50 | 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: | 14 | 1304 | 0 | 0 | 1212 | 229 | 376 | 0 | 50 | 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: | 14 | 1304 | 0 | 0 | 1212 | 229 | 376 | 0 | 50 | 0 | 0 | 0 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 14 | 1304 | 0 | 0 | 1212 | 229 | 376 | 0 | 50 | 0 | 0 | 0 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| FinalVolume: | 14 | 1304 | 0 | 0 | 1212 | 229 | 376 | 0 | 50 | 0 | 0 | 0 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | | | | |
| 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 | 2.00 | 0.00 | 0.00 | 2.00 | 1.00 | 2.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | | | | |
| Final Sat.: | 1550 | 3100 | 0 | 0 | 3100 | 1550 | 3100 | 0 | 1550 | 0 | 0 | 0 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.42 | 0.00 | 0.00 | 0.39 | 0.15 | 0.12 | 0.00 | 0.03 | 0.00 | 0.00 | 0.00 | | | | |
| Crit Volume: | 652 | | | 0 | | | 188 | | | | 0 | | | | | |
| Crit Moves: | **** | | | **** | | | **** | | | | | | | | | |





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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #83 White Rock Rd/ Carson Crossing Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 1.222
Loss Time (sec): 12 Average Delay (sec/veh): 96.3
Optimal Cycle: 180 Level Of Service: F

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Split Phase | | | | Split Phase | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Include | | | | Ovl | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 1 | 0 | 0 1 | 0 | 0 | 1! | 0 0 | 1 | 0 | 2 | 0 1 | 1 | 0 | 1 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 1330 | 2 | 10 | | 5 | 3 | 8 | | 3 | 904 | 1455 | | 85 | 365 | 2 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 1330 | 2 | 10 | | 5 | 3 | 8 | | 3 | 904 | 1455 | | 85 | 365 | 2 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 1494 | 2 | 11 | | 6 | 3 | 9 | | 3 | 1016 | 1635 | | 96 | 410 | 2 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 1494 | 2 | 11 | | 6 | 3 | 9 | | 3 | 1016 | 1635 | | 96 | 410 | 2 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 1494 | 2 | 11 | | 6 | 3 | 9 | | 3 | 1016 | 1635 | | 96 | 410 | 2 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.95 | 0.85 | | 0.92 | 0.92 | 0.92 | | 0.95 | 0.95 | 0.85 | | 0.95 | 0.95 | 0.95 | |
| Lanes: | 1.99 | 0.01 | 1.00 | | 0.31 | 0.19 | 0.50 | | 1.00 | 2.00 | 1.00 | | 1.00 | 1.99 | 0.01 | |
| Final Sat.: | 3612 | 5 | 1615 | | 546 | 327 | 873 | | 1805 | 3610 | 1615 | | 1805 | 3587 | 20 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.41 | 0.41 | 0.01 | | 0.01 | 0.01 | 0.01 | | 0.00 | 0.28 | 1.01 | | 0.05 | 0.11 | 0.11 | |
| Crit Moves: | **** | | | | | **** | | | | | **** | | **** | | | |
| Green/Cycle: | 0.34 | 0.34 | 0.38 | | 0.01 | 0.01 | 0.01 | | 0.01 | 0.49 | 0.83 | | 0.04 | 0.52 | 0.52 | |
| Volume/Cap: | 1.22 | 1.22 | 0.02 | | 1.22 | 1.22 | 1.22 | | 0.22 | 0.57 | 1.22 | | 1.22 | 0.22 | 0.22 | |
| Uniform Del: | 33.1 | 33.1 | 19.2 | | 49.6 | 49.6 | 49.6 | | 49.2 | 18.1 | 8.6 | | 47.8 | 12.8 | 12.8 | |
| IncremntDel: | 107.5 | 107 | 0.0 | | 314.2 | 314 | 314.2 | | 7.0 | 0.5 | 106.9 | | 173.1 | 0.1 | 0.1 | |
| 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: | 140.6 | 141 | 19.3 | | 363.8 | 364 | 363.8 | | 56.2 | 18.6 | 115.5 | | 221.0 | 12.8 | 12.8 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 140.6 | 141 | 19.3 | | 363.8 | 364 | 363.8 | | 56.2 | 18.6 | 115.5 | | 221.0 | 12.8 | 12.8 | |
| LOS by Move: | F | F | B | | F | F | F | | E | B | F | | F | B | B | |
| HCM2kAvgQ: | 42 | 42 | 0 | | 2 | 2 | 2 | | 0 | 11 | 84 | | 5 | 3 | 3 | |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #84 White Rock Rd/ Stonebriar Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.406
Loss Time (sec): 12 Average Delay (sec/veh): 15.5
Optimal Cycle: 35 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Split Phase | | | Split Phase | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 0 | 1 | 1 0 | 1 0 | 2 0 | 1 | 1 0 | 0 1 | 0 | 0 0 | 1! 0 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 16 | 761 | 1 | 68 | 395 | 69 | 71 | 1 | 36 | 13 | 1 | 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: | 16 | 761 | 1 | 68 | 395 | 69 | 71 | 1 | 36 | 13 | 1 | 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: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 18 | 855 | 1 | 76 | 444 | 78 | 80 | 1 | 40 | 15 | 1 | 42 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 18 | 855 | 1 | 76 | 444 | 78 | 80 | 1 | 40 | 15 | 1 | 42 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 18 | 855 | 1 | 76 | 444 | 78 | 80 | 1 | 40 | 15 | 1 | 42 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.85 | 0.95 | 0.85 | 0.85 | 0.89 | 0.89 | 0.89 |
| Lanes: | 1.00 | 1.99 | 0.01 | 1.00 | 2.00 | 1.00 | 1.00 | 0.03 | 0.97 | 0.25 | 0.02 | 0.73 |
| Final Sat.: | 1805 | 3605 | 5 | 1805 | 3610 | 1615 | 1805 | 44 | 1579 | 431 | 33 | 1227 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.24 | 0.24 | 0.04 | 0.12 | 0.05 | 0.04 | 0.03 | 0.03 | 0.03 | 0.03 | 0.03 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green/Cycle: | 0.05 | 0.58 | 0.58 | 0.10 | 0.64 | 0.64 | 0.11 | 0.11 | 0.11 | 0.08 | 0.08 | 0.08 |
| Volume/Cap: | 0.19 | 0.41 | 0.41 | 0.41 | 0.19 | 0.08 | 0.41 | 0.24 | 0.24 | 0.41 | 0.41 | 0.41 |
| Uniform Del: | 45.4 | 11.4 | 11.4 | 41.9 | 7.5 | 6.9 | 41.6 | 40.8 | 40.8 | 43.5 | 43.5 | 43.5 |
| IncremntDel: | 1.0 | 0.1 | 0.1 | 1.4 | 0.0 | 0.0 | 1.4 | 0.7 | 0.7 | 1.9 | 1.9 | 1.9 |
| 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: | 46.4 | 11.5 | 11.5 | 43.3 | 7.6 | 7.0 | 42.9 | 41.4 | 41.4 | 45.4 | 45.4 | 45.4 |
| 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: | 46.4 | 11.5 | 11.5 | 43.3 | 7.6 | 7.0 | 42.9 | 41.4 | 41.4 | 45.4 | 45.4 | 45.4 |
| LOS by Move: | D | B | B | D | A | A | D | D | D | D | D | D |
| HCM2kAvgQ: | 1 | 8 | 8 | 3 | 3 | 1 | 2 | 1 | 1 | 2 | 2 | 2 |

Note: Queue reported is the number of cars per lane.





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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #85 White Rock Rd/ Windfield Way

Cycle (sec): 100 Critical Vol./Cap. (X): 0.665
Loss Time (sec): 9 Average Delay (sec/veh): 24.4
Optimal Cycle: 47 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Permitted | | | Permitted | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 0 1 | 0 | 0 1 | 0 1 | 0 | 0 1 | 1 0 | 1 | 1 0 | 1 0 | 1 | 1 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 47 | 49 | 403 | 1 | 47 | 18 | 104 | 463 | 482 | 284 | 308 | 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: | 47 | 49 | 403 | 1 | 47 | 18 | 104 | 463 | 482 | 284 | 308 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 53 | 55 | 453 | 1 | 53 | 20 | 117 | 520 | 542 | 319 | 346 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 53 | 55 | 453 | 1 | 53 | 20 | 117 | 520 | 542 | 319 | 346 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 53 | 55 | 453 | 1 | 53 | 20 | 117 | 520 | 542 | 319 | 346 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.85 | 0.85 | 0.85 | 1.00 | 1.00 | 0.85 | 0.95 | 0.88 | 0.88 | 0.95 | 0.95 | 0.95 |
| Lanes: | 0.49 | 0.51 | 1.00 | 0.02 | 0.98 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 0.00 |
| Final Sat.: | 794 | 828 | 1615 | 40 | 1857 | 1615 | 1805 | 1668 | 1668 | 1805 | 3610 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.07 | 0.07 | 0.28 | 0.03 | 0.03 | 0.01 | 0.06 | 0.31 | 0.32 | 0.18 | 0.10 | 0.00 |
| Crit Moves: | | | **** | | | | | | **** | **** | | |
| Green/Cycle: | 0.16 | 0.16 | 0.42 | 0.16 | 0.16 | 0.16 | 0.30 | 0.49 | 0.49 | 0.27 | 0.45 | 0.00 |
| Volume/Cap: | 0.43 | 0.43 | 0.66 | 0.18 | 0.18 | 0.08 | 0.21 | 0.64 | 0.66 | 0.66 | 0.21 | 0.00 |
| Uniform Del: | 38.2 | 38.2 | 23.2 | 36.7 | 36.7 | 36.1 | 25.9 | 19.0 | 19.4 | 32.7 | 16.7 | 0.0 |
| IncremntDel: | 1.2 | 1.2 | 2.5 | 0.3 | 0.3 | 0.1 | 0.2 | 0.8 | 1.1 | 3.5 | 0.1 | 0.0 |
| 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 | 0.00 |
| Delay/Veh: | 39.3 | 39.3 | 25.7 | 37.0 | 37.0 | 36.2 | 26.1 | 19.9 | 20.5 | 36.3 | 16.8 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 39.3 | 39.3 | 25.7 | 37.0 | 37.0 | 36.2 | 26.1 | 19.9 | 20.5 | 36.3 | 16.8 | 0.0 |
| LOS by Move: | D | D | C | D | D | D | C | B | C | D | B | A |
| HCM2kAvgQ: | 3 | 3 | 12 | 2 | 2 | 1 | 3 | 12 | 13 | 9 | 3 | 0 |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #86 White Rock Rd/ Latrobe Rd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.843
Loss Time (sec): 12 Average Delay (sec/veh): 37.2
Optimal Cycle: 95 Level Of Service: D

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Include | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 4 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 1 | 1 0 | 2 | 0 | 2 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 59 | 543 | 240 | | 194 | 1782 | 223 | | 443 | 325 | 25 | | 657 | 484 | 394 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 59 | 543 | 240 | | 194 | 1782 | 223 | | 443 | 325 | 25 | | 657 | 484 | 394 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 66 | 610 | 270 | | 218 | 2002 | 251 | | 498 | 365 | 28 | | 738 | 544 | 443 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 66 | 610 | 270 | | 218 | 2002 | 251 | | 498 | 365 | 28 | | 738 | 544 | 443 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 66 | 610 | 270 | | 218 | 2002 | 251 | | 498 | 365 | 28 | | 738 | 544 | 443 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.91 | 0.85 | | 0.92 | 0.91 | 0.85 | | 0.92 | 0.94 | 0.94 | | 0.92 | 0.95 | 0.85 | |
| Lanes: | 2.00 | 4.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 1.86 | 0.14 | | 2.00 | 2.00 | 1.00 | |
| Final Sat.: | 3502 | 6916 | 1615 | | 3502 | 5187 | 1615 | | 3502 | 3315 | 255 | | 3502 | 3610 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.09 | 0.17 | | 0.06 | 0.39 | 0.16 | | 0.14 | 0.11 | 0.11 | | 0.21 | 0.15 | 0.27 | |
| Crit Moves: | **** | | | | | **** | | | **** | | | | | | **** | |
| Green/Cycle: | 0.02 | 0.28 | 0.56 | | 0.20 | 0.46 | 0.63 | | 0.17 | 0.14 | 0.14 | | 0.28 | 0.25 | 0.45 | |
| Volume/Cap: | 0.84 | 0.31 | 0.30 | | 0.31 | 0.84 | 0.25 | | 0.84 | 0.76 | 0.76 | | 0.76 | 0.60 | 0.61 | |
| Uniform Del: | 58.4 | 34.0 | 14.1 | | 41.1 | 28.7 | 9.9 | | 48.4 | 49.4 | 49.4 | | 39.9 | 39.6 | 25.0 | |
| IncremntDel: | 52.8 | 0.1 | 0.2 | | 0.3 | 2.9 | 0.1 | | 10.7 | 6.7 | 6.7 | | 3.7 | 1.1 | 1.5 | |
| 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: | 111.2 | 34.1 | 14.3 | | 41.3 | 31.7 | 10.0 | | 59.0 | 56.1 | 56.1 | | 43.6 | 40.7 | 26.5 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 111.2 | 34.1 | 14.3 | | 41.3 | 31.7 | 10.0 | | 59.0 | 56.1 | 56.1 | | 43.6 | 40.7 | 26.5 | |
| LOS by Move: | F | C | B | | D | C | B | | E | E | E | | D | D | C | |
| HCM2kAvgQ: | 3 | 5 | 5 | | 3 | 24 | 4 | | 10 | 7 | 7 | | 13 | 9 | 12 | |

Note: Queue reported is the number of cars per lane.





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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #87 White Rock Rd/ Valley View Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.991
Loss Time (sec): 12 Average Delay (sec/veh): 45.0
Optimal Cycle: 178 Level Of Service: D

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Split Phase | | | | Split Phase | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 1 | 0 | 0 1 | 1 | 0 | 0 | 1 0 | 1 | 0 | 1 | 1 0 | 1 | 0 | 1 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 255 | 11 | 287 | | 15 | 13 | 17 | | 9 | 629 | 128 | | 661 | 1290 | 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: | 255 | 11 | 287 | | 15 | 13 | 17 | | 9 | 629 | 128 | | 661 | 1290 | 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: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 287 | 12 | 322 | | 17 | 15 | 19 | | 10 | 707 | 144 | | 743 | 1449 | 40 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 287 | 12 | 322 | | 17 | 15 | 19 | | 10 | 707 | 144 | | 743 | 1449 | 40 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 287 | 12 | 322 | | 17 | 15 | 19 | | 10 | 707 | 144 | | 743 | 1449 | 40 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.95 | 0.85 | | 0.95 | 0.92 | 0.92 | | 0.95 | 0.93 | 0.93 | | 0.95 | 0.95 | 0.95 | |
| Lanes: | 0.96 | 0.04 | 1.00 | | 1.00 | 0.43 | 0.57 | | 1.00 | 1.66 | 0.34 | | 1.00 | 1.95 | 0.05 | |
| Final Sat.: | 1738 | 75 | 1615 | | 1805 | 753 | 985 | | 1805 | 2925 | 595 | | 1805 | 3498 | 98 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.16 | 0.16 | 0.20 | | 0.01 | 0.02 | 0.02 | | 0.01 | 0.24 | 0.24 | | 0.41 | 0.41 | 0.41 | |
| Crit Moves: | | | **** | | | **** | | | | **** | | | **** | | | |
| Green/Cycle: | 0.20 | 0.20 | 0.20 | | 0.02 | 0.02 | 0.02 | | 0.01 | 0.24 | 0.24 | | 0.42 | 0.65 | 0.65 | |
| Volume/Cap: | 0.82 | 0.82 | 0.99 | | 0.48 | 0.99 | 0.99 | | 0.64 | 0.99 | 0.99 | | 0.99 | 0.64 | 0.64 | |
| Uniform Del: | 38.2 | 38.2 | 39.8 | | 48.5 | 49.0 | 49.0 | | 49.4 | 37.7 | 37.7 | | 29.1 | 10.4 | 10.4 | |
| IncremntDel: | 13.5 | 13.5 | 47.4 | | 9.8 | 151 | 150.6 | | 63.2 | 28.4 | 28.4 | | 30.6 | 0.6 | 0.6 | |
| 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: | 51.7 | 51.7 | 87.2 | | 58.3 | 200 | 199.6 | | 112.6 | 66.1 | 66.1 | | 59.6 | 11.0 | 11.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 51.7 | 51.7 | 87.2 | | 58.3 | 200 | 199.6 | | 112.6 | 66.1 | 66.1 | | 59.6 | 11.0 | 11.0 | |
| LOS by Move: | D | D | F | | E | F | F | | F | E | E | | E | B | B | |
| HCM2kAvgQ: | 11 | 11 | 15 | | 1 | 3 | 3 | | 0 | 16 | 16 | | 28 | 14 | 14 | |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #88 El Dorado Hills Blvd/Serrano Prky

Cycle (sec): 100 Critical Vol./Cap. (X): 0.931
Loss Time (sec): 12 Average Delay (sec/veh): 36.0
Optimal Cycle: 126 Level Of Service: D

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Split Phase | | | | Split Phase | | | |
| Rights: | Ignore | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | |
| Lanes: | 1 | 0 | 2 | 0 1 | 1 | 0 | 1 | 1 0 | 1 | 0 | 0 | 1 0 | 1 | 0 | 1! | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 40 | 636 | 215 | | 60 | 1736 | 19 | | 26 | 30 | 81 | | 760 | 31 | 31 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 40 | 636 | 215 | | 60 | 1736 | 19 | | 26 | 30 | 81 | | 760 | 31 | 31 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Volume: | 40 | 636 | 0 | | 60 | 1736 | 19 | | 26 | 30 | 81 | | 760 | 31 | 31 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 40 | 636 | 0 | | 60 | 1736 | 19 | | 26 | 30 | 81 | | 760 | 31 | 31 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 40 | 636 | 0 | | 60 | 1736 | 19 | | 26 | 30 | 81 | | 760 | 31 | 31 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.95 | 1.00 | | 0.95 | 0.95 | 0.95 | | 0.95 | 0.89 | 0.89 | | 0.95 | 0.95 | 0.95 | |
| Lanes: | 1.00 | 2.00 | 1.00 | | 1.00 | 1.98 | 0.02 | | 1.00 | 0.27 | 0.73 | | 1.86 | 0.07 | 0.07 | |
| Final Sat.: | 1805 | 3610 | 1900 | | 1805 | 3564 | 39 | | 1805 | 458 | 1235 | | 3358 | 127 | 127 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.18 | 0.00 | | 0.03 | 0.49 | 0.49 | | 0.01 | 0.07 | 0.07 | | 0.23 | 0.24 | 0.24 | |
| Crit Moves: | **** | | | | | **** | | | | **** | | | | **** | | |
| Green/Cycle: | 0.02 | 0.46 | 0.00 | | 0.09 | 0.52 | 0.52 | | 0.07 | 0.07 | 0.07 | | 0.26 | 0.26 | 0.26 | |
| Volume/Cap: | 0.93 | 0.38 | 0.00 | | 0.38 | 0.93 | 0.93 | | 0.20 | 0.93 | 0.93 | | 0.86 | 0.93 | 0.93 | |
| Uniform Del: | 48.7 | 17.7 | 0.0 | | 43.1 | 22.2 | 22.2 | | 43.8 | 46.2 | 46.2 | | 35.1 | 36.0 | 36.0 | |
| IncremntDel: | 110.6 | 0.1 | 0.0 | | 1.6 | 9.0 | 9.0 | | 0.8 | 61.2 | 61.2 | | 8.1 | 16.2 | 16.2 | |
| 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 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Delay/Veh: | 159.3 | 17.8 | 0.0 | | 44.7 | 31.1 | 31.1 | | 44.6 | 107 | 107.5 | | 43.2 | 52.2 | 52.2 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 159.3 | 17.8 | 0.0 | | 44.7 | 31.1 | 31.1 | | 44.6 | 107 | 107.5 | | 43.2 | 52.2 | 52.2 | |
| LOS by Move: | F | B | A | | D | C | C | | D | F | F | | D | D | D | |
| HCM2kAvgQ: | 2 | 6 | 0 | | 2 | 31 | 31 | | 1 | 6 | 6 | | 15 | 18 | 18 | |

Note: Queue reported is the number of cars per lane.





AM Cum Resource Impact MiniWed Jul 22, 2009 11:32:43 Page 91-1

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #89 El Dorado Hills Blvd/Saratoga Way

Cycle (sec): 100 Critical Vol./Cap. (X): 0.830
Loss Time (sec): 12 Average Delay (sec/veh): 30.6
Optimal Cycle: 85 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Split Phase | | | | Split Phase | | | |
| Rights: | Include | | | | Include | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | |
| Lanes: | 2 | 0 | 2 | 1 0 | 1 | 0 | 2 | 1 0 | 1 | 1 | 0 | 0 2 | 0 | 1 | 0 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 433 | 545 | 0 | | 165 | 1430 | 564 | | 228 | 51 | 897 | | 0 | 26 | 53 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 433 | 545 | 0 | | 165 | 1430 | 564 | | 228 | 51 | 897 | | 0 | 26 | 53 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Volume: | 433 | 545 | 0 | | 165 | 1430 | 564 | | 228 | 51 | 897 | | 0 | 26 | 53 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 433 | 545 | 0 | | 165 | 1430 | 564 | | 228 | 51 | 897 | | 0 | 26 | 53 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 433 | 545 | 0 | | 165 | 1430 | 564 | | 228 | 51 | 897 | | 0 | 26 | 53 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.91 | 0.91 | | 0.95 | 0.87 | 0.87 | | 0.96 | 0.96 | 0.75 | | 1.00 | 1.00 | 0.85 | |
| Lanes: | 2.00 | 3.00 | 0.00 | | 1.00 | 2.15 | 0.85 | | 1.63 | 0.37 | 2.00 | | 0.00 | 1.00 | 1.00 | |
| Final Sat.: | 3502 | 5187 | 0 | | 1805 | 3564 | 1406 | | 2984 | 668 | 2842 | | 0 | 1900 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.12 | 0.11 | 0.00 | | 0.09 | 0.40 | 0.40 | | 0.08 | 0.08 | 0.32 | | 0.00 | 0.01 | 0.03 | |
| Crit Moves: | **** | | | | | **** | | | | | **** | | | **** | | |
| Green/Cycle: | 0.15 | 0.34 | 0.00 | | 0.29 | 0.48 | 0.48 | | 0.23 | 0.23 | 0.38 | | 0.00 | 0.02 | 0.31 | |
| Volume/Cap: | 0.83 | 0.31 | 0.00 | | 0.31 | 0.83 | 0.83 | | 0.33 | 0.33 | 0.83 | | 0.00 | 0.83 | 0.11 | |
| Uniform Del: | 41.3 | 24.5 | 0.0 | | 27.4 | 22.3 | 22.3 | | 32.0 | 32.0 | 28.1 | | 0.0 | 49.0 | 24.6 | |
| IncremntDel: | 10.8 | 0.1 | 0.0 | | 0.3 | 2.6 | 2.6 | | 0.2 | 0.2 | 5.5 | | 0.0 | 92.5 | 0.1 | |
| 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 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 0.00 | 1.00 | 1.00 | |
| Delay/Veh: | 52.1 | 24.6 | 0.0 | | 27.8 | 24.9 | 24.9 | | 32.2 | 32.2 | 33.6 | | 0.0 | 142 | 24.7 | |
| 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: | 52.1 | 24.6 | 0.0 | | 27.8 | 24.9 | 24.9 | | 32.2 | 32.2 | 33.6 | | 0.0 | 142 | 24.7 | |
| LOS by Move: | D | C | A | | C | C | C | | C | C | C | | A | F | C | |
| HCM2kAvgQ: | 7 | 4 | 0 | | 4 | 18 | 18 | | 3 | 3 | 13 | | 0 | 2 | 1 | |

Note: Queue reported is the number of cars per lane.

AM Cum Resource Impact MiniWed Jul 22, 2009 11:32:43 Page 92-1

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #90 El Dorado Hills Blvd/Park Drive

Cycle (sec): 100 Critical Vol./Cap. (X): 0.773
Loss Time (sec): 12 Average Delay (sec/veh): 24.4
Optimal Cycle: 71 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Split Phase | | | | Split Phase | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 2 | 1 0 | 1 | 0 | 3 | 0 1 | 1 | 1 | 0 | 0 2 | 1 | 1 | 1 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 564 | 755 | 152 | | 62 | 1695 | 659 | | 80 | 24 | 129 | | 226 | 26 | 38 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 564 | 755 | 152 | | 62 | 1695 | 659 | | 80 | 24 | 129 | | 226 | 26 | 38 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Volume: | 564 | 755 | 152 | | 62 | 1695 | 659 | | 80 | 24 | 129 | | 226 | 26 | 38 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 564 | 755 | 152 | | 62 | 1695 | 659 | | 80 | 24 | 129 | | 226 | 26 | 38 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 564 | 755 | 152 | | 62 | 1695 | 659 | | 80 | 24 | 129 | | 226 | 26 | 38 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.89 | 0.89 | | 0.95 | 0.91 | 0.85 | | 0.96 | 0.96 | 0.75 | | 0.91 | 0.91 | 0.85 | |
| Lanes: | 2.00 | 2.50 | 0.50 | | 1.00 | 3.00 | 1.00 | | 1.54 | 0.46 | 2.00 | | 2.00 | 1.00 | 1.00 | |
| Final Sat.: | 3502 | 4210 | 848 | | 1805 | 5187 | 1615 | | 2815 | 844 | 2842 | | 3455 | 1727 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.16 | 0.18 | 0.18 | | 0.03 | 0.33 | 0.41 | | 0.03 | 0.03 | 0.05 | | 0.07 | 0.02 | 0.02 | |
| Crit Moves: | **** | | | | | | **** | | | | **** | **** | | | | |
| Green/Cycle: | 0.21 | 0.62 | 0.62 | | 0.12 | 0.53 | 0.53 | | 0.06 | 0.06 | 0.06 | | 0.08 | 0.08 | 0.08 | |
| Volume/Cap: | 0.77 | 0.29 | 0.29 | | 0.29 | 0.62 | 0.77 | | 0.48 | 0.48 | 0.77 | | 0.77 | 0.18 | 0.28 | |
| Uniform Del: | 37.3 | 8.9 | 8.9 | | 40.2 | 16.5 | 18.8 | | 45.6 | 45.6 | 46.4 | | 44.8 | 42.5 | 42.9 | |
| IncremntDel: | 5.1 | 0.1 | 0.1 | | 0.8 | 0.4 | 4.4 | | 1.7 | 1.7 | 19.7 | | 10.9 | 0.1 | 1.1 | |
| 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: | 42.5 | 8.9 | 8.9 | | 41.0 | 17.0 | 23.2 | | 47.3 | 47.3 | 66.1 | | 55.7 | 42.6 | 44.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 42.5 | 8.9 | 8.9 | | 41.0 | 17.0 | 23.2 | | 47.3 | 47.3 | 66.1 | | 55.7 | 42.6 | 44.0 | |
| LOS by Move: | D | A | A | | D | B | C | | D | D | E | | E | D | D | |
| HCM2kAvgQ: | 9 | 5 | 5 | | 2 | 13 | 16 | | 2 | 2 | 4 | | 5 | 1 | 1 | |

Note: Queue reported is the number of cars per lane.

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AM Cum Resource Impact MiniWed Jul 22, 2009 11:32:43 Page 93-1

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #91 Latrobe Rd/ Town Center Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 1.000
Loss Time (sec): 12 Average Delay (sec/veh): 34.1
Optimal Cycle: 180 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 4 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 1 | 1 0 | 1 | 0 | 0 | 1 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 170 | 1075 | 165 | | 632 | 1985 | 926 | | 153 | 12 | 20 | | 92 | 79 | 314 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 170 | 1075 | 165 | | 632 | 1985 | 926 | | 153 | 12 | 20 | | 92 | 79 | 314 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 191 | 1208 | 185 | | 710 | 2230 | 1040 | | 172 | 13 | 22 | | 103 | 89 | 353 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 191 | 1208 | 185 | | 710 | 2230 | 1040 | | 172 | 13 | 22 | | 103 | 89 | 353 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 191 | 1208 | 185 | | 710 | 2230 | 1040 | | 172 | 13 | 22 | | 103 | 89 | 353 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.91 | 0.85 | | 0.92 | 0.91 | 0.85 | | 0.92 | 0.86 | 0.86 | | 0.95 | 0.88 | 0.88 | |
| Lanes: | 2.00 | 4.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 1.00 | 1.00 | | 1.00 | 0.40 | 1.60 | |
| Final Sat.: | 3502 | 6916 | 1615 | | 3502 | 5187 | 1615 | | 3502 | 1635 | 1635 | | 1805 | 672 | 2672 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.05 | 0.17 | 0.11 | | 0.20 | 0.43 | 0.64 | | 0.05 | 0.01 | 0.01 | | 0.06 | 0.13 | 0.13 | |
| Crit Moves: | **** | | | | | | **** | **** | | | | | | **** | | |
| Green/Cycle: | 0.05 | 0.32 | 0.32 | | 0.38 | 0.64 | 0.64 | | 0.05 | 0.04 | 0.04 | | 0.15 | 0.13 | 0.13 | |
| Volume/Cap: | 1.00 | 0.54 | 0.35 | | 0.54 | 0.67 | 1.00 | | 1.00 | 0.24 | 0.39 | | 0.39 | 1.00 | 1.00 | |
| Uniform Del: | 47.3 | 27.7 | 25.9 | | 24.5 | 11.1 | 17.8 | | 47.5 | 46.9 | 47.2 | | 38.7 | 43.4 | 43.4 | |
| IncremntDel: | 65.1 | 0.3 | 0.4 | | 0.5 | 0.5 | 27.9 | | 68.6 | 0.8 | 2.8 | | 1.0 | 42.8 | 42.8 | |
| 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: | 112.4 | 28.0 | 26.3 | | 24.9 | 11.6 | 45.7 | | 116.2 | 47.7 | 50.0 | | 39.6 | 86.2 | 86.2 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 112.4 | 28.0 | 26.3 | | 24.9 | 11.6 | 45.7 | | 116.2 | 47.7 | 50.0 | | 39.6 | 86.2 | 86.2 | |
| LOS by Move: | F | C | C | | C | B | D | | F | D | D | | D | F | F | |
| HCM2kAvgQ: | 4 | 8 | 4 | | 9 | 16 | 38 | | 6 | 1 | 1 | | 3 | 11 | 11 | |

Note: Queue reported is the number of cars per lane.

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AM Cum Resource Impact MiniWed Jul 22, 2009 11:32:43 Page 94-1

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #92 Hazel Blvd/ Tributary- WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 1.033
Loss Time (sec): 9 Average Delay (sec/veh): 42.9
Optimal Cycle: 180 Level Of Service: D

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Ignore | | | | Include | | | | Ovl | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 3 | 0 1 | | 0 | 0 3 | 1 0 | | 0 | 0 0 | 0 1 | | 1 | 1 0 | 0 2 | |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 382 | 1753 | 339 | | 0 | 3137 | 143 | | 0 | 0 | 304 | | 76 | 81 | 711 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 382 | 1753 | 339 | | 0 | 3137 | 143 | | 0 | 0 | 304 | | 76 | 81 | 711 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 429 | 1970 | 0 | | 0 | 3525 | 161 | | 0 | 0 | 342 | | 85 | 91 | 799 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 429 | 1970 | 0 | | 0 | 3525 | 161 | | 0 | 0 | 342 | | 85 | 91 | 799 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 429 | 1970 | 0 | | 0 | 3525 | 161 | | 0 | 0 | 342 | | 85 | 91 | 799 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.91 | 1.00 | | 1.00 | 0.90 | 0.90 | | 1.00 | 1.00 | 0.87 | | 0.82 | 0.82 | 0.75 | |
| Lanes: | 2.00 | 3.00 | 1.00 | | 0.00 | 3.83 | 0.17 | | 0.00 | 0.00 | 1.00 | | 1.00 | 1.00 | 2.00 | |
| Final Sat.: | 3502 | 5187 | 1900 | | 0 | 6568 | 299 | | 0 | 0 | 1644 | | 1558 | 1558 | 2842 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.12 | 0.38 | 0.00 | | 0.00 | 0.54 | 0.54 | | 0.00 | 0.00 | 0.21 | | 0.05 | 0.06 | 0.28 | |
| Crit Moves: | **** | | | | | **** | | | | | | | | | **** | |
| Green/Cycle: | 0.12 | 0.64 | 0.00 | | 0.00 | 0.52 | 0.52 | | 0.00 | 0.00 | 0.39 | | 0.27 | 0.27 | 0.27 | |
| Volume/Cap: | 1.03 | 0.60 | 0.00 | | 0.00 | 1.03 | 1.03 | | 0.00 | 0.00 | 0.53 | | 0.20 | 0.21 | 1.03 | |
| Uniform Del: | 44.1 | 10.6 | 0.0 | | 0.0 | 24.0 | 24.0 | | 0.0 | 0.0 | 23.4 | | 28.0 | 28.1 | 36.4 | |
| IncremntDel: | 53.0 | 0.3 | 0.0 | | 0.0 | 24.5 | 24.5 | | 0.0 | 0.0 | 0.9 | | 0.1 | 0.1 | 41.2 | |
| 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 | 0.00 | | 0.00 | 1.00 | 1.00 | | 0.00 | 0.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Delay/Veh: | 97.1 | 10.9 | 0.0 | | 0.0 | 48.6 | 48.6 | | 0.0 | 0.0 | 24.3 | | 28.1 | 28.3 | 77.6 | |
| 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: | 97.1 | 10.9 | 0.0 | | 0.0 | 48.6 | 48.6 | | 0.0 | 0.0 | 24.3 | | 28.1 | 28.3 | 77.6 | |
| LOS by Move: | F | B | A | | A | D | D | | A | A | C | | C | C | E | |
| HCM2kAvgQ: | 8 | 12 | 0 | | 0 | 34 | 34 | | 0 | 0 | 8 | | 2 | 2 | 21 | |

Note: Queue reported is the number of cars per lane.





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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #93 Hazel Ave/ EB US-50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.972
Loss Time (sec): 6 Average Delay (sec/veh): 37.5
Optimal Cycle: 167 Level Of Service: D

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Ignore | | | | Ignore | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 3 | 0 1 | | 0 | 0 3 | 0 1 | | 3 | 0 0 | 0 2 | | 0 | 0 0 | 0 0 | |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1683 | 293 | | 0 | 1655 | 1123 | | 1343 | 0 | 1073 | | 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 | 1683 | 293 | | 0 | 1655 | 1123 | | 1343 | 0 | 1073 | | 0 | 0 | 0 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 0 | 1891 | 0 | | 0 | 1860 | 0 | | 1509 | 0 | 1206 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 1891 | 0 | | 0 | 1860 | 0 | | 1509 | 0 | 1206 | | 0 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 1891 | 0 | | 0 | 1860 | 0 | | 1509 | 0 | 1206 | | 0 | 0 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.91 | 1.00 | | 1.00 | 0.91 | 1.00 | | 0.48 | 1.00 | 0.75 | | 1.00 | 1.00 | 1.00 | |
| Lanes: | 0.00 | 3.00 | 1.00 | | 0.00 | 3.00 | 1.00 | | 3.00 | 0.00 | 2.00 | | 0.00 | 0.00 | 0.00 | |
| Final Sat.: | 0 | 5187 | 1900 | | 0 | 5187 | 1900 | | 2748 | 0 | 2842 | | 0 | 0 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.36 | 0.00 | | 0.00 | 0.36 | 0.00 | | 0.55 | 0.00 | 0.42 | | 0.00 | 0.00 | 0.00 | |
| Crit Moves: | | **** | | | | | | | **** | | | | | | | |
| Green/Cycle: | 0.00 | 0.38 | 0.00 | | 0.00 | 0.38 | 0.00 | | 0.56 | 0.00 | 0.56 | | 0.00 | 0.00 | 0.00 | |
| Volume/Cap: | 0.00 | 0.97 | 0.00 | | 0.00 | 0.96 | 0.00 | | 0.97 | 0.00 | 0.75 | | 0.00 | 0.00 | 0.00 | |
| Uniform Del: | 0.0 | 30.7 | 0.0 | | 0.0 | 30.4 | 0.0 | | 21.0 | 0.0 | 16.4 | | 0.0 | 0.0 | 0.0 | |
| IncremntDel: | 0.0 | 14.4 | 0.0 | | 0.0 | 11.7 | 0.0 | | 16.6 | 0.0 | 2.0 | | 0.0 | 0.0 | 0.0 | |
| 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: | 0.00 | 1.00 | 0.00 | | 0.00 | 1.00 | 0.00 | | 1.00 | 0.00 | 1.00 | | 0.00 | 0.00 | 0.00 | |
| Delay/Veh: | 0.0 | 45.1 | 0.0 | | 0.0 | 42.2 | 0.0 | | 37.6 | 0.0 | 18.5 | | 0.0 | 0.0 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 45.1 | 0.0 | | 0.0 | 42.2 | 0.0 | | 37.6 | 0.0 | 18.5 | | 0.0 | 0.0 | 0.0 | |
| LOS by Move: | A | D | A | | A | D | A | | D | A | B | | A | A | A | |
| HCM2kAvgQ: | 0 | 25 | 0 | | 0 | 19 | 0 | | 21 | 0 | 17 | | 0 | 0 | 0 | |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #94 Folsom Blvd/ WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.536
Loss Time (sec): 9 Average Delay (sec/veh): 6.2
Optimal Cycle: 36 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Ignore | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 1 | 1 | 0 | 1! | 0 | 1 | 0 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 11 | 1964 | 0 | | 0 | 1394 | 1465 | | 78 | 0 | 132 | | 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: | 11 | 1964 | 0 | | 0 | 1394 | 1465 | | 78 | 0 | 132 | | 0 | 0 | 0 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 12 | 2207 | 0 | | 0 | 1566 | 0 | | 88 | 0 | 148 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 12 | 2207 | 0 | | 0 | 1566 | 0 | | 88 | 0 | 148 | | 0 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 12 | 2207 | 0 | | 0 | 1566 | 0 | | 88 | 0 | 148 | | 0 | 0 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.91 | 1.00 | | 1.00 | 0.91 | 1.00 | | 0.76 | 1.00 | 0.76 | | 1.00 | 1.00 | 1.00 | |
| Lanes: | 1.00 | 3.00 | 0.00 | | 0.00 | 3.00 | 1.00 | | 1.37 | 0.00 | 1.63 | | 0.00 | 0.00 | 0.00 | |
| Final Sat.: | 1805 | 5187 | 0 | | 0 | 5187 | 1900 | | 1990 | 0 | 2363 | | 0 | 0 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.43 | 0.00 | | 0.00 | 0.30 | 0.00 | | 0.04 | 0.00 | 0.06 | | 0.00 | 0.00 | 0.00 | |
| Crit Moves: | | **** | | | **** | | | | | | **** | | | | | |
| Green/Cycle: | 0.02 | 0.79 | 0.00 | | 0.00 | 0.78 | 0.00 | | 0.12 | 0.00 | 0.12 | | 0.00 | 0.00 | 0.00 | |
| Volume/Cap: | 0.39 | 0.54 | 0.00 | | 0.00 | 0.39 | 0.00 | | 0.38 | 0.00 | 0.54 | | 0.00 | 0.00 | 0.00 | |
| Uniform Del: | 48.6 | 3.7 | 0.0 | | 0.0 | 3.6 | 0.0 | | 40.8 | 0.0 | 41.6 | | 0.0 | 0.0 | 0.0 | |
| IncremntDel: | 7.7 | 0.1 | 0.0 | | 0.0 | 0.1 | 0.0 | | 0.4 | 0.0 | 1.3 | | 0.0 | 0.0 | 0.0 | |
| 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 | 0.00 | | 0.00 | 1.00 | 0.00 | | 1.00 | 0.00 | 1.00 | | 0.00 | 0.00 | 0.00 | |
| Delay/Veh: | 56.3 | 3.9 | 0.0 | | 0.0 | 3.7 | 0.0 | | 41.2 | 0.0 | 42.9 | | 0.0 | 0.0 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 56.3 | 3.9 | 0.0 | | 0.0 | 3.7 | 0.0 | | 41.2 | 0.0 | 42.9 | | 0.0 | 0.0 | 0.0 | |
| LOS by Move: | E | A | A | | A | A | A | | D | A | D | | A | A | A | |
| HCM2kAvgQ: | 0 | 9 | 0 | | 0 | 5 | 0 | | 2 | 0 | 3 | | 0 | 0 | 0 | |

Note: Queue reported is the number of cars per lane.





AM Cum Resource Impact MiniWed Jul 22, 2009 11:32:43 Page 97-1

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #95 Folsom Blvd/ EB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.674
Loss Time (sec): 12 Average Delay (sec/veh): 25.0
Optimal Cycle: 56 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Ignore | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 2 | 0 | 1 | 1 | 0 | 2 | 0 | 1 | 3 | 0 | 1 | 0 | 1 | |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 591 | 37 | | 99 | 1201 | 226 | | 1281 | 184 | 48 | | 107 | 0 | 115 | |
| Growth Adj: | 1.00 | 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 | 591 | 37 | | 99 | 1201 | 226 | | 1281 | 184 | 48 | | 107 | 0 | 115 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Volume: | 0 | 591 | 37 | | 99 | 1201 | 226 | | 1281 | 184 | 0 | | 107 | 0 | 115 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 591 | 37 | | 99 | 1201 | 226 | | 1281 | 184 | 0 | | 107 | 0 | 115 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 591 | 37 | | 99 | 1201 | 226 | | 1281 | 184 | 0 | | 107 | 0 | 115 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.95 | 0.85 | | 0.95 | 0.95 | 0.85 | | 0.92 | 1.00 | 1.00 | | 0.95 | 1.00 | 0.85 | |
| Lanes: | 1.00 | 2.00 | 1.00 | | 1.00 | 2.00 | 1.00 | | 3.00 | 1.00 | 1.00 | | 1.00 | 0.00 | 1.00 | |
| Final Sat.: | 1900 | 3610 | 1615 | | 1805 | 3610 | 1615 | | 5253 | 1900 | 1900 | | 1805 | 0 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.16 | 0.02 | | 0.05 | 0.33 | 0.14 | | 0.24 | 0.10 | 0.00 | | 0.06 | 0.00 | 0.07 | |
| Crit Moves: | **** | | | | | **** | | | **** | | | | | | **** | |
| Green/Cycle: | 0.00 | 0.37 | 0.37 | | 0.12 | 0.49 | 0.49 | | 0.36 | 0.24 | 0.00 | | 0.15 | 0.00 | 0.27 | |
| Volume/Cap: | 0.00 | 0.44 | 0.06 | | 0.44 | 0.67 | 0.28 | | 0.67 | 0.40 | 0.00 | | 0.40 | 0.00 | 0.26 | |
| Uniform Del: | 0.0 | 23.7 | 20.3 | | 40.6 | 19.2 | 14.9 | | 26.9 | 32.0 | 0.0 | | 38.7 | 0.0 | 28.6 | |
| IncremntDel: | 0.0 | 0.2 | 0.0 | | 1.4 | 1.0 | 0.2 | | 1.0 | 0.6 | 0.0 | | 1.0 | 0.0 | 0.3 | |
| 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: | 0.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 0.00 | 1.00 | |
| Delay/Veh: | 0.0 | 24.0 | 20.4 | | 42.0 | 20.2 | 15.1 | | 27.9 | 32.6 | 0.0 | | 39.7 | 0.0 | 29.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 24.0 | 20.4 | | 42.0 | 20.2 | 15.1 | | 27.9 | 32.6 | 0.0 | | 39.7 | 0.0 | 29.0 | |
| LOS by Move: | A | C | C | | D | C | B | | C | C | A | | D | A | C | |
| HCM2kAvgQ: | 0 | 7 | 1 | | 3 | 15 | 4 | | 11 | 5 | 0 | | 3 | 0 | 3 | |

Note: Queue reported is the number of cars per lane.

AM Cum Resource Impact MiniWed Jul 22, 2009 11:32:43 Page 98-1

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #96 Prairie City/ WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.999
Loss Time (sec): 6 Average Delay (sec/veh): 38.6
Optimal Cycle: 180 Level Of Service: D

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Ignore | | | | Ignore | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1948 | 385 | | 0 | 620 | | 5 | 0 | | 0 | | 0 | 133 | | 0 | 842 |
| Growth Adj: | 1.00 | 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 | 1948 | 385 | | 0 | 620 | | 5 | 0 | | 0 | | 0 | 133 | | 0 | 842 |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | | 0.00 | 1.00 | | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | | 0.00 | 0.89 | | 0.89 | | 0.89 | 0.89 | | 0.89 | 0.89 |
| PHF Volume: | 0 | 2189 | 0 | | 0 | 697 | | 0 | 0 | | 0 | | 0 | 149 | | 0 | 946 |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | | 0 | 0 | | 0 | 0 |
| Reduced Vol: | 0 | 2189 | 0 | | 0 | 697 | | 0 | 0 | | 0 | | 0 | 149 | | 0 | 946 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | | 0.00 | 1.00 | | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | | 0.00 | 1.00 | | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 |
| FinalVolume: | 0 | 2189 | 0 | | 0 | 697 | | 0 | 0 | | 0 | | 0 | 149 | | 0 | 946 |
| Saturation Flow Module: | | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | | 1900 | 1900 | | 1900 | | 1900 | 1900 | | 1900 | 1900 |
| Adjustment: | 1.00 | 0.95 | 1.00 | | 1.00 | 0.95 | | 1.00 | 1.00 | | 1.00 | | 0.59 | 1.00 | | 0.75 | 1.00 |
| Lanes: | 0.00 | 2.00 | 1.00 | | 0.00 | 2.00 | | 1.00 | 0.00 | | 0.00 | | 0.00 | 2.00 | | 0.00 | 2.00 |
| Final Sat.: | 0 | 3610 | 1900 | | 0 | 3610 | | 1900 | 0 | | 0 | | 0 | 2252 | | 0 | 2842 |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.61 | 0.00 | | 0.00 | 0.19 | | 0.00 | 0.00 | | 0.00 | | 0.07 | 0.00 | | 0.33 | |
| Crit Moves: | | **** | | | | | | | | | | | | | | **** | |
| Green/Cycle: | 0.00 | 0.61 | 0.00 | | 0.00 | 0.61 | | 0.00 | 0.00 | | 0.00 | | 0.33 | 0.00 | | 0.33 | |
| Volume/Cap: | 0.00 | 1.00 | 0.00 | | 0.00 | 0.32 | | 0.00 | 0.00 | | 0.00 | | 0.20 | 0.00 | | 1.00 | |
| Uniform Del: | 0.0 | 19.6 | 0.0 | | 0.0 | 9.6 | | 0.0 | 0.0 | | 0.0 | | 23.8 | 0.0 | | 33.3 | |
| IncremntDel: | 0.0 | 19.0 | 0.0 | | 0.0 | 0.1 | | 0.0 | 0.0 | | 0.0 | | 0.1 | 0.0 | | 29.0 | |
| InitQueuDel: | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | | 0.0 | 0.0 | | 0.0 | |
| Delay Adj: | 0.00 | 1.00 | 0.00 | | 0.00 | 1.00 | | 0.00 | 0.00 | | 0.00 | | 1.00 | 0.00 | | 1.00 | |
| Delay/Veh: | 0.0 | 38.6 | 0.0 | | 0.0 | 9.7 | | 0.0 | 0.0 | | 0.0 | | 23.9 | 0.0 | | 62.3 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | | 1.00 | 1.00 | | 1.00 | |
| AdjDel/Veh: | 0.0 | 38.6 | 0.0 | | 0.0 | 9.7 | | 0.0 | 0.0 | | 0.0 | | 23.9 | 0.0 | | 62.3 | |
| LOS by Move: | A | D | A | | A | A | | A | A | | A | | C | A | | E | |
| HCM2kAvgQ: | 0 | 39 | 0 | | 0 | 5 | | 0 | 0 | | 0 | | 2 | 0 | | 23 | |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #97 Prairie City/ EB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.860
Loss Time (sec): 6 Average Delay (sec/veh): 21.6
Optimal Cycle: 75 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 2 | 0 | 1 | 1 | 1 | 0 | 0 | 2 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1692 | 229 | | 0 | 753 | | 0 | 839 | | 2 | | 228 | 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 | 1692 | 229 | | 0 | 753 | | 0 | 839 | | 2 | | 228 | 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: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | | 0.89 | 0.89 | | 0.89 | | 0.89 | 0.89 | | 0.89 | 0.89 |
| PHF Volume: | 0 | 1901 | 257 | | 0 | 846 | | 0 | 943 | | 2 | | 256 | 0 | | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | | 0 | 0 | | 0 | 0 |
| Reduced Vol: | 0 | 1901 | 257 | | 0 | 846 | | 0 | 943 | | 2 | | 256 | 0 | | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 |
| FinalVolume: | 0 | 1901 | 257 | | 0 | 846 | | 0 | 943 | | 2 | | 256 | 0 | | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | | 1900 | 1900 | | 1900 | | 1900 | 1900 | | 1900 | 1900 |
| Adjustment: | 1.00 | 0.95 | 0.85 | | 1.00 | 0.95 | | 1.00 | 0.88 | | 0.88 | | 0.75 | 1.00 | | 1.00 | 1.00 |
| Lanes: | 0.00 | 2.00 | 1.00 | | 0.00 | 2.00 | | 1.00 | 1.99 | | 0.01 | | 2.00 | 0.00 | | 0.00 | 0.00 |
| Final Sat.: | 0 | 3610 | 1615 | | 0 | 3610 | | 1900 | 3344 | | 8 | | 2842 | 0 | | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.53 | 0.16 | | 0.00 | 0.23 | | 0.00 | 0.28 | | 0.28 | | 0.09 | 0.00 | | 0.00 | 0.00 |
| Crit Moves: | | **** | | | | | | | | | **** | | | | | | |
| Green/Cycle: | 0.00 | 0.61 | 0.61 | | 0.00 | 0.61 | | 0.00 | 0.33 | | 0.33 | | 0.33 | 0.00 | | 0.00 | 0.00 |
| Volume/Cap: | 0.00 | 0.86 | 0.26 | | 0.00 | 0.38 | | 0.00 | 0.86 | | 0.86 | | 0.27 | 0.00 | | 0.00 | 0.00 |
| Uniform Del: | 0.0 | 15.9 | 8.9 | | 0.0 | 9.8 | | 0.0 | 31.5 | | 31.5 | | 24.8 | 0.0 | | 0.0 | 0.0 |
| IncremntDel: | 0.0 | 3.7 | 0.1 | | 0.0 | 0.1 | | 0.0 | 7.0 | | 7.0 | | 0.2 | 0.0 | | 0.0 | 0.0 |
| 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: | 0.00 | 1.00 | 1.00 | | 0.00 | 1.00 | | 0.00 | 1.00 | | 1.00 | | 1.00 | 0.00 | | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 19.6 | 9.1 | | 0.0 | 9.9 | | 0.0 | 38.5 | | 38.5 | | 25.0 | 0.0 | | 0.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 19.6 | 9.1 | | 0.0 | 9.9 | | 0.0 | 38.5 | | 38.5 | | 25.0 | 0.0 | | 0.0 | 0.0 |
| LOS by Move: | A | B | A | | A | A | | A | D | | D | | C | A | | A | A |
| HCM2kAvgQ: | 0 | 26 | 3 | | 0 | 7 | | 0 | 17 | | 17 | | 3 | 0 | | 0 | 0 |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #98 East Bidwell St/ WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.835
Loss Time (sec): 6 Average Delay (sec/veh): 26.9
Optimal Cycle: 67 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Ignore | | | | Ignore | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1327 | 209 | | 0 | 1262 | 353 | | 0 | 0 | 0 | | 986 | 0 | 636 | |
| Growth Adj: | 1.00 | 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 | 1327 | 209 | | 0 | 1262 | 353 | | 0 | 0 | 0 | | 986 | 0 | 636 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 0 | 1491 | 0 | | 0 | 1418 | 0 | | 0 | 0 | 0 | | 1108 | 0 | 715 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 1491 | 0 | | 0 | 1418 | 0 | | 0 | 0 | 0 | | 1108 | 0 | 715 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 1491 | 0 | | 0 | 1418 | 0 | | 0 | 0 | 0 | | 1108 | 0 | 715 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.91 | 1.00 | | 1.00 | 0.91 | 1.00 | | 1.00 | 1.00 | 1.00 | | 0.59 | 1.00 | 0.75 | |
| Lanes: | 0.00 | 3.00 | 1.00 | | 0.00 | 3.00 | 1.00 | | 0.00 | 0.00 | 0.00 | | 2.00 | 0.00 | 2.00 | |
| Final Sat.: | 0 | 5187 | 1900 | | 0 | 5187 | 1900 | | 0 | 0 | 0 | | 2226 | 0 | 2842 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.29 | 0.00 | | 0.00 | 0.27 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.50 | 0.00 | 0.25 | |
| Crit Moves: | | **** | | | | | | | | | | | **** | | | |
| Green/Cycle: | 0.00 | 0.34 | 0.00 | | 0.00 | 0.34 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.60 | 0.00 | 0.60 | |
| Volume/Cap: | 0.00 | 0.84 | 0.00 | | 0.00 | 0.79 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.84 | 0.00 | 0.42 | |
| Uniform Del: | 0.0 | 30.2 | 0.0 | | 0.0 | 29.6 | 0.0 | | 0.0 | 0.0 | 0.0 | | 16.3 | 0.0 | 10.9 | |
| IncremntDel: | 0.0 | 3.6 | 0.0 | | 0.0 | 2.5 | 0.0 | | 0.0 | 0.0 | 0.0 | | 4.8 | 0.0 | 0.2 | |
| 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: | 0.00 | 1.00 | 0.00 | | 0.00 | 1.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 1.00 | 0.00 | 1.00 | |
| Delay/Veh: | 0.0 | 33.8 | 0.0 | | 0.0 | 32.1 | 0.0 | | 0.0 | 0.0 | 0.0 | | 21.0 | 0.0 | 11.1 | |
| 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: | 0.0 | 33.8 | 0.0 | | 0.0 | 32.1 | 0.0 | | 0.0 | 0.0 | 0.0 | | 21.0 | 0.0 | 11.1 | |
| LOS by Move: | A | C | A | | A | C | A | | A | A | A | | C | A | B | |
| HCM2kAvgQ: | 0 | 16 | 0 | | 0 | 15 | 0 | | 0 | 0 | 0 | | 17 | 0 | 7 | |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #99 East Bidwell St/ EB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.725
Loss Time (sec): 6 Average Delay (sec/veh): 17.0
Optimal Cycle: 45 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Ignore | | | | Ignore | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 3 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1038 | 610 | | 0 | 1998 | 250 | | 499 | 0 | 319 | | 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 | 1038 | 610 | | 0 | 1998 | 250 | | 499 | 0 | 319 | | 0 | 0 | 0 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 0 | 1166 | 0 | | 0 | 2245 | 0 | | 561 | 0 | 358 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 1166 | 0 | | 0 | 2245 | 0 | | 561 | 0 | 358 | | 0 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 1166 | 0 | | 0 | 2245 | 0 | | 561 | 0 | 358 | | 0 | 0 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.91 | 1.00 | | 1.00 | 0.91 | 1.00 | | 0.59 | 1.00 | 0.75 | | 1.00 | 1.00 | 1.00 | |
| Lanes: | 0.00 | 3.00 | 1.00 | | 0.00 | 3.00 | 1.00 | | 2.00 | 0.00 | 2.00 | | 0.00 | 0.00 | 0.00 | |
| Final Sat.: | 0 | 5187 | 1900 | | 0 | 5187 | 1900 | | 2252 | 0 | 2842 | | 0 | 0 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.22 | 0.00 | | 0.00 | 0.43 | 0.00 | | 0.25 | 0.00 | 0.13 | | 0.00 | 0.00 | 0.00 | |
| Crit Moves: | | | | | | **** | | | **** | | | | | | | |
| Green/Cycle: | 0.00 | 0.60 | 0.00 | | 0.00 | 0.60 | 0.00 | | 0.34 | 0.00 | 0.34 | | 0.00 | 0.00 | 0.00 | |
| Volume/Cap: | 0.00 | 0.38 | 0.00 | | 0.00 | 0.73 | 0.00 | | 0.73 | 0.00 | 0.37 | | 0.00 | 0.00 | 0.00 | |
| Uniform Del: | 0.0 | 10.5 | 0.0 | | 0.0 | 14.3 | 0.0 | | 28.7 | 0.0 | 24.7 | | 0.0 | 0.0 | 0.0 | |
| IncremntDel: | 0.0 | 0.1 | 0.0 | | 0.0 | 0.9 | 0.0 | | 3.4 | 0.0 | 0.2 | | 0.0 | 0.0 | 0.0 | |
| 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: | 0.00 | 1.00 | 0.00 | | 0.00 | 1.00 | 0.00 | | 1.00 | 0.00 | 1.00 | | 0.00 | 0.00 | 0.00 | |
| Delay/Veh: | 0.0 | 10.6 | 0.0 | | 0.0 | 15.2 | 0.0 | | 32.2 | 0.0 | 24.9 | | 0.0 | 0.0 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 10.6 | 0.0 | | 0.0 | 15.2 | 0.0 | | 32.2 | 0.0 | 24.9 | | 0.0 | 0.0 | 0.0 | |
| LOS by Move: | A | B | A | | A | B | A | | C | A | C | | A | A | A | |
| HCM2kAvgQ: | 0 | 7 | 0 | | 0 | 17 | 0 | | 9 | 0 | 5 | | 0 | 0 | 0 | |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #100 El Dorado Hills Blvd/ WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.431
Loss Time (sec): 0 Average Delay (sec/veh): 0.0
Optimal Cycle: 25 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1529 | 0 | 0 | 2235 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 1529 | 0 | 0 | 2235 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 1529 | 0 | 0 | 2235 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 1529 | 0 | 0 | 2235 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 1529 | 0 | 0 | 2235 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 0.91 | 1.00 | 1.00 | 0.91 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 0.00 | 3.00 | 0.00 | 0.00 | 3.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 0 | 5187 | 0 | 0 | 5187 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.29 | 0.00 | 0.00 | 0.43 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | | | | | **** | | | | | | | | | | | |
| Green/Cycle: | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Volume/Cap: | 0.00 | 0.29 | 0.00 | 0.00 | 0.43 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Uniform Del: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| IncremntDel: | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 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 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay Adj: | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A |
| HCM2kAvgQ: | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Note: Queue reported is the number of cars per lane.





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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #101 El Dorado Hills Blvd/ EB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.400
Loss Time (sec): 6 Average Delay (sec/veh): 3.8
Optimal Cycle: 23 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Ignore | | | | Ignore | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 3 | 0 | 1 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1400 | 122 | 148 | 1948 | 0 | 0 | 0 | 1596 | 0 | 0 | 281 | | | | |
| Growth Adj: | 1.00 | 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 | 1400 | 122 | 148 | 1948 | 0 | 0 | 0 | 1596 | 0 | 0 | 281 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | | | | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | | | | |
| PHF Volume: | 0 | 1400 | 122 | 148 | 1948 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 0 | 1400 | 122 | 148 | 1948 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | | | | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | | | | |
| FinalVolume: | 0 | 1400 | 122 | 148 | 1948 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 0.97 | 0.91 | 0.85 | 0.95 | 0.91 | 1.00 | 1.00 | 1.00 | 0.88 | 1.00 | 1.00 | 1.00 | | | | |
| Lanes: | 2.00 | 3.00 | 1.00 | 1.00 | 3.00 | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 0.00 | 1.00 | | | | |
| Final Sat.: | 3686 | 5187 | 1615 | 1805 | 5187 | 0 | 0 | 0 | 3344 | 0 | 0 | 1900 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.27 | 0.08 | 0.08 | 0.38 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | | | |
| Crit Moves: | **** | | | | **** | | | | | | | | | | | |
| Green/Cycle: | 0.00 | 0.72 | 0.72 | 0.22 | 0.94 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | | | |
| Volume/Cap: | 0.00 | 0.37 | 0.10 | 0.37 | 0.40 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | | | |
| Uniform Del: | 0.0 | 5.3 | 4.2 | 33.2 | 0.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | |
| IncremntDel: | 0.0 | 0.1 | 0.0 | 0.6 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | |
| 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: | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | | | |
| Delay/Veh: | 0.0 | 5.4 | 4.3 | 33.8 | 0.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| AdjDel/Veh: | 0.0 | 5.4 | 4.3 | 33.8 | 0.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | |
| LOS by Move: | A | A | A | C | A | A | A | A | A | A | A | A | | | | |
| HCM2kAvgQ: | 0 | 6 | 1 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #102 Sunrise Rd/ Jackson Hwy-SR16

Cycle (sec): 100 Critical Vol./Cap. (X): 0.804
Loss Time (sec): 12 Average Delay (sec/veh): 29.3
Optimal Cycle: 78 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 3 | 0 | 1 | 2 | 0 3 | 0 | 1 | 2 | 0 2 | 0 | 1 | 2 | 0 2 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 16 | 1006 | 188 | | 82 | 434 | 96 | | 90 | 559 | 12 | | 255 | 1396 | 29 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 16 | 1006 | 188 | | 82 | 434 | 96 | | 90 | 559 | 12 | | 255 | 1396 | 29 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 18 | 1130 | 211 | | 92 | 488 | 108 | | 101 | 628 | 13 | | 287 | 1569 | 33 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 18 | 1130 | 211 | | 92 | 488 | 108 | | 101 | 628 | 13 | | 287 | 1569 | 33 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 18 | 1130 | 211 | | 92 | 488 | 108 | | 101 | 628 | 13 | | 287 | 1569 | 33 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.91 | 0.85 | | 0.92 | 0.91 | 0.85 | | 0.92 | 0.95 | 0.85 | | 0.92 | 0.95 | 0.85 | |
| Lanes: | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 2.00 | 1.00 | | 2.00 | 2.00 | 1.00 | |
| Final Sat.: | 3502 | 5187 | 1615 | | 3502 | 5187 | 1615 | | 3502 | 3610 | 1615 | | 3502 | 3610 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.22 | 0.13 | | 0.03 | 0.09 | 0.07 | | 0.03 | 0.17 | 0.01 | | 0.08 | 0.43 | 0.02 | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.02 | 0.27 | 0.46 | | 0.03 | 0.29 | 0.32 | | 0.04 | 0.39 | 0.41 | | 0.18 | 0.54 | 0.57 | |
| Volume/Cap: | 0.33 | 0.80 | 0.29 | | 0.80 | 0.33 | 0.21 | | 0.80 | 0.44 | 0.02 | | 0.44 | 0.80 | 0.04 | |
| Uniform Del: | 48.7 | 34.0 | 17.1 | | 48.0 | 28.0 | 24.5 | | 47.9 | 22.4 | 17.7 | | 36.2 | 18.7 | 9.3 | |
| IncremntDel: | 3.4 | 3.5 | 0.2 | | 32.4 | 0.1 | 0.2 | | 30.1 | 0.2 | 0.0 | | 0.5 | 2.5 | 0.0 | |
| 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: | 52.1 | 37.4 | 17.3 | | 80.4 | 28.1 | 24.7 | | 77.9 | 22.6 | 17.7 | | 36.7 | 21.2 | 9.3 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 52.1 | 37.4 | 17.3 | | 80.4 | 28.1 | 24.7 | | 77.9 | 22.6 | 17.7 | | 36.7 | 21.2 | 9.3 | |
| LOS by Move: | D | D | B | | F | C | C | | E | C | B | | D | C | A | |
| HCM2kAvgQ: | 0 | 12 | 4 | | 2 | 4 | 2 | | 3 | 8 | 0 | | 4 | 21 | 0 | |

Note: Queue reported is the number of cars per lane.





AM Cum Resource Impact MiniWed Jul 22, 2009 11:32:43 Page 105-1

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #103 Grant Line Rd/ Jackson Rd- SR16

Cycle (sec): 100 Critical Vol./Cap. (X): 0.432
Loss Time (sec): 12 Average Delay (sec/veh): 24.2
Optimal Cycle: 37 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 2 | 0 | 1 | 2 | 0 2 | 0 | 2 | 2 | 0 2 | 0 | 2 | 2 | 0 2 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 170 | 785 | 55 | | 2 | 715 | 142 | | 52 | 404 | 192 | | 177 | 599 | 2 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 170 | 785 | 55 | | 2 | 715 | 142 | | 52 | 404 | 192 | | 177 | 599 | 2 | |
| User Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Volume: | 151 | 699 | 49 | | 2 | 636 | 126 | | 46 | 360 | 171 | | 158 | 533 | 2 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 151 | 699 | 49 | | 2 | 636 | 126 | | 46 | 360 | 171 | | 158 | 533 | 2 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 151 | 699 | 49 | | 2 | 636 | 126 | | 46 | 360 | 171 | | 158 | 533 | 2 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.95 | 0.85 | | 0.92 | 0.95 | 0.75 | | 0.92 | 0.95 | 0.75 | | 0.92 | 0.95 | 0.85 | |
| Lanes: | 2.00 | 2.00 | 1.00 | | 2.00 | 2.00 | 2.00 | | 2.00 | 2.00 | 2.00 | | 2.00 | 2.00 | 1.00 | |
| Final Sat.: | 3502 | 3610 | 1615 | | 3502 | 3610 | 2842 | | 3502 | 3610 | 2842 | | 3502 | 3610 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.19 | 0.03 | | 0.00 | 0.18 | 0.04 | | 0.01 | 0.10 | 0.06 | | 0.04 | 0.15 | 0.00 | |
| Crit Moves: | **** | | | | | **** | | | **** | | | | | **** | | |
| Green/Cycle: | 0.10 | 0.51 | 0.62 | | 0.00 | 0.41 | 0.44 | | 0.03 | 0.26 | 0.36 | | 0.12 | 0.34 | 0.34 | |
| Volume/Cap: | 0.43 | 0.38 | 0.05 | | 0.38 | 0.43 | 0.10 | | 0.43 | 0.39 | 0.17 | | 0.39 | 0.43 | 0.00 | |
| Uniform Del: | 42.3 | 15.1 | 7.4 | | 49.9 | 21.3 | 16.5 | | 47.6 | 30.7 | 22.0 | | 40.9 | 25.4 | 21.6 | |
| IncremntDel: | 0.9 | 0.1 | 0.0 | | 45.2 | 0.2 | 0.0 | | 2.8 | 0.3 | 0.1 | | 0.6 | 0.2 | 0.0 | |
| 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: | 43.2 | 15.2 | 7.4 | | 95.1 | 21.5 | 16.5 | | 50.4 | 31.0 | 22.1 | | 41.5 | 25.7 | 21.6 | |
| 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: | 43.2 | 15.2 | 7.4 | | 95.1 | 21.5 | 16.5 | | 50.4 | 31.0 | 22.1 | | 41.5 | 25.7 | 21.6 | |
| LOS by Move: | D | B | A | | F | C | B | | D | C | C | | D | C | C | |
| HCM2kAvgQ: | 3 | 7 | 1 | | 0 | 7 | 1 | | 1 | 5 | 2 | | 2 | 6 | 0 | |

Note: Queue reported is the number of cars per lane.

AM Cum Resource Impact MiniWed Jul 22, 2009 11:32:43 Page 106-1

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #104 Oak Ave Pkwy/ WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.736
Loss Time (sec): 6 Average Delay (sec/veh): 16.0
Optimal Cycle: 47 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Permitted | | | Permitted | | | Permitted | | | Permitted | | |
| Rights: | Ignore | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 0 | 0 | 2 0 1 | 0 | 0 | 2 0 1 | 0 | 0 | 0 0 0 | 2 | 0 | 0 0 2 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 1477 | 440 | 0 | 908 | 584 | 0 | 0 | 0 | 466 | 0 | 114 |
| Growth Adj: | 1.00 | 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 | 1477 | 440 | 0 | 908 | 584 | 0 | 0 | 0 | 466 | 0 | 114 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | 0.00 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 0 | 1660 | 0 | 0 | 1020 | 656 | 0 | 0 | 0 | 524 | 0 | 128 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 1660 | 0 | 0 | 1020 | 656 | 0 | 0 | 0 | 524 | 0 | 128 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 1660 | 0 | 0 | 1020 | 656 | 0 | 0 | 0 | 524 | 0 | 128 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 0.85 | 1.00 | 1.00 | 1.00 | 0.59 | 1.00 | 0.75 |
| Lanes: | 0.00 | 2.00 | 1.00 | 0.00 | 2.00 | 1.00 | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 2.00 |
| Final Sat.: | 0 | 3610 | 1900 | 0 | 3610 | 1615 | 0 | 0 | 0 | 2256 | 0 | 2842 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.46 | 0.00 | 0.00 | 0.28 | 0.41 | 0.00 | 0.00 | 0.00 | 0.23 | 0.00 | 0.05 |
| Crit Moves: | | **** | | | | | | | | **** | | |
| Green/Cycle: | 0.00 | 0.62 | 0.00 | 0.00 | 0.62 | 0.62 | 0.00 | 0.00 | 0.00 | 0.32 | 0.00 | 0.32 |
| Volume/Cap: | 0.00 | 0.74 | 0.00 | 0.00 | 0.45 | 0.65 | 0.00 | 0.00 | 0.00 | 0.74 | 0.00 | 0.14 |
| Uniform Del: | 0.0 | 13.0 | 0.0 | 0.0 | 9.8 | 11.9 | 0.0 | 0.0 | 0.0 | 30.5 | 0.0 | 24.5 |
| IncremntDel: | 0.0 | 1.3 | 0.0 | 0.0 | 0.1 | 1.5 | 0.0 | 0.0 | 0.0 | 4.0 | 0.0 | 0.1 |
| 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: | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 |
| Delay/Veh: | 0.0 | 14.3 | 0.0 | 0.0 | 10.0 | 13.4 | 0.0 | 0.0 | 0.0 | 34.5 | 0.0 | 24.6 |
| 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: | 0.0 | 14.3 | 0.0 | 0.0 | 10.0 | 13.4 | 0.0 | 0.0 | 0.0 | 34.5 | 0.0 | 24.6 |
| LOS by Move: | A | B | A | A | A | B | A | A | A | C | A | C |
| HCM2kAvgQ: | 0 | 18 | 0 | 0 | 8 | 12 | 0 | 0 | 0 | 9 | 0 | 2 |

Note: Queue reported is the number of cars per lane.





AM Cum Resource Impact MiniWed Jul 22, 2009 11:32:43 Page 107-1

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #105 Oak Ave Pkwy/ EB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.837
Loss Time (sec): 6 Average Delay (sec/veh): 26.9
Optimal Cycle: 67 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Permitted | | | Permitted | | | Permitted | | | Permitted | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 0 | 0 | 2 0 1 | 0 | 0 | 2 0 1 | 2 | 0 | 0 0 2 | 0 | 0 | 0 0 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 936 | 126 | 0 | 921 | 129 | 981 | 0 | 493 | 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 | 936 | 126 | 0 | 921 | 129 | 981 | 0 | 493 | 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: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 0 | 1052 | 142 | 0 | 1035 | 145 | 1102 | 0 | 554 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 1052 | 142 | 0 | 1035 | 145 | 1102 | 0 | 554 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 1052 | 142 | 0 | 1035 | 145 | 1102 | 0 | 554 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 0.95 | 0.85 | 1.00 | 0.95 | 0.85 | 0.59 | 1.00 | 0.75 | 1.00 | 1.00 | 1.00 |
| Lanes: | 0.00 | 2.00 | 1.00 | 0.00 | 2.00 | 1.00 | 2.00 | 0.00 | 2.00 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 0 | 3610 | 1615 | 0 | 3610 | 1615 | 2226 | 0 | 2842 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.29 | 0.09 | 0.00 | 0.29 | 0.09 | 0.50 | 0.00 | 0.19 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | | **** | | | | | **** | | | | | |
| Green/Cycle: | 0.00 | 0.35 | 0.35 | 0.00 | 0.35 | 0.35 | 0.59 | 0.00 | 0.59 | 0.00 | 0.00 | 0.00 |
| Volume/Cap: | 0.00 | 0.84 | 0.25 | 0.00 | 0.82 | 0.26 | 0.84 | 0.00 | 0.33 | 0.00 | 0.00 | 0.00 |
| Uniform Del: | 0.0 | 30.0 | 23.3 | 0.0 | 29.8 | 23.3 | 16.5 | 0.0 | 10.3 | 0.0 | 0.0 | 0.0 |
| IncremntDel: | 0.0 | 5.1 | 0.2 | 0.0 | 4.5 | 0.2 | 4.8 | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 |
| 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: | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 35.0 | 23.5 | 0.0 | 34.3 | 23.6 | 21.3 | 0.0 | 10.5 | 0.0 | 0.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 35.0 | 23.5 | 0.0 | 34.3 | 23.6 | 21.3 | 0.0 | 10.5 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | A | D | C | A | C | C | C | A | B | A | A | A |
| HCM2kAvgQ: | 0 | 16 | 3 | 0 | 16 | 3 | 17 | 0 | 5 | 0 | 0 | 0 |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #106 Empire Ranch Rd/ WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.580
Loss Time (sec): 6 Average Delay (sec/veh): 14.7
Optimal Cycle: 32 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 518 | 311 | | 0 | 1225 | 501 | | 0 | 0 | 0 | | 271 | 0 | 498 | |
| Growth Adj: | 1.00 | 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 | 518 | 311 | | 0 | 1225 | 501 | | 0 | 0 | 0 | | 271 | 0 | 498 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 0 | 582 | 349 | | 0 | 1376 | 563 | | 0 | 0 | 0 | | 304 | 0 | 560 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 582 | 349 | | 0 | 1376 | 563 | | 0 | 0 | 0 | | 304 | 0 | 560 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 0 | 582 | 349 | | 0 | 1376 | 563 | | 0 | 0 | 0 | | 304 | 0 | 560 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.91 | 0.85 | | 1.00 | 0.91 | 0.85 | | 1.00 | 1.00 | 1.00 | | 0.59 | 1.00 | 0.75 | |
| Lanes: | 0.00 | 3.00 | 1.00 | | 0.00 | 3.00 | 1.00 | | 0.00 | 0.00 | 0.00 | | 2.00 | 0.00 | 2.00 | |
| Final Sat.: | 0 | 5187 | 1615 | | 0 | 5187 | 1615 | | 0 | 0 | 0 | | 2252 | 0 | 2842 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.11 | 0.22 | | 0.00 | 0.27 | 0.35 | | 0.00 | 0.00 | 0.00 | | 0.14 | 0.00 | 0.20 | |
| Crit Moves: | | | | | | | **** | | | | | | | | **** | |
| Green/Cycle: | 0.00 | 0.60 | 0.60 | | 0.00 | 0.60 | 0.60 | | 0.00 | 0.00 | 0.00 | | 0.34 | 0.00 | 0.34 | |
| Volume/Cap: | 0.00 | 0.19 | 0.36 | | 0.00 | 0.44 | 0.58 | | 0.00 | 0.00 | 0.00 | | 0.40 | 0.00 | 0.58 | |
| Uniform Del: | 0.0 | 9.0 | 10.2 | | 0.0 | 10.9 | 12.2 | | 0.0 | 0.0 | 0.0 | | 25.2 | 0.0 | 27.2 | |
| IncremntDel: | 0.0 | 0.0 | 0.2 | | 0.0 | 0.1 | 0.9 | | 0.0 | 0.0 | 0.0 | | 0.3 | 0.0 | 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: | 0.00 | 1.00 | 1.00 | | 0.00 | 1.00 | 1.00 | | 0.00 | 0.00 | 0.00 | | 1.00 | 0.00 | 1.00 | |
| Delay/Veh: | 0.0 | 9.0 | 10.4 | | 0.0 | 11.0 | 13.1 | | 0.0 | 0.0 | 0.0 | | 25.6 | 0.0 | 28.1 | |
| 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: | 0.0 | 9.0 | 10.4 | | 0.0 | 11.0 | 13.1 | | 0.0 | 0.0 | 0.0 | | 25.6 | 0.0 | 28.1 | |
| LOS by Move: | A | A | B | | A | B | B | | A | A | A | | C | A | C | |
| HCM2kAvgQ: | 0 | 3 | 5 | | 0 | 8 | 10 | | 0 | 0 | 0 | | 4 | 0 | 9 | |

Note: Queue reported is the number of cars per lane.





AM Cum Resource Impact MiniWed Jul 22, 2009 11:32:43 Page 109-1

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #107 Empire Ranch Rd/ EB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.394
Loss Time (sec): 6 Average Delay (sec/veh): 15.5
Optimal Cycle: 23 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Ignore | | | | Ignore | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 3 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 593 | 148 | | 0 | 975 | 521 | | 237 | 0 | 403 | | 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 | 593 | 148 | | 0 | 975 | 521 | | 237 | 0 | 403 | | 0 | 0 | 0 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 0 | 666 | 0 | | 0 | 1096 | 0 | | 266 | 0 | 453 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 666 | 0 | | 0 | 1096 | 0 | | 266 | 0 | 453 | | 0 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 666 | 0 | | 0 | 1096 | 0 | | 266 | 0 | 453 | | 0 | 0 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.91 | 1.00 | | 1.00 | 0.91 | 1.00 | | 0.59 | 1.00 | 0.75 | | 1.00 | 1.00 | 1.00 | |
| Lanes: | 0.00 | 3.00 | 1.00 | | 0.00 | 3.00 | 1.00 | | 2.00 | 0.00 | 2.00 | | 0.00 | 0.00 | 0.00 | |
| Final Sat.: | 0 | 5187 | 1900 | | 0 | 5187 | 1900 | | 2245 | 0 | 2842 | | 0 | 0 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.13 | 0.00 | | 0.00 | 0.21 | 0.00 | | 0.12 | 0.00 | 0.16 | | 0.00 | 0.00 | 0.00 | |
| Crit Moves: | | | | | | **** | | | | | **** | | | | | |
| Green/Cycle: | 0.00 | 0.54 | 0.00 | | 0.00 | 0.54 | 0.00 | | 0.40 | 0.00 | 0.40 | | 0.00 | 0.00 | 0.00 | |
| Volume/Cap: | 0.00 | 0.24 | 0.00 | | 0.00 | 0.39 | 0.00 | | 0.29 | 0.00 | 0.39 | | 0.00 | 0.00 | 0.00 | |
| Uniform Del: | 0.0 | 12.4 | 0.0 | | 0.0 | 13.7 | 0.0 | | 20.1 | 0.0 | 21.1 | | 0.0 | 0.0 | 0.0 | |
| IncremntDel: | 0.0 | 0.0 | 0.0 | | 0.0 | 0.1 | 0.0 | | 0.2 | 0.0 | 0.2 | | 0.0 | 0.0 | 0.0 | |
| 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: | 0.00 | 1.00 | 0.00 | | 0.00 | 1.00 | 0.00 | | 1.00 | 0.00 | 1.00 | | 0.00 | 0.00 | 0.00 | |
| Delay/Veh: | 0.0 | 12.4 | 0.0 | | 0.0 | 13.7 | 0.0 | | 20.3 | 0.0 | 21.3 | | 0.0 | 0.0 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 12.4 | 0.0 | | 0.0 | 13.7 | 0.0 | | 20.3 | 0.0 | 21.3 | | 0.0 | 0.0 | 0.0 | |
| LOS by Move: | A | B | A | | A | B | A | | C | A | C | | A | A | A | |
| HCM2kAvgQ: | 0 | 4 | 0 | | 0 | 7 | 0 | | 3 | 0 | 6 | | 0 | 0 | 0 | |

Note: Queue reported is the number of cars per lane.

AM Cum Resource Impact MiniWed Jul 22, 2009 11:32:43 Page 110-1

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #108 Silva Way/ WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.943
Loss Time (sec): 6 Average Delay (sec/veh): 34.9
Optimal Cycle: 127 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Ignore | | | | Ignore | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 555 | 0 | | 0 | 1131 | 639 | | 0 | 0 | 0 | | 1061 | 0 | 114 | |
| Growth Adj: | 1.00 | 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 | 555 | 0 | | 0 | 1131 | 639 | | 0 | 0 | 0 | | 1061 | 0 | 114 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 0 | 624 | 0 | | 0 | 1271 | 0 | | 0 | 0 | 0 | | 1192 | 0 | 128 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 624 | 0 | | 0 | 1271 | 0 | | 0 | 0 | 0 | | 1192 | 0 | 128 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 624 | 0 | | 0 | 1271 | 0 | | 0 | 0 | 0 | | 1192 | 0 | 128 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.95 | 1.00 | | 1.00 | 0.95 | 1.00 | | 1.00 | 1.00 | 1.00 | | 0.59 | 1.00 | 0.85 | |
| Lanes: | 0.00 | 2.00 | 1.00 | | 0.00 | 2.00 | 1.00 | | 0.00 | 0.00 | 0.00 | | 2.00 | 0.00 | 1.00 | |
| Final Sat.: | 0 | 3610 | 1900 | | 0 | 3610 | 1900 | | 0 | 0 | 0 | | 2230 | 0 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.17 | 0.00 | | 0.00 | 0.35 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.53 | 0.00 | 0.08 | |
| Crit Moves: | | | | | | **** | | | | | | | **** | | | |
| Green/Cycle: | 0.00 | 0.37 | 0.00 | | 0.00 | 0.37 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.57 | 0.00 | 0.57 | |
| Volume/Cap: | 0.00 | 0.46 | 0.00 | | 0.00 | 0.94 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.94 | 0.00 | 0.14 | |
| Uniform Del: | 0.0 | 23.7 | 0.0 | | 0.0 | 30.3 | 0.0 | | 0.0 | 0.0 | 0.0 | | 20.2 | 0.0 | 10.2 | |
| IncremntDel: | 0.0 | 0.3 | 0.0 | | 0.0 | 13.3 | 0.0 | | 0.0 | 0.0 | 0.0 | | 13.9 | 0.0 | 0.1 | |
| 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: | 0.00 | 1.00 | 0.00 | | 0.00 | 1.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 1.00 | 0.00 | 1.00 | |
| Delay/Veh: | 0.0 | 24.0 | 0.0 | | 0.0 | 43.6 | 0.0 | | 0.0 | 0.0 | 0.0 | | 34.1 | 0.0 | 10.3 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 24.0 | 0.0 | | 0.0 | 43.6 | 0.0 | | 0.0 | 0.0 | 0.0 | | 34.1 | 0.0 | 10.3 | |
| LOS by Move: | A | C | A | | A | D | A | | A | A | A | | C | A | B | |
| HCM2kAvgQ: | 0 | 7 | 0 | | 0 | 25 | 0 | | 0 | 0 | 0 | | 23 | 0 | 2 | |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #109 Silva Way/ EB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.712
Loss Time (sec): 6 Average Delay (sec/veh): 7.9
Optimal Cycle: 44 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Ignore | | | | Ignore | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 2 | 0 | 1 | 2 | 0 | 0 | 0 | 2 | |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 515 | 416 | | 0 | 1901 | 0 | | 163 | 0 | 86 | | 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 | 515 | 416 | | 0 | 1901 | 0 | | 163 | 0 | 86 | | 0 | 0 | 0 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 0 | 579 | 0 | | 0 | 2136 | 0 | | 183 | 0 | 97 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 579 | 0 | | 0 | 2136 | 0 | | 183 | 0 | 97 | | 0 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 579 | 0 | | 0 | 2136 | 0 | | 183 | 0 | 97 | | 0 | 0 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.95 | 1.00 | | 1.00 | 0.95 | 1.00 | | 0.62 | 1.00 | 0.75 | | 1.00 | 1.00 | 1.00 | |
| Lanes: | 0.00 | 2.00 | 1.00 | | 0.00 | 2.00 | 1.00 | | 2.00 | 0.00 | 2.00 | | 0.00 | 0.00 | 0.00 | |
| Final Sat.: | 0 | 3610 | 1900 | | 0 | 3610 | 1900 | | 2366 | 0 | 2842 | | 0 | 0 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.16 | 0.00 | | 0.00 | 0.59 | 0.00 | | 0.08 | 0.00 | 0.03 | | 0.00 | 0.00 | 0.00 | |
| Crit Moves: | | | | | | **** | | | **** | | | | | | | |
| Green/Cycle: | 0.00 | 0.83 | 0.00 | | 0.00 | 0.83 | 0.00 | | 0.11 | 0.00 | 0.11 | | 0.00 | 0.00 | 0.00 | |
| Volume/Cap: | 0.00 | 0.19 | 0.00 | | 0.00 | 0.71 | 0.00 | | 0.71 | 0.00 | 0.31 | | 0.00 | 0.00 | 0.00 | |
| Uniform Del: | 0.0 | 1.7 | 0.0 | | 0.0 | 3.5 | 0.0 | | 43.0 | 0.0 | 41.1 | | 0.0 | 0.0 | 0.0 | |
| IncremntDel: | 0.0 | 0.0 | 0.0 | | 0.0 | 0.8 | 0.0 | | 9.0 | 0.0 | 0.6 | | 0.0 | 0.0 | 0.0 | |
| 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: | 0.00 | 1.00 | 0.00 | | 0.00 | 1.00 | 0.00 | | 1.00 | 0.00 | 1.00 | | 0.00 | 0.00 | 0.00 | |
| Delay/Veh: | 0.0 | 1.7 | 0.0 | | 0.0 | 4.3 | 0.0 | | 52.0 | 0.0 | 41.7 | | 0.0 | 0.0 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 1.7 | 0.0 | | 0.0 | 4.3 | 0.0 | | 52.0 | 0.0 | 41.7 | | 0.0 | 0.0 | 0.0 | |
| LOS by Move: | A | A | A | | A | A | A | | D | A | D | | A | A | A | |
| HCM2kAvgQ: | 0 | 2 | 0 | | 0 | 13 | 0 | | 3 | 0 | 1 | | 0 | 0 | 0 | |

Note: Queue reported is the number of cars per lane.

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LEVEL OF SERVICE WORKSHEETS

# CUMULATIVE CONDITIONS
# RESOURCE IMPACT MINIMZATION (RIM) ALTERNATIVE
# PM PEAK HOUR

Impact Analysis Report
Level Of Service

| Intersection | Base LOS | Base Del/ Veh | Base V/ C | Future LOS | Future Del/ Veh | Future V/ C | Change in |
|---|---|---|---|---|---|---|---|
| # 1 Folsom Blvd/ Blue Ravine Rd | E | 63.8 | 1.028 | E | 63.8 | 1.028 | + 0.000 D/V |
| # 2 Sibly Street/ Blue Ravine Road | C | 30.0 | 0.730 | C | 30.0 | 0.730 | + 0.000 D/V |
| # 3 Oak Avenue Parkway/ Blue Ravin | D | 37.4 | 0.827 | D | 37.4 | 0.827 | + 0.000 D/V |
| # 4 Empire Ranch Road/ Natoma Stre | A | 9.1 | 0.666 | A | 9.1 | 0.666 | + 0.000 D/V |
| # 5 Oak Avenue Parkway/ Riley Stre | C | 24.4 | 0.780 | C | 24.4 | 0.780 | + 0.000 D/V |
| # 6 Oak Avenue Parkway/ East Bidwe | D | 47.4 | 0.961 | D | 47.4 | 0.961 | + 0.000 D/V |
| # 7 East Bidwell St/Nesmith Ct | E | 60.9 | 1.095 | E | 60.9 | 1.095 | + 0.000 D/V |
| # 8 East Bidwell St/Scholar Way | B | 14.6 | 0.645 | B | 14.6 | 0.645 | + 0.000 D/V |
| # 9 East Bidwell St/Power Center D | B | 18.0 | 0.738 | B | 18.0 | 0.738 | + 0.000 D/V |
| # 10 Broadstone Pkwy/ East Bidwell | C | 32.9 | 0.810 | C | 32.9 | 0.810 | + 0.000 D/V |
| # 11 Empire Ranch Road/ Broadstone | C | 24.0 | 0.582 | C | 24.0 | 0.582 | + 0.000 D/V |
| # 12 Oak Avenue Prky / Haverhill Dr | A | 8.8 | 0.635 | A | 8.8 | 0.635 | + 0.000 D/V |
| # 13 Oak Avenue Prky / Haldion Wy | B | 12.6 | 0.686 | B | 12.6 | 0.686 | + 0.000 D/V |
| # 14 Folsom Blvd/ Iron Point Road | C | 29.7 | 0.959 | C | 29.7 | 0.959 | + 0.000 D/V |
| # 15 Prairie City Rd/ Iron Point Rd | C | 30.3 | 0.689 | C | 30.3 | 0.689 | + 0.000 D/V |
| # 16 Grover Rd/ Iron Point Rd | B | 11.3 | 0.409 | B | 11.3 | 0.409 | + 0.000 D/V |
| # 17 McAdoo Dr/ Iron Point Rd | B | 16.7 | 0.465 | B | 16.7 | 0.465 | + 0.000 D/V |
| # 18 Oak Ave Pkwy/ Iron Point Rd | D | 39.4 | 0.857 | D | 39.4 | 0.857 | + 0.000 D/V |
| # 19 Rowberry Dr/ Iron Point Rd | C | 27.7 | 0.777 | C | 27.7 | 0.777 | + 0.000 D/V |
| # 20 Broadstone Pkwy/ Iron Point Rd | C | 20.3 | 0.569 | C | 20.3 | 0.569 | + 0.000 D/V |
| # 21 East Bidwell St/ Iron Point Rd | E | 75.4 | 1.119 | E | 75.4 | 1.119 | + 0.000 D/V |
| # 22 Cavitt Dr/ Iron Point Rd | C | 21.6 | 0.643 | C | 21.6 | 0.643 | + 0.000 D/V |
| # 23 Serpa Way / Iron Point Rd | D | 43.5 | 0.974 | D | 43.5 | 0.974 | + 0.000 D/V |
| # 24 Empire Ranch Road/ Iron Point | E | 71.3 | 1.091 | E | 71.3 | 1.091 | + 0.000 D/V |
| # 25 Prairie City Rd/ High School | C | 25.7 | 0.652 | C | 25.7 | 0.652 | + 0.000 D/V |

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| Intersection | Base LOS | Base Del/ Veh | Base V/ C | Future LOS | Future Del/ Veh | Future V/ C | Change in |
|---|---|---|---|---|---|---|---|
| # 26 East Bidwell St / Placerville | F | OVRFL | 3.183 | F | OVRFL | 3.183 | + 0.000 D/V |
| # 27 Prairie City Rd/ White Rock Rd | C | 24.1 | 0.843 | C | 24.1 | 0.843 | + 0.000 D/V |
| # 28 Scott Rd (South)/ White Rock R | A | 9.9 | 0.724 | A | 9.9 | 0.724 | + 0.000 D/V |
| # 29 Scott Rd (North)/ White Rock R | C | 21.6 | 0.702 | C | 21.6 | 0.702 | + 0.000 D/V |
| # 30 Placerville Rd/ White Rock Rd | A | 9.4 | 0.494 | A | 9.4 | 0.494 | + 0.000 D/V |
| # 31 Empire Ranch Rd/ North Rd | B | 19.5 | 0.427 | B | 19.5 | 0.427 | + 0.000 D/V |
| # 32 Prairie City Rd/ Easton Valley | C | 31.0 | 0.646 | C | 31.0 | 0.646 | + 0.000 D/V |
| # 33 Oak Ave Pkwy/ Easton Valley Pk | C | 30.0 | 0.687 | C | 30.0 | 0.687 | + 0.000 D/V |
| # 34 RowberryDr/ Easton Valley Pkwy | C | 21.7 | 0.613 | C | 21.7 | 0.613 | + 0.000 D/V |
| # 35 1st/ Easton Valley Pkwy | C | 25.2 | 0.552 | C | 25.2 | 0.552 | + 0.000 D/V |
| # 36 2nd St/ Easton Valley Pkwy | C | 24.1 | 0.525 | C | 24.1 | 0.525 | + 0.000 D/V |
| # 37 3rd St/ Easton Valley Pkwy | C | 22.6 | 0.490 | C | 22.6 | 0.490 | + 0.000 D/V |
| # 38 Scott Rd (North)/ Easton Valle | C | 32.5 | 0.759 | C | 32.5 | 0.759 | + 0.000 D/V |
| # 39 Placerville Rd / Easton Valley | C | 21.6 | 0.245 | C | 21.6 | 0.245 | + 0.000 D/V |
| # 40 4th St/ Easton Valley Pkwy | C | 22.5 | 0.423 | C | 22.5 | 0.423 | + 0.000 D/V |
| # 41 Hillside Dr/ Easton Valley Pkw | B | 14.9 | 0.304 | B | 14.9 | 0.304 | + 0.000 D/V |
| # 42 Empire Ranch Rd/ Easton Valley | C | 24.7 | 0.453 | C | 24.7 | 0.453 | + 0.000 D/V |
| # 43 Prairie City Rd/Middle Rd | A | 9.7 | 0.463 | A | 9.7 | 0.463 | + 0.000 D/V |
| # 44 Oak Ave Pkwy/Middle Rd | B | 19.9 | 0.420 | B | 19.9 | 0.420 | + 0.000 D/V |
| # 45 Scott Rd (North)/ Street "B" | C | 29.7 | 0.748 | C | 29.7 | 0.748 | + 0.000 D/V |
| # 46 Placerville Drive/Street "B" | C | 21.3 | 0.404 | C | 21.3 | 0.404 | + 0.000 D/V |
| # 47 Prairie City Rd/Street "A" | A | 9.7 | 0.552 | A | 9.7 | 0.552 | + 0.000 D/V |
| # 48 Oak Ave Pkwy/Street "A" | C | 26.9 | 0.507 | C | 26.9 | 0.507 | + 0.000 D/V |
| # 49 2nd St/Street "A" | C | 22.2 | 0.397 | C | 22.2 | 0.397 | + 0.000 D/V |
| # 50 Scott Rd (North)/ Street "A" | C | 26.2 | 0.675 | C | 26.2 | 0.675 | + 0.000 D/V |
| # 51 East Rd/Street "A" | A | 9.8 | 0.362 | A | 9.8 | 0.362 | + 0.000 V/C |

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| Intersection | Base LOS | Base Del/ Veh | Base V/ C | Future LOS | Future Del/ Veh | Future V/ C | Change in |
|---|---|---|---|---|---|---|---|
| # 52 Placerville Rd/ Street "A" | C | 24.1 | 0.504 | C | 24.1 | 0.504 | + 0.000 D/V |
| # 53 Empire Ranch Rd/Street "A" | B | 13.7 | 0.310 | B | 13.7 | 0.310 | + 0.000 D/V |
| # 54 Scott Rd (North)/South Rd | B | 19.0 | 0.522 | B | 19.0 | 0.522 | + 0.000 D/V |
| # 55 Oak Ave Pkwy/ White Rock Rd | C | 27.0 | 0.836 | C | 27.0 | 0.836 | + 0.000 D/V |
| # 56 Empire Ranch Rd/ White Rock Rd | B | 19.0 | 0.747 | B | 19.0 | 0.747 | + 0.000 D/V |
| # 57 Hazel Blvd/ Gold Country | F | xxxxx | 1.264 | F | xxxxx | 1.264 | + 0.000 V/C |
| # 58 Hazel Ave/ Folsom Blvd | D | xxxxx | 0.831 | D | xxxxx | 0.831 | + 0.000 V/C |
| # 59 Grant Line Rd/ White Rock Rd | E | xxxxx | 0.965 | E | xxxxx | 0.965 | + 0.000 V/C |
| # 60 Grant Line Rd/ Sunrise Rd | C | xxxxx | 0.701 | C | xxxxx | 0.701 | + 0.000 V/C |
| # 61 Hazel Ave/ Easton Valley Pkwy | C | xxxxx | 0.704 | C | xxxxx | 0.704 | + 0.000 V/C |
| # 62 Aerojet Road/ Easton Valley Pk | C | xxxxx | 0.740 | C | xxxxx | 0.740 | + 0.000 V/C |
| # 63 Alabama Ave/ Easton Valley Pkw | A | xxxxx | 0.382 | A | xxxxx | 0.382 | + 0.000 V/C |
| # 64 Glenborough Rd/ Easton Valley | A | xxxxx | 0.484 | A | xxxxx | 0.484 | + 0.000 V/C |
| # 65 Sunrise Blvd/ White Rock Rd | B | xxxxx | 0.657 | B | xxxxx | 0.657 | + 0.000 V/C |
| # 66 Fitzgerald Road / White Rock R | A | xxxxx | 0.334 | A | xxxxx | 0.334 | + 0.000 V/C |
| # 67 Sunrise Blvd/ Douglas Rd | D | xxxxx | 0.807 | D | xxxxx | 0.807 | + 0.000 V/C |
| # 68 Grant Line Rd/ Douglas Rd | B | xxxxx | 0.633 | B | xxxxx | 0.633 | + 0.000 V/C |
| # 69 Grant Line Rd/ Kiefer Boulevar | B | xxxxx | 0.641 | B | xxxxx | 0.641 | + 0.000 V/C |
| # 70 Rancho Cordova Pkwy/ Easton Va | E | xxxxx | 0.966 | E | xxxxx | 0.966 | + 0.000 V/C |
| # 71 Rancho Cordova Pkwy/ White Roc | D | xxxxx | 0.870 | D | xxxxx | 0.870 | + 0.000 V/C |
| # 72 International Drive/White Rock | B | xxxxx | 0.686 | B | xxxxx | 0.686 | + 0.000 V/C |
| # 73 Rio Del Oro Prky/ White Rock R | A | xxxxx | 0.365 | A | xxxxx | 0.365 | + 0.000 V/C |
| # 74 Villagio Prky/ White Rock Rd | A | xxxxx | 0.518 | A | xxxxx | 0.518 | + 0.000 V/C |
| # 75 Sunrise Rd/ International Dr | C | xxxxx | 0.711 | C | xxxxx | 0.711 | + 0.000 V/C |
| # 76 Villagio Prky/Americanos Blvd | B | xxxxx | 0.613 | B | xxxxx | 0.613 | + 0.000 V/C |
| # 77 Grant Line Rd/Centenial | C | xxxxx | 0.731 | C | xxxxx | 0.731 | + 0.000 V/C |





| Intersection | Base LOS | Base Del/ Veh | Base V/ C | Future LOS | Future Del/ Veh | Future V/ C | Change in |
|---|---|---|---|---|---|---|---|
| # 78 Villagio Prky/ Rancho Cordova | C | 22.9 | 0.526 | C | 22.9 | 0.526 | + 0.000 D/V |
| # 79 Rancho Cordova Pkwy/ Douglas R | C | xxxxx | 0.762 | C | xxxxx | 0.762 | + 0.000 V/C |
| # 80 Americanos Blvd/ Douglas Rd | C | 30.3 | 0.681 | C | 30.3 | 0.681 | + 0.000 D/V |
| # 81 Grant Line Rd/ Chrysanthy Blvd | B | xxxxx | 0.646 | B | xxxxx | 0.646 | + 0.000 V/C |
| # 82 Grant Line Rd/ Rancho Cordova | A | xxxxx | 0.404 | A | xxxxx | 0.404 | + 0.000 V/C |
| # 83 White Rock Rd/ Carson Crossing | D | 46.8 | 1.042 | D | 46.8 | 1.042 | + 0.000 D/V |
| # 84 White Rock Rd/ Stonebriar Rd | B | 10.5 | 0.485 | B | 10.5 | 0.485 | + 0.000 D/V |
| # 85 White Rock Rd/ Windfield Way | C | 31.6 | 0.835 | C | 31.6 | 0.835 | + 0.000 D/V |
| # 86 White Rock Rd/ Latrobe Rd | C | 30.1 | 0.794 | C | 30.1 | 0.794 | + 0.000 D/V |
| # 87 White Rock Rd/ Valley View Pkw | E | 62.5 | 1.055 | E | 62.5 | 1.055 | + 0.000 D/V |
| # 88 El Dorado Hills Blvd/Serrano P | C | 26.1 | 0.818 | C | 26.1 | 0.818 | + 0.000 D/V |
| # 89 El Dorado Hills Blvd/Saratoga | D | 42.4 | 0.917 | D | 42.4 | 0.917 | + 0.000 D/V |
| # 90 El Dorado Hills Blvd/Park Driv | C | 26.6 | 0.782 | C | 26.6 | 0.782 | + 0.000 D/V |
| # 91 Latrobe Rd/ Town Center Blvd | E | 74.3 | 1.102 | E | 74.3 | 1.102 | + 0.000 D/V |
| # 92 Hazel Blvd/ Tributary- WB US 5 | F | 100.1 | 1.261 | F | 100.1 | 1.261 | + 0.000 D/V |
| # 93 Hazel Ave/ EB US-50 Ramps | F | 150.6 | 1.391 | F | 150.6 | 1.391 | + 0.000 D/V |
| # 94 Folsom Blvd/ WB US 50 Ramps | B | 10.8 | 0.581 | B | 10.8 | 0.581 | + 0.000 D/V |
| # 95 Folsom Blvd/ EB US 50 Ramps | C | 26.4 | 0.679 | C | 26.4 | 0.679 | + 0.000 D/V |
| # 96 Prairie City/ WB US 50 Ramps | B | 12.6 | 0.585 | B | 12.6 | 0.585 | + 0.000 D/V |
| # 97 Prairie City/ EB US 50 Ramps | B | 13.6 | 0.619 | B | 13.6 | 0.619 | + 0.000 D/V |
| # 98 East Bidwell St/ WB US 50 Ramp | C | 21.7 | 0.730 | C | 21.7 | 0.730 | + 0.000 D/V |
| # 99 East Bidwell St/ EB US 50 Ramp | C | 20.4 | 0.709 | C | 20.4 | 0.709 | + 0.000 D/V |
| #100 El Dorado Hills Blvd/ WB US 50 | A | 0.2 | 0.662 | A | 0.2 | 0.662 | + 0.000 D/V |
| #101 El Dorado Hills Blvd/ EB US 50 | A | 4.1 | 0.743 | A | 4.1 | 0.743 | + 0.000 D/V |
| #102 Sunrise Rd/ Jackson Hwy-SR16 | C | 30.2 | 0.830 | C | 30.2 | 0.830 | + 0.000 D/V |
| #103 Grant Line Rd/ Jackson Rd- SR1 | C | 26.2 | 0.609 | C | 26.2 | 0.609 | + 0.000 D/V |

PM Cum Resource Impact MiniWed Jul 22, 2009 11:33:26 Page 2-5

| Intersection | Base LOS | Base Del/ Veh | Base V/ C | Future LOS | Future Del/ Veh | Future V/ C | Change in |
|---|---|---|---|---|---|---|---|
| #104 Oak Ave Pkwy/ WB US 50 Ramps | B | 10.8 | 0.639 | B | 10.8 | 0.639 | + 0.000 D/V |
| #105 Oak Ave Pkwy/ EB US 50 Ramps | C | 27.3 | 0.818 | C | 27.3 | 0.818 | + 0.000 D/V |
| #106 Empire Ranch Rd/ WB US 50 Ramp | B | 15.7 | 0.561 | B | 15.7 | 0.561 | + 0.000 D/V |
| #107 Empire Ranch Rd/ EB US 50 Ramp | B | 18.9 | 0.498 | B | 18.9 | 0.498 | + 0.000 D/V |
| #108 Silva Way/ WB US 50 Ramps | C | 23.6 | 0.869 | C | 23.6 | 0.869 | + 0.000 D/V |
| #109 Silva Way/ EB US 50 Ramps | C | 22.7 | 0.773 | C | 22.7 | 0.773 | + 0.000 D/V |

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PM Cum Resource Impact MiniWed Jul 22, 2009 11:33:26 Page 3-1

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #1 Folsom Blvd/ Blue Ravine Rd

Cycle (sec): 120 Critical Vol./Cap. (X): 1.028
Loss Time (sec): 15 Average Delay (sec/veh): 63.8
Optimal Cycle: 180 Level Of Service: E

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | |
| Lanes: | 1 | 0 | 2 | 0 1 | 1 | 0 | 2 | 0 1 | 1 | 0 | 1 | 0 1 | 2 | 0 | 1 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 61 | 1189 | 408 | | 248 | 1490 | 19 | | 571 | 456 | 233 | | 88 | 119 | 267 | |
| Growth Adj: | 1.00 | 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 | 1189 | 408 | | 248 | 1490 | 19 | | 571 | 456 | 233 | | 88 | 119 | 267 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 65 | 1265 | 434 | | 264 | 1585 | 20 | | 607 | 485 | 248 | | 94 | 127 | 284 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 65 | 1265 | 434 | | 264 | 1585 | 20 | | 607 | 485 | 248 | | 94 | 127 | 284 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 65 | 1265 | 434 | | 264 | 1585 | 20 | | 607 | 485 | 248 | | 94 | 127 | 284 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.95 | 0.85 | | 0.95 | 0.95 | 0.85 | | 0.95 | 1.00 | 0.85 | | 0.92 | 1.00 | 0.85 | |
| Lanes: | 1.00 | 2.00 | 1.00 | | 1.00 | 2.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 2.00 | 1.00 | 1.00 | |
| Final Sat.: | 1805 | 3610 | 1615 | | 1805 | 3610 | 1615 | | 1805 | 1900 | 1615 | | 3502 | 1900 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.35 | 0.27 | | 0.15 | 0.44 | 0.01 | | 0.34 | 0.26 | 0.15 | | 0.03 | 0.07 | 0.18 | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.04 | 0.34 | 0.38 | | 0.14 | 0.45 | 0.77 | | 0.33 | 0.35 | 0.39 | | 0.04 | 0.06 | 0.21 | |
| Volume/Cap: | 0.98 | 1.03 | 0.71 | | 1.03 | 0.98 | 0.02 | | 1.03 | 0.72 | 0.39 | | 0.72 | 1.03 | 0.85 | |
| Uniform Del: | 57.8 | 39.6 | 31.8 | | 51.5 | 32.8 | 3.1 | | 40.4 | 33.5 | 26.2 | | 57.2 | 56.1 | 45.8 | |
| IncremntDel: | 104.9 | 33.1 | 3.9 | | 63.7 | 18.6 | 0.0 | | 44.4 | 3.8 | 0.4 | | 17.6 | 88.9 | 18.2 | |
| 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: | 162.6 | 72.7 | 35.7 | | 115.2 | 51.4 | 3.1 | | 84.8 | 37.3 | 26.7 | | 74.8 | 145 | 64.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 162.6 | 72.7 | 35.7 | | 115.2 | 51.4 | 3.1 | | 84.8 | 37.3 | 26.7 | | 74.8 | 145 | 64.0 | |
| LOS by Move: | F | E | D | | F | D | A | | F | D | C | | E | F | E | |
| HCM2kAvgQ: | 3 | 27 | 13 | | 15 | 37 | 0 | | 30 | 16 | 7 | | 2 | 6 | 11 | |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #2 Sibly Street/ Blue Ravine Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.730
Loss Time (sec): 12 Average Delay (sec/veh): 30.0
Optimal Cycle: 64 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Ovl | | | Ovl | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 0 | 2 0 | 1 | 1 0 | 2 0 | 1 | 2 0 | 2 0 | 1 | 2 0 | 1 1 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 131 | 1074 | 350 | 68 | 656 | 174 | 297 | 658 | 262 | 302 | 311 | 55 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 131 | 1074 | 350 | 68 | 656 | 174 | 297 | 658 | 262 | 302 | 311 | 55 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 139 | 1143 | 372 | 72 | 698 | 185 | 316 | 700 | 279 | 321 | 331 | 59 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 139 | 1143 | 372 | 72 | 698 | 185 | 316 | 700 | 279 | 321 | 331 | 59 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 139 | 1143 | 372 | 72 | 698 | 185 | 316 | 700 | 279 | 321 | 331 | 59 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.95 | 0.85 | 0.95 | 0.95 | 0.85 | 0.92 | 0.95 | 0.85 | 0.92 | 0.93 | 0.93 |
| Lanes: | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 | 2.00 | 1.70 | 0.30 |
| Final Sat.: | 1805 | 3610 | 1615 | 1805 | 3610 | 1615 | 3502 | 3610 | 1615 | 3502 | 3000 | 531 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.08 | 0.32 | 0.23 | 0.04 | 0.19 | 0.11 | 0.09 | 0.19 | 0.17 | 0.09 | 0.11 | 0.11 |
| Crit Moves: | | **** | | **** | | | | **** | | **** | | |
| Green/Cycle: | 0.14 | 0.43 | 0.56 | 0.05 | 0.35 | 0.53 | 0.18 | 0.27 | 0.41 | 0.13 | 0.22 | 0.27 |
| Volume/Cap: | 0.55 | 0.73 | 0.41 | 0.73 | 0.55 | 0.22 | 0.51 | 0.73 | 0.43 | 0.73 | 0.51 | 0.41 |
| Uniform Del: | 40.1 | 23.5 | 12.6 | 46.5 | 26.3 | 12.7 | 37.3 | 33.4 | 21.4 | 42.1 | 34.6 | 29.9 |
| IncremntDel: | 2.7 | 1.8 | 0.3 | 23.9 | 0.5 | 0.1 | 0.7 | 2.9 | 0.4 | 6.1 | 0.6 | 0.3 |
| 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: | 42.8 | 25.2 | 12.9 | 70.4 | 26.8 | 12.9 | 38.0 | 36.3 | 21.8 | 48.2 | 35.2 | 30.2 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 42.8 | 25.2 | 12.9 | 70.4 | 26.8 | 12.9 | 38.0 | 36.3 | 21.8 | 48.2 | 35.2 | 30.2 |
| LOS by Move: | D | C | B | E | C | B | D | D | C | D | D | C |
| HCM2kAvgQ: | 4 | 15 | 6 | 4 | 9 | 3 | 4 | 10 | 6 | 5 | 5 | 5 |

Note: Queue reported is the number of cars per lane.





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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #3 Oak Avenue Parkway/ Blue Ravine Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.827
Loss Time (sec): 12 Average Delay (sec/veh): 37.4
Optimal Cycle: 84 Level Of Service: D

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Include | | | Ignore | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 0 | 3 0 | 1 | 1 0 | 3 0 | 1 | 2 0 | 2 0 | 1 | 2 0 | 1 1 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 211 | 1227 | 966 | 64 | 859 | 34 | 39 | 1014 | 169 | 424 | 448 | 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: | 211 | 1227 | 966 | 64 | 859 | 34 | 39 | 1014 | 169 | 424 | 448 | 48 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.00 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.00 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 224 | 1305 | 0 | 68 | 914 | 36 | 41 | 1079 | 0 | 451 | 477 | 51 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 224 | 1305 | 0 | 68 | 914 | 36 | 41 | 1079 | 0 | 451 | 477 | 51 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 224 | 1305 | 0 | 68 | 914 | 36 | 41 | 1079 | 0 | 451 | 477 | 51 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.91 | 1.00 | 0.95 | 0.91 | 0.85 | 0.92 | 0.95 | 1.00 | 0.92 | 0.94 | 0.94 |
| Lanes: | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 | 2.00 | 2.00 | 1.00 | 2.00 | 1.81 | 0.19 |
| Final Sat.: | 1805 | 5187 | 1900 | 1805 | 5187 | 1615 | 3502 | 3610 | 1900 | 3502 | 3212 | 344 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.12 | 0.25 | 0.00 | 0.04 | 0.18 | 0.02 | 0.01 | 0.30 | 0.00 | 0.13 | 0.15 | 0.15 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green/Cycle: | 0.15 | 0.32 | 0.00 | 0.05 | 0.21 | 0.21 | 0.04 | 0.36 | 0.00 | 0.16 | 0.48 | 0.48 |
| Volume/Cap: | 0.83 | 0.80 | 0.00 | 0.80 | 0.83 | 0.11 | 0.31 | 0.83 | 0.00 | 0.83 | 0.31 | 0.31 |
| Uniform Del: | 41.2 | 31.3 | 0.0 | 47.2 | 37.6 | 31.7 | 46.8 | 29.1 | 0.0 | 40.9 | 16.0 | 16.0 |
| IncremntDel: | 18.6 | 2.8 | 0.0 | 39.1 | 5.3 | 0.1 | 1.3 | 4.5 | 0.0 | 10.1 | 0.1 | 0.1 |
| 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 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| Delay/Veh: | 59.8 | 34.1 | 0.0 | 86.2 | 42.9 | 31.8 | 48.1 | 33.6 | 0.0 | 51.1 | 16.1 | 16.1 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 59.8 | 34.1 | 0.0 | 86.2 | 42.9 | 31.8 | 48.1 | 33.6 | 0.0 | 51.1 | 16.1 | 16.1 |
| LOS by Move: | E | C | A | F | D | C | D | C | A | D | B | B |
| HCM2kAvgQ: | 6 | 13 | 0 | 4 | 12 | 1 | 1 | 16 | 0 | 9 | 5 | 5 |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #4 Empire Ranch Road/ Natoma Street

Cycle (sec): 100 Critical Vol./Cap. (X): 0.666
Loss Time (sec): 9 Average Delay (sec/veh): 9.1
Optimal Cycle: 47 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Ovl | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | | | | |
| Lanes: | 1 | 0 | 2 | 0 0 | 0 | 0 | 2 | 0 1 | 1 | 0 | 1! | 0 1 | 0 | 0 | 0 | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 895 | 381 | 0 | 0 | 220 | 47 | 20 | 0 | 718 | 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: | 895 | 381 | 0 | 0 | 220 | 47 | 20 | 0 | 718 | 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: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | | | | |
| PHF Volume: | 952 | 405 | 0 | 0 | 234 | 50 | 21 | 0 | 764 | 0 | 0 | 0 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 952 | 405 | 0 | 0 | 234 | 50 | 21 | 0 | 764 | 0 | 0 | 0 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| FinalVolume: | 952 | 405 | 0 | 0 | 234 | 50 | 21 | 0 | 764 | 0 | 0 | 0 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 0.95 | 0.95 | 1.00 | 1.00 | 0.95 | 0.85 | 0.82 | 1.00 | 0.82 | 1.00 | 1.00 | 1.00 | | | | |
| Lanes: | 1.00 | 2.00 | 0.00 | 0.00 | 2.00 | 1.00 | 1.03 | 0.00 | 1.97 | 0.00 | 0.00 | 0.00 | | | | |
| Final Sat.: | 1805 | 3610 | 0 | 0 | 3610 | 1615 | 1592 | 0 | 3057 | 0 | 0 | 0 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.53 | 0.11 | 0.00 | 0.00 | 0.06 | 0.03 | 0.01 | 0.00 | 0.25 | 0.00 | 0.00 | 0.00 | | | | |
| Crit Moves: | **** | | | | **** | | **** | | | | | | | | | |
| Green/Cycle: | 0.79 | 0.89 | 0.00 | 0.00 | 0.10 | 0.10 | 0.02 | 0.00 | 0.81 | 0.00 | 0.00 | 0.00 | | | | |
| Volume/Cap: | 0.67 | 0.13 | 0.00 | 0.00 | 0.67 | 0.32 | 0.30 | 0.00 | 0.31 | 0.00 | 0.00 | 0.00 | | | | |
| Uniform Del: | 4.6 | 0.7 | 0.0 | 0.0 | 43.6 | 42.0 | 48.3 | 0.0 | 2.3 | 0.0 | 0.0 | 0.0 | | | | |
| IncremntDel: | 1.2 | 0.0 | 0.0 | 0.0 | 4.8 | 1.2 | 0.1 | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | | | | |
| 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 | 0.00 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | | | | |
| Delay/Veh: | 5.8 | 0.7 | 0.0 | 0.0 | 48.3 | 43.2 | 48.4 | 0.0 | 2.4 | 0.0 | 0.0 | 0.0 | | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| AdjDel/Veh: | 5.8 | 0.7 | 0.0 | 0.0 | 48.3 | 43.2 | 48.4 | 0.0 | 2.4 | 0.0 | 0.0 | 0.0 | | | | |
| LOS by Move: | A | A | A | A | D | D | D | A | A | A | A | A | | | | |
| HCM2kAvgQ: | 13 | 1 | 0 | 0 | 5 | 2 | 1 | 0 | 3 | 0 | 0 | 0 | | | | |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #5 Oak Avenue Parkway/ Riley Street

Cycle (sec): 100 Critical Vol./Cap. (X): 0.780
Loss Time (sec): 12 Average Delay (sec/veh): 24.4
Optimal Cycle: 73 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 2 | 1 0 | 1 | 0 | 1 | 1 0 | 1 | 0 | 1 | 0 1 | 1 | 0 | 0 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 219 | 1342 | 42 | 26 | 1020 | 198 | 305 | 3 | 156 | 43 | 8 | 8 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 219 | 1342 | 42 | 26 | 1020 | 198 | 305 | 3 | 156 | 43 | 8 | 8 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | | | | |
| PHF Volume: | 233 | 1428 | 45 | 28 | 1085 | 211 | 324 | 3 | 166 | 46 | 9 | 9 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 233 | 1428 | 45 | 28 | 1085 | 211 | 324 | 3 | 166 | 46 | 9 | 9 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| FinalVolume: | 233 | 1428 | 45 | 28 | 1085 | 211 | 324 | 3 | 166 | 46 | 9 | 9 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 0.95 | 0.91 | 0.91 | 0.95 | 0.93 | 0.93 | 0.95 | 1.00 | 0.85 | 0.95 | 0.93 | 0.93 | | | | |
| Lanes: | 1.00 | 2.91 | 0.09 | 1.00 | 1.67 | 0.33 | 1.00 | 1.00 | 1.00 | 1.00 | 0.50 | 0.50 | | | | |
| Final Sat.: | 1805 | 5009 | 157 | 1805 | 2951 | 573 | 1805 | 1900 | 1615 | 1805 | 879 | 879 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.13 | 0.28 | 0.28 | 0.02 | 0.37 | 0.37 | 0.18 | 0.00 | 0.10 | 0.03 | 0.01 | 0.01 | | | | |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | | | | | |
| Green/Cycle: | 0.17 | 0.60 | 0.60 | 0.03 | 0.47 | 0.47 | 0.23 | 0.19 | 0.19 | 0.05 | 0.01 | 0.01 | | | | |
| Volume/Cap: | 0.78 | 0.47 | 0.47 | 0.47 | 0.78 | 0.78 | 0.78 | 0.01 | 0.53 | 0.53 | 0.78 | 0.78 | | | | |
| Uniform Del: | 40.0 | 10.9 | 10.9 | 47.5 | 22.1 | 22.1 | 36.1 | 32.5 | 36.1 | 46.5 | 49.2 | 49.2 | | | | |
| IncremntDel: | 12.4 | 0.1 | 0.1 | 5.9 | 2.4 | 2.4 | 9.1 | 0.0 | 1.7 | 5.9 | 96.5 | 96.5 | | | | |
| 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: | 52.3 | 11.0 | 11.0 | 53.4 | 24.5 | 24.5 | 45.2 | 32.5 | 37.8 | 52.4 | 146 | 145.7 | | | | |
| 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: | 52.3 | 11.0 | 11.0 | 53.4 | 24.5 | 24.5 | 45.2 | 32.5 | 37.8 | 52.4 | 146 | 145.7 | | | | |
| LOS by Move: | D | B | B | D | C | C | D | C | D | D | F | F | | | | |
| HCM2kAvgQ: | 7 | 9 | 9 | 1 | 18 | 18 | 11 | 0 | 5 | 2 | 2 | 2 | | | | |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #6 Oak Avenue Parkway/ East Bidwell Street

Cycle (sec): 100 Critical Vol./Cap. (X): 0.961
Loss Time (sec): 12 Average Delay (sec/veh): 47.4
Optimal Cycle: 148 Level Of Service: D

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ignore | | | | Ignore | | | | Ignore | | | | Ignore | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 180 | 962 | 482 | | 725 | 407 | 94 | | 88 | 1239 | 273 | | 573 | 1292 | 999 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 180 | 962 | 482 | | 725 | 407 | 94 | | 88 | 1239 | 273 | | 573 | 1292 | 999 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.00 | |
| PHF Volume: | 191 | 1023 | 0 | | 771 | 433 | 0 | | 94 | 1318 | 0 | | 610 | 1374 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 191 | 1023 | 0 | | 771 | 433 | 0 | | 94 | 1318 | 0 | | 610 | 1374 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| FinalVolume: | 191 | 1023 | 0 | | 771 | 433 | 0 | | 94 | 1318 | 0 | | 610 | 1374 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.91 | 1.00 | | 0.92 | 0.91 | 1.00 | | 0.92 | 0.91 | 1.00 | | 0.92 | 0.91 | 1.00 | |
| Lanes: | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | |
| Final Sat.: | 3502 | 5187 | 1900 | | 3502 | 5187 | 1900 | | 3502 | 5187 | 1900 | | 3502 | 5187 | 1900 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.05 | 0.20 | 0.00 | | 0.22 | 0.08 | 0.00 | | 0.03 | 0.25 | 0.00 | | 0.17 | 0.26 | 0.00 | |
| Crit Moves: | | **** | | | **** | | | | | **** | | | **** | | | |
| Green/Cycle: | 0.17 | 0.21 | 0.00 | | 0.23 | 0.26 | 0.00 | | 0.04 | 0.26 | 0.00 | | 0.18 | 0.40 | 0.00 | |
| Volume/Cap: | 0.32 | 0.96 | 0.00 | | 0.96 | 0.32 | 0.00 | | 0.65 | 0.96 | 0.00 | | 0.96 | 0.65 | 0.00 | |
| Uniform Del: | 36.3 | 39.3 | 0.0 | | 38.1 | 29.7 | 0.0 | | 47.3 | 36.3 | 0.0 | | 40.6 | 24.1 | 0.0 | |
| IncremntDel: | 0.3 | 18.9 | 0.0 | | 22.6 | 0.1 | 0.0 | | 10.5 | 15.9 | 0.0 | | 26.3 | 0.8 | 0.0 | |
| 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 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| Delay/Veh: | 36.6 | 58.2 | 0.0 | | 60.7 | 29.8 | 0.0 | | 57.7 | 52.2 | 0.0 | | 66.9 | 24.9 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 36.6 | 58.2 | 0.0 | | 60.7 | 29.8 | 0.0 | | 57.7 | 52.2 | 0.0 | | 66.9 | 24.9 | 0.0 | |
| LOS by Move: | D | E | A | | E | C | A | | E | D | A | | E | C | A | |
| HCM2kAvgQ: | 3 | 14 | 0 | | 13 | 4 | 0 | | 3 | 20 | 0 | | 12 | 12 | 0 | |

Note: Queue reported is the number of cars per lane.





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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #7 East Bidwell St/Nesmith Ct

Cycle (sec): 100 Critical Vol./Cap. (X): 1.095
Loss Time (sec): 12 Average Delay (sec/veh): 60.9
Optimal Cycle: 180 Level Of Service: E

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Split Phase | | | | Split Phase | | | |
| Rights: | Ovl | | | | Include | | | | Include | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 3 | 0 1 | 2 | 0 | 2 | 1 0 | 0 | 0 | 1! | 0 0 | 1 | 1 | 0 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 13 | 1921 | 375 | | 628 | 1733 | 16 | | 57 | 2 | 53 | | 384 | 1 | 760 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 13 | 1921 | 375 | | 628 | 1733 | 16 | | 57 | 2 | 53 | | 384 | 1 | 760 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 14 | 2044 | 399 | | 668 | 1844 | 17 | | 61 | 2 | 56 | | 409 | 1 | 809 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 14 | 2044 | 399 | | 668 | 1844 | 17 | | 61 | 2 | 56 | | 409 | 1 | 809 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 14 | 2044 | 399 | | 668 | 1844 | 17 | | 61 | 2 | 56 | | 409 | 1 | 809 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.91 | 0.85 | | 0.92 | 0.91 | 0.91 | | 0.91 | 0.91 | 0.91 | | 0.95 | 0.95 | 0.85 | |
| Lanes: | 1.00 | 3.00 | 1.00 | | 2.00 | 2.97 | 0.03 | | 0.51 | 0.02 | 0.47 | | 1.99 | 0.01 | 1.00 | |
| Final Sat.: | 1805 | 5187 | 1615 | | 3502 | 5134 | 47 | | 882 | 31 | 821 | | 3612 | 9 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.39 | 0.25 | | 0.19 | 0.36 | 0.36 | | 0.07 | 0.07 | 0.07 | | 0.11 | 0.11 | 0.50 | |
| Crit Moves: | | **** | | | **** | | | | | | **** | | | | **** | |
| Green/Cycle: | 0.01 | 0.36 | 0.64 | | 0.17 | 0.52 | 0.52 | | 0.06 | 0.06 | 0.06 | | 0.28 | 0.28 | 0.46 | |
| Volume/Cap: | 0.69 | 1.09 | 0.38 | | 1.09 | 0.69 | 0.69 | | 1.09 | 1.09 | 1.09 | | 0.40 | 0.40 | 1.09 | |
| Uniform Del: | 49.3 | 32.0 | 8.5 | | 41.3 | 17.7 | 17.7 | | 46.9 | 46.9 | 46.9 | | 29.0 | 29.0 | 27.1 | |
| IncremntDel: | 68.3 | 51.8 | 0.2 | | 65.0 | 0.8 | 0.8 | | 114.0 | 114 | 114.0 | | 0.3 | 0.3 | 62.0 | |
| 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: | 117.6 | 83.8 | 8.7 | | 106.3 | 18.5 | 18.5 | | 160.9 | 161 | 160.9 | | 29.2 | 29.2 | 89.1 | |
| 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: | 117.6 | 83.8 | 8.7 | | 106.3 | 18.5 | 18.5 | | 160.9 | 161 | 160.9 | | 29.2 | 29.2 | 89.1 | |
| LOS by Move: | F | F | A | | F | B | B | | F | F | F | | C | C | F | |
| HCM2kAvgQ: | 1 | 35 | 6 | | 18 | 16 | 16 | | 5 | 5 | 5 | | 5 | 5 | 35 | |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #8 East Bidwell St/Scholar Way

Cycle (sec): 100 Critical Vol./Cap. (X): 0.645
Loss Time (sec): 12 Average Delay (sec/veh): 14.6
Optimal Cycle: 53 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ignore | | | | Ignore | | | | Ignore | | | | Ignore | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 3 | 0 | 1 | 2 | 0 3 | 0 | 1 | 1 | 0 2 | 0 | 1 | 1 | 0 2 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 33 | 2029 | 273 | | 107 | 1892 | 177 | | 179 | 53 | 5 | | 109 | 46 | 120 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 33 | 2029 | 273 | | 107 | 1892 | 177 | | 179 | 53 | 5 | | 109 | 46 | 120 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.00 | |
| PHF Volume: | 35 | 2159 | 0 | | 114 | 2013 | 0 | | 190 | 56 | 0 | | 116 | 49 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 35 | 2159 | 0 | | 114 | 2013 | 0 | | 190 | 56 | 0 | | 116 | 49 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| FinalVolume: | 35 | 2159 | 0 | | 114 | 2013 | 0 | | 190 | 56 | 0 | | 116 | 49 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.91 | 1.00 | | 0.92 | 0.91 | 1.00 | | 0.95 | 0.95 | 1.00 | | 0.95 | 0.95 | 1.00 | |
| Lanes: | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 1.00 | 2.00 | 1.00 | | 1.00 | 2.00 | 1.00 | |
| Final Sat.: | 3502 | 5187 | 1900 | | 3502 | 5187 | 1900 | | 1805 | 3610 | 1900 | | 1805 | 3610 | 1900 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.42 | 0.00 | | 0.03 | 0.39 | 0.00 | | 0.11 | 0.02 | 0.00 | | 0.06 | 0.01 | 0.00 | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.02 | 0.65 | 0.00 | | 0.05 | 0.68 | 0.00 | | 0.16 | 0.04 | 0.00 | | 0.15 | 0.02 | 0.00 | |
| Volume/Cap: | 0.57 | 0.65 | 0.00 | | 0.65 | 0.57 | 0.00 | | 0.65 | 0.43 | 0.00 | | 0.43 | 0.65 | 0.00 | |
| Uniform Del: | 48.8 | 10.8 | 0.0 | | 46.6 | 8.5 | 0.0 | | 39.1 | 47.2 | 0.0 | | 38.7 | 48.6 | 0.0 | |
| IncremntDel: | 12.4 | 0.4 | 0.0 | | 8.0 | 0.2 | 0.0 | | 4.9 | 2.3 | 0.0 | | 1.1 | 17.6 | 0.0 | |
| 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 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| Delay/Veh: | 61.1 | 11.2 | 0.0 | | 54.6 | 8.7 | 0.0 | | 44.0 | 49.5 | 0.0 | | 39.9 | 66.2 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 61.1 | 11.2 | 0.0 | | 54.6 | 8.7 | 0.0 | | 44.0 | 49.5 | 0.0 | | 39.9 | 66.2 | 0.0 | |
| LOS by Move: | E | B | A | | D | A | A | | D | D | A | | D | E | A | |
| HCM2kAvgQ: | 1 | 15 | 0 | | 3 | 12 | 0 | | 5 | 1 | 0 | | 3 | 1 | 0 | |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #9 East Bidwell St/Power Center Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.738
Loss Time (sec): 12 Average Delay (sec/veh): 18.0
Optimal Cycle: 65 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Split Phase | | | | Split Phase | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 3 | 0 | 1 | 1 | 0 3 | 0 | 1 | 1 | 1 0 | 0 | 1 | 0 | 1 0 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 99 | 2187 | 187 | | 146 | 1842 | 66 | | 122 | 29 | 77 | | 117 | 3 | 67 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 99 | 2187 | 187 | | 146 | 1842 | 66 | | 122 | 29 | 77 | | 117 | 3 | 67 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 105 | 2327 | 199 | | 155 | 1960 | 70 | | 130 | 31 | 82 | | 124 | 3 | 71 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 105 | 2327 | 199 | | 155 | 1960 | 70 | | 130 | 31 | 82 | | 124 | 3 | 71 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 105 | 2327 | 199 | | 155 | 1960 | 70 | | 130 | 31 | 82 | | 124 | 3 | 71 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.91 | 0.85 | | 0.95 | 0.91 | 0.85 | | 0.96 | 0.96 | 0.85 | | 0.95 | 0.95 | 0.85 | |
| Lanes: | 1.00 | 3.00 | 1.00 | | 1.00 | 3.00 | 1.00 | | 1.62 | 0.38 | 1.00 | | 0.97 | 0.03 | 1.00 | |
| Final Sat.: | 1805 | 5187 | 1615 | | 1805 | 5187 | 1615 | | 2950 | 701 | 1615 | | 1767 | 45 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.06 | 0.45 | 0.12 | | 0.09 | 0.38 | 0.04 | | 0.04 | 0.04 | 0.05 | | 0.07 | 0.07 | 0.04 | |
| Crit Moves: | | **** | | | **** | | | | | **** | | | **** | | | |
| Green/Cycle: | 0.10 | 0.61 | 0.70 | | 0.12 | 0.63 | 0.69 | | 0.06 | 0.06 | 0.16 | | 0.10 | 0.10 | 0.21 | |
| Volume/Cap: | 0.60 | 0.74 | 0.18 | | 0.74 | 0.60 | 0.06 | | 0.74 | 0.74 | 0.32 | | 0.74 | 0.74 | 0.21 | |
| Uniform Del: | 43.3 | 13.9 | 5.0 | | 42.7 | 11.1 | 5.1 | | 46.2 | 46.2 | 37.5 | | 44.0 | 44.0 | 32.5 | |
| IncremntDel: | 5.8 | 0.9 | 0.1 | | 12.8 | 0.3 | 0.0 | | 12.4 | 12.4 | 0.7 | | 15.3 | 15.3 | 0.3 | |
| 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: | 49.1 | 14.9 | 5.1 | | 55.5 | 11.4 | 5.1 | | 58.7 | 58.7 | 38.2 | | 59.3 | 59.3 | 32.8 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 49.1 | 14.9 | 5.1 | | 55.5 | 11.4 | 5.1 | | 58.7 | 58.7 | 38.2 | | 59.3 | 59.3 | 32.8 | |
| LOS by Move: | D | B | A | | E | B | A | | E | E | D | | E | E | C | |
| HCM2kAvgQ: | 4 | 19 | 2 | | 6 | 13 | 1 | | 3 | 3 | 2 | | 4 | 4 | 2 | |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #10 Broadstone Pkwy/ East Bidwell St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.810
Loss Time (sec): 12 Average Delay (sec/veh): 32.9
Optimal Cycle: 79 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Ignore | | | Ignore | | | Ignore | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 2 0 | 3 0 | 1 | 2 0 | 3 0 | 1 | 2 0 | 3 0 | 1 | 2 0 | 3 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 68 | 1239 | 29 | 250 | 974 | 179 | 288 | 1267 | 50 | 160 | 1439 | 379 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 68 | 1239 | 29 | 250 | 974 | 179 | 288 | 1267 | 50 | 160 | 1439 | 379 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 0.94 | 0.94 | 0.00 | 0.94 | 0.94 | 0.00 | 0.94 | 0.94 | 0.00 | 0.94 | 0.94 | 0.00 |
| PHF Volume: | 72 | 1318 | 0 | 266 | 1036 | 0 | 306 | 1348 | 0 | 170 | 1531 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 72 | 1318 | 0 | 266 | 1036 | 0 | 306 | 1348 | 0 | 170 | 1531 | 0 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| FinalVolume: | 72 | 1318 | 0 | 266 | 1036 | 0 | 306 | 1348 | 0 | 170 | 1531 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.91 | 1.00 | 0.92 | 0.91 | 1.00 | 0.92 | 0.91 | 1.00 | 0.92 | 0.91 | 1.00 |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3502 | 5187 | 1900 | 3502 | 5187 | 1900 | 3502 | 5187 | 1900 | 3502 | 5187 | 1900 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.25 | 0.00 | 0.08 | 0.20 | 0.00 | 0.09 | 0.26 | 0.00 | 0.05 | 0.30 | 0.00 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green/Cycle: | 0.04 | 0.31 | 0.00 | 0.09 | 0.37 | 0.00 | 0.11 | 0.40 | 0.00 | 0.07 | 0.36 | 0.00 |
| Volume/Cap: | 0.54 | 0.81 | 0.00 | 0.81 | 0.54 | 0.00 | 0.81 | 0.65 | 0.00 | 0.65 | 0.81 | 0.00 |
| Uniform Del: | 47.2 | 31.6 | 0.0 | 44.4 | 24.8 | 0.0 | 43.6 | 24.5 | 0.0 | 45.0 | 28.7 | 0.0 |
| IncremntDel: | 4.4 | 3.2 | 0.0 | 14.0 | 0.3 | 0.0 | 12.3 | 0.8 | 0.0 | 5.8 | 2.7 | 0.0 |
| 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 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| Delay/Veh: | 51.7 | 34.7 | 0.0 | 58.4 | 25.2 | 0.0 | 55.9 | 25.2 | 0.0 | 50.8 | 31.4 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 51.7 | 34.7 | 0.0 | 58.4 | 25.2 | 0.0 | 55.9 | 25.2 | 0.0 | 50.8 | 31.4 | 0.0 |
| LOS by Move: | D | C | A | E | C | A | E | C | A | D | C | A |
| HCM2kAvgQ: | 1 | 13 | 0 | 6 | 9 | 0 | 5 | 12 | 0 | 4 | 18 | 0 |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #11 Empire Ranch Road/ Broadstone Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.582
Loss Time (sec): 12 Average Delay (sec/veh): 24.0
Optimal Cycle: 47 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Split Phase | | | Split Phase | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 0 | 2 1 | 0 | 1 0 | 2 1 | 0 | 2 0 | 1 0 | 1 | 0 0 | 1! 0 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 156 | 1280 | 14 | 11 | 928 | 72 | 106 | 22 | 289 | 8 | 28 | 3 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 156 | 1280 | 14 | 11 | 928 | 72 | 106 | 22 | 289 | 8 | 28 | 3 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 166 | 1362 | 15 | 12 | 987 | 77 | 113 | 23 | 307 | 9 | 30 | 3 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 166 | 1362 | 15 | 12 | 987 | 77 | 113 | 23 | 307 | 9 | 30 | 3 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 166 | 1362 | 15 | 12 | 987 | 77 | 113 | 23 | 307 | 9 | 30 | 3 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.91 | 0.91 | 0.95 | 0.90 | 0.90 | 0.92 | 1.00 | 0.85 | 0.98 | 0.98 | 0.98 |
| Lanes: | 1.00 | 2.97 | 0.03 | 1.00 | 2.78 | 0.22 | 2.00 | 1.00 | 1.00 | 0.20 | 0.72 | 0.08 |
| Final Sat.: | 1805 | 5121 | 56 | 1805 | 4761 | 369 | 3502 | 1900 | 1615 | 382 | 1337 | 143 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.09 | 0.27 | 0.27 | 0.01 | 0.21 | 0.21 | 0.03 | 0.01 | 0.19 | 0.02 | 0.02 | 0.02 |
| Crit Moves: | **** | | | | **** | | | | **** | **** | | |
| Green/Cycle: | 0.16 | 0.50 | 0.50 | 0.01 | 0.36 | 0.36 | 0.33 | 0.33 | 0.33 | 0.04 | 0.04 | 0.04 |
| Volume/Cap: | 0.58 | 0.53 | 0.53 | 0.53 | 0.58 | 0.58 | 0.10 | 0.04 | 0.58 | 0.58 | 0.58 | 0.58 |
| Uniform Del: | 39.0 | 16.9 | 16.9 | 49.1 | 26.1 | 26.1 | 23.4 | 22.9 | 28.0 | 47.3 | 47.3 | 47.3 |
| IncremntDel: | 3.0 | 0.2 | 0.2 | 22.2 | 0.5 | 0.5 | 0.0 | 0.0 | 1.6 | 11.6 | 11.6 | 11.6 |
| 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: | 42.1 | 17.1 | 17.1 | 71.3 | 26.6 | 26.6 | 23.4 | 22.9 | 29.6 | 58.9 | 58.9 | 58.9 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 42.1 | 17.1 | 17.1 | 71.3 | 26.6 | 26.6 | 23.4 | 22.9 | 29.6 | 58.9 | 58.9 | 58.9 |
| LOS by Move: | D | B | B | E | C | C | C | C | C | E | E | E |
| HCM2kAvgQ: | 4 | 10 | 10 | 0 | 9 | 9 | 1 | 0 | 8 | 2 | 2 | 2 |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #12 Oak Avenue Prky / Haverhill Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.635
Loss Time (sec): 9 Average Delay (sec/veh): 8.8
Optimal Cycle: 44 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Permitted | | | Permitted | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 0 | 1 | 1 0 | 1 0 | 1 | 1 0 | 0 0 | 1! | 0 0 | 0 0 | 1! | 0 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 5 | 1492 | 74 | 62 | 1142 | 4 | 2 | 5 | 3 | 21 | 7 | 88 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 5 | 1492 | 74 | 62 | 1142 | 4 | 2 | 5 | 3 | 21 | 7 | 88 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 5 | 1587 | 79 | 66 | 1215 | 4 | 2 | 5 | 3 | 22 | 7 | 94 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 5 | 1587 | 79 | 66 | 1215 | 4 | 2 | 5 | 3 | 22 | 7 | 94 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 5 | 1587 | 79 | 66 | 1215 | 4 | 2 | 5 | 3 | 22 | 7 | 94 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.94 | 0.94 | 0.95 | 0.95 | 0.95 | 0.93 | 0.93 | 0.93 | 0.85 | 0.85 | 0.85 |
| Lanes: | 1.00 | 1.91 | 0.09 | 1.00 | 1.99 | 0.01 | 0.20 | 0.50 | 0.30 | 0.18 | 0.06 | 0.76 |
| Final Sat.: | 1805 | 3415 | 169 | 1805 | 3597 | 13 | 352 | 880 | 528 | 292 | 97 | 1224 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.46 | 0.46 | 0.04 | 0.34 | 0.34 | 0.01 | 0.01 | 0.01 | 0.08 | 0.08 | 0.08 |
| Crit Moves: | | **** | | **** | | | | | | | **** | |
| Green/Cycle: | 0.01 | 0.73 | 0.73 | 0.06 | 0.78 | 0.78 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 |
| Volume/Cap: | 0.43 | 0.63 | 0.63 | 0.63 | 0.43 | 0.43 | 0.05 | 0.05 | 0.05 | 0.63 | 0.63 | 0.63 |
| Uniform Del: | 49.5 | 6.7 | 6.7 | 46.1 | 3.6 | 3.6 | 38.9 | 38.9 | 38.9 | 41.9 | 41.9 | 41.9 |
| IncremntDel: | 22.4 | 0.5 | 0.5 | 12.2 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 6.7 | 6.7 | 6.7 |
| 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: | 71.9 | 7.2 | 7.2 | 58.3 | 3.7 | 3.7 | 39.0 | 39.0 | 39.0 | 48.6 | 48.6 | 48.6 |
| 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: | 71.9 | 7.2 | 7.2 | 58.3 | 3.7 | 3.7 | 39.0 | 39.0 | 39.0 | 48.6 | 48.6 | 48.6 |
| LOS by Move: | E | A | A | E | A | A | D | D | D | D | D | D |
| HCM2kAvgQ: | 0 | 13 | 13 | 2 | 6 | 6 | 0 | 0 | 0 | 5 | 5 | 5 |

Note: Queue reported is the number of cars per lane.





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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #13 Oak Avenue Prky / Haldion Wy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.686
Loss Time (sec): 9 Average Delay (sec/veh): 12.6
Optimal Cycle: 50 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Permitted | | | Permitted | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 0 | 1 | 1 0 | 1 0 | 1 | 1 0 | 0 0 | 1! | 0 0 | 0 0 | 1! | 0 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 59 | 1517 | 118 | 65 | 1069 | 23 | 15 | 5 | 45 | 78 | 8 | 41 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 59 | 1517 | 118 | 65 | 1069 | 23 | 15 | 5 | 45 | 78 | 8 | 41 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 63 | 1614 | 126 | 69 | 1137 | 24 | 16 | 5 | 48 | 83 | 9 | 44 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 63 | 1614 | 126 | 69 | 1137 | 24 | 16 | 5 | 48 | 83 | 9 | 44 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 63 | 1614 | 126 | 69 | 1137 | 24 | 16 | 5 | 48 | 83 | 9 | 44 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.94 | 0.94 | 0.95 | 0.95 | 0.95 | 0.85 | 0.85 | 0.85 | 0.72 | 0.72 | 0.72 |
| Lanes: | 1.00 | 1.86 | 0.14 | 1.00 | 1.96 | 0.04 | 0.23 | 0.08 | 0.69 | 0.62 | 0.06 | 0.32 |
| Final Sat.: | 1805 | 3313 | 258 | 1805 | 3523 | 76 | 371 | 124 | 1113 | 838 | 86 | 440 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.49 | 0.49 | 0.04 | 0.32 | 0.32 | 0.04 | 0.04 | 0.04 | 0.10 | 0.10 | 0.10 |
| Crit Moves: | | **** | | **** | | | | | | | **** | |
| Green/Cycle: | 0.07 | 0.71 | 0.71 | 0.06 | 0.69 | 0.69 | 0.14 | 0.14 | 0.14 | 0.14 | 0.14 | 0.14 |
| Volume/Cap: | 0.47 | 0.69 | 0.69 | 0.69 | 0.47 | 0.47 | 0.30 | 0.30 | 0.30 | 0.69 | 0.69 | 0.69 |
| Uniform Del: | 44.4 | 8.2 | 8.2 | 46.3 | 7.0 | 7.0 | 38.3 | 38.3 | 38.3 | 40.6 | 40.6 | 40.6 |
| IncremntDel: | 2.6 | 0.8 | 0.8 | 18.0 | 0.1 | 0.1 | 0.7 | 0.7 | 0.7 | 9.7 | 9.7 | 9.7 |
| 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: | 46.9 | 9.0 | 9.0 | 64.3 | 7.2 | 7.2 | 39.0 | 39.0 | 39.0 | 50.3 | 50.3 | 50.3 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 46.9 | 9.0 | 9.0 | 64.3 | 7.2 | 7.2 | 39.0 | 39.0 | 39.0 | 50.3 | 50.3 | 50.3 |
| LOS by Move: | D | A | A | E | A | A | D | D | D | D | D | D |
| HCM2kAvgQ: | 2 | 15 | 15 | 2 | 8 | 8 | 2 | 2 | 2 | 5 | 5 | 5 |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #14 Folsom Blvd/ Iron Point Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.959
Loss Time (sec): 12 Average Delay (sec/veh): 29.7
Optimal Cycle: 146 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 2 | 0 1 | 1 | 0 | 2 | 0 0 | 0 | 0 | 0 | 0 0 | 2 | 0 | 0 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1764 | 682 | | 157 | 1732 | 0 | | 0 | 0 | 0 | | 763 | 0 | 183 | |
| Growth Adj: | 1.00 | 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 | 1764 | 682 | | 157 | 1732 | 0 | | 0 | 0 | 0 | | 763 | 0 | 183 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 0 | 1877 | 726 | | 167 | 1843 | 0 | | 0 | 0 | 0 | | 812 | 0 | 195 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 1877 | 726 | | 167 | 1843 | 0 | | 0 | 0 | 0 | | 812 | 0 | 195 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 0 | 1877 | 726 | | 167 | 1843 | 0 | | 0 | 0 | 0 | | 812 | 0 | 195 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.95 | 0.85 | | 0.95 | 0.95 | 1.00 | | 1.00 | 1.00 | 1.00 | | 0.92 | 1.00 | 0.85 | |
| Lanes: | 0.00 | 2.00 | 1.00 | | 1.00 | 2.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 2.00 | 0.00 | 1.00 | |
| Final Sat.: | 0 | 3610 | 1615 | | 1805 | 3610 | 0 | | 0 | 0 | 0 | | 3502 | 0 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.52 | 0.45 | | 0.09 | 0.51 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.23 | 0.00 | 0.12 | |
| Crit Moves: | | **** | | | **** | | | | | | | | **** | | | |
| Green/Cycle: | 0.00 | 0.54 | 0.78 | | 0.10 | 0.64 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.24 | 0.00 | 0.24 | |
| Volume/Cap: | 0.00 | 0.96 | 0.57 | | 0.96 | 0.80 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.96 | 0.00 | 0.50 | |
| Uniform Del: | 0.0 | 21.9 | 4.3 | | 45.0 | 13.4 | 0.0 | | 0.0 | 0.0 | 0.0 | | 37.4 | 0.0 | 32.7 | |
| IncremntDel: | 0.0 | 12.2 | 0.6 | | 56.1 | 2.1 | 0.0 | | 0.0 | 0.0 | 0.0 | | 21.5 | 0.0 | 1.0 | |
| 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: | 0.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 1.00 | 0.00 | 1.00 | |
| Delay/Veh: | 0.0 | 34.0 | 4.9 | | 101.1 | 15.4 | 0.0 | | 0.0 | 0.0 | 0.0 | | 59.0 | 0.0 | 33.7 | |
| 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: | 0.0 | 34.0 | 4.9 | | 101.1 | 15.4 | 0.0 | | 0.0 | 0.0 | 0.0 | | 59.0 | 0.0 | 33.7 | |
| LOS by Move: | A | C | A | | F | B | A | | A | A | A | | E | A | C | |
| HCM2kAvgQ: | 0 | 32 | 9 | | 5 | 20 | 0 | | 0 | 0 | 0 | | 15 | 0 | 5 | |

Note: Queue reported is the number of cars per lane.





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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #15 Prairie City Rd/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.689
Loss Time (sec): 12 Average Delay (sec/veh): 30.3
Optimal Cycle: 58 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ignore | | | | Ignore | | | | Ignore | | | | Ignore | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 300 | 1321 | 329 | | 528 | 944 | 2 | | 12 | 701 | 308 | | 103 | 279 | 352 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 300 | 1321 | 329 | | 528 | 944 | 2 | | 12 | 701 | 308 | | 103 | 279 | 352 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.00 | |
| PHF Volume: | 319 | 1405 | 0 | | 562 | 1004 | 0 | | 13 | 746 | 0 | | 110 | 297 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 319 | 1405 | 0 | | 562 | 1004 | 0 | | 13 | 746 | 0 | | 110 | 297 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| FinalVolume: | 319 | 1405 | 0 | | 562 | 1004 | 0 | | 13 | 746 | 0 | | 110 | 297 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.91 | 1.00 | | 0.92 | 0.91 | 1.00 | | 0.92 | 0.91 | 1.00 | | 0.92 | 0.91 | 1.00 | |
| Lanes: | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | |
| Final Sat.: | 3502 | 5187 | 1900 | | 3502 | 5187 | 1900 | | 3502 | 5187 | 1900 | | 3502 | 5187 | 1900 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.09 | 0.27 | 0.00 | | 0.16 | 0.19 | 0.00 | | 0.00 | 0.14 | 0.00 | | 0.03 | 0.06 | 0.00 | |
| Crit Moves: | | **** | | | **** | | | | | **** | | | **** | | | |
| Green/Cycle: | 0.20 | 0.39 | 0.00 | | 0.23 | 0.43 | 0.00 | | 0.02 | 0.21 | 0.00 | | 0.05 | 0.24 | 0.00 | |
| Volume/Cap: | 0.45 | 0.69 | 0.00 | | 0.69 | 0.45 | 0.00 | | 0.24 | 0.69 | 0.00 | | 0.69 | 0.24 | 0.00 | |
| Uniform Del: | 35.2 | 25.3 | 0.0 | | 35.1 | 20.5 | 0.0 | | 48.7 | 36.6 | 0.0 | | 47.0 | 30.7 | 0.0 | |
| IncremntDel: | 0.5 | 1.0 | 0.0 | | 2.5 | 0.1 | 0.0 | | 2.3 | 1.9 | 0.0 | | 12.1 | 0.1 | 0.0 | |
| 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 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| Delay/Veh: | 35.6 | 26.3 | 0.0 | | 37.6 | 20.6 | 0.0 | | 51.0 | 38.5 | 0.0 | | 59.1 | 30.8 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 35.6 | 26.3 | 0.0 | | 37.6 | 20.6 | 0.0 | | 51.0 | 38.5 | 0.0 | | 59.1 | 30.8 | 0.0 | |
| LOS by Move: | D | C | A | | D | C | A | | D | D | A | | E | C | A | |
| HCM2kAvgQ: | 4 | 13 | 0 | | 8 | 8 | 0 | | 0 | 8 | 0 | | 2 | 3 | 0 | |

Note: Queue reported is the number of cars per lane.

PM Cum Resource Impact MiniWed Jul 22, 2009 11:33:27 Page 18-1

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #16 Grover Rd/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.409
Loss Time (sec): 12 Average Delay (sec/veh): 11.3
Optimal Cycle: 36 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Split Phase | | | | Split Phase | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 1! | 0 0 | 1 | 0 | 0 | 1 0 | 1 | 0 | 3 | 0 1 | 1 | 0 | 2 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 18 | 1 | 4 | 69 | 3 | 26 | 105 | 1434 | 2 | 29 | 688 | 87 | | | | |
| Growth Adj: | 1.00 | 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 | 1 | 4 | 69 | 3 | 26 | 105 | 1434 | 2 | 29 | 688 | 87 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | | | | |
| PHF Volume: | 19 | 1 | 4 | 73 | 3 | 28 | 112 | 1526 | 2 | 31 | 732 | 93 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 19 | 1 | 4 | 73 | 3 | 28 | 112 | 1526 | 2 | 31 | 732 | 93 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| FinalVolume: | 19 | 1 | 4 | 73 | 3 | 28 | 112 | 1526 | 2 | 31 | 732 | 93 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 0.94 | 0.94 | 0.94 | 0.95 | 0.87 | 0.87 | 0.95 | 0.91 | 0.85 | 0.95 | 0.89 | 0.89 | | | | |
| Lanes: | 1.64 | 0.07 | 0.29 | 1.00 | 0.10 | 0.90 | 1.00 | 3.00 | 1.00 | 1.00 | 2.66 | 0.34 | | | | |
| Final Sat.: | 2925 | 127 | 509 | 1805 | 170 | 1473 | 1805 | 5187 | 1615 | 1805 | 4526 | 572 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.01 | 0.01 | 0.04 | 0.02 | 0.02 | 0.06 | 0.29 | 0.00 | 0.02 | 0.16 | 0.16 | | | | |
| Crit Moves: | | | **** | **** | | | | **** | | **** | | | | | | |
| Green/Cycle: | 0.02 | 0.02 | 0.02 | 0.10 | 0.10 | 0.10 | 0.21 | 0.72 | 0.72 | 0.04 | 0.55 | 0.55 | | | | |
| Volume/Cap: | 0.32 | 0.41 | 0.41 | 0.41 | 0.19 | 0.19 | 0.29 | 0.41 | 0.00 | 0.41 | 0.29 | 0.29 | | | | |
| Uniform Del: | 48.3 | 48.4 | 48.4 | 42.3 | 41.3 | 41.3 | 33.2 | 5.6 | 4.0 | 46.7 | 12.1 | 12.1 | | | | |
| IncremntDel: | 2.4 | 4.5 | 4.5 | 1.5 | 0.6 | 0.6 | 0.4 | 0.1 | 0.0 | 3.6 | 0.1 | 0.1 | | | | |
| 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: | 50.7 | 52.9 | 52.9 | 43.8 | 41.9 | 41.9 | 33.7 | 5.7 | 4.0 | 50.3 | 12.1 | 12.1 | | | | |
| 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: | 50.7 | 52.9 | 52.9 | 43.8 | 41.9 | 41.9 | 33.7 | 5.7 | 4.0 | 50.3 | 12.1 | 12.1 | | | | |
| LOS by Move: | D | D | D | D | D | D | C | A | A | D | B | B | | | | |
| HCM2kAvgQ: | 1 | 1 | 1 | 3 | 1 | 1 | 3 | 7 | 0 | 1 | 5 | 5 | | | | |

Note: Queue reported is the number of cars per lane.





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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #17 McAdoo Dr/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.465
Loss Time (sec): 12 Average Delay (sec/veh): 16.7
Optimal Cycle: 39 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 | 0 | 0 0 | 1 | 0 | 0 | 0 1 | 1 | 0 | 3 | 0 0 | 0 | 0 | 2 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 135 | 0 | 51 | 243 | 1434 | 0 | 0 | 618 | 172 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 0 | 0 | 0 | 135 | 0 | 51 | 243 | 1434 | 0 | 0 | 618 | 172 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | | | | |
| PHF Volume: | 0 | 0 | 0 | 144 | 0 | 54 | 259 | 1526 | 0 | 0 | 657 | 183 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 0 | 0 | 0 | 144 | 0 | 54 | 259 | 1526 | 0 | 0 | 657 | 183 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| 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: | 0 | 0 | 0 | 144 | 0 | 54 | 259 | 1526 | 0 | 0 | 657 | 183 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 1.00 | 1.00 | 1.00 | 0.77 | 1.00 | 0.85 | 0.95 | 0.91 | 1.00 | 1.00 | 0.88 | 0.88 | | | | |
| Lanes: | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 3.00 | 0.00 | 0.00 | 2.35 | 0.65 | | | | |
| Final Sat.: | 0 | 0 | 0 | 1461 | 0 | 1615 | 1805 | 5187 | 0 | 0 | 3924 | 1092 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.10 | 0.00 | 0.03 | 0.14 | 0.29 | 0.00 | 0.00 | 0.17 | 0.17 | | | | |
| Crit Moves: | | | | **** | | | **** | | | | **** | | | | | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | 0.21 | 0.00 | 0.21 | 0.31 | 0.67 | 0.00 | 0.00 | 0.36 | 0.36 | | | | |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.46 | 0.00 | 0.16 | 0.46 | 0.44 | 0.00 | 0.00 | 0.46 | 0.46 | | | | |
| Uniform Del: | 0.0 | 0.0 | 0.0 | 34.5 | 0.0 | 32.2 | 27.9 | 7.8 | 0.0 | 0.0 | 24.6 | 24.6 | | | | |
| IncremntDel: | 0.0 | 0.0 | 0.0 | 1.1 | 0.0 | 0.2 | 0.6 | 0.1 | 0.0 | 0.0 | 0.2 | 0.2 | | | | |
| 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: | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 | | | | |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 35.6 | 0.0 | 32.4 | 28.6 | 7.9 | 0.0 | 0.0 | 24.8 | 24.8 | | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 35.6 | 0.0 | 32.4 | 28.6 | 7.9 | 0.0 | 0.0 | 24.8 | 24.8 | | | | |
| LOS by Move: | A | A | A | D | A | C | C | A | A | A | C | C | | | | |
| HCM2kAvgQ: | 0 | 0 | 0 | 4 | 0 | 1 | 6 | 8 | 0 | 0 | 7 | 7 | | | | |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #18 Oak Ave Pkwy/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.857
Loss Time (sec): 12 Average Delay (sec/veh): 39.4
Optimal Cycle: 93 Level Of Service: D

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ignore | | | | Ovl | | | | Ignore | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | |
| Lanes: | 2 | 0 | 2 | 0 1 | 2 | 0 | 2 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 319 | 943 | 461 | | 263 | 893 | 107 | | 502 | 1141 | 384 | | 533 | 583 | 372 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 319 | 943 | 461 | | 263 | 893 | 107 | | 502 | 1141 | 384 | | 533 | 583 | 372 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.00 | |
| PHF Volume: | 339 | 1003 | 490 | | 280 | 950 | 0 | | 534 | 1214 | 409 | | 567 | 620 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 339 | 1003 | 490 | | 280 | 950 | 0 | | 534 | 1214 | 409 | | 567 | 620 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| FinalVolume: | 339 | 1003 | 490 | | 280 | 950 | 0 | | 534 | 1214 | 409 | | 567 | 620 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.95 | 0.85 | | 0.92 | 0.95 | 1.00 | | 0.92 | 0.91 | 0.85 | | 0.92 | 0.91 | 1.00 | |
| Lanes: | 2.00 | 2.00 | 1.00 | | 2.00 | 2.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | |
| Final Sat.: | 3502 | 3610 | 1615 | | 3502 | 3610 | 1900 | | 3502 | 5187 | 1615 | | 3502 | 5187 | 1900 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.10 | 0.28 | 0.30 | | 0.08 | 0.26 | 0.00 | | 0.15 | 0.23 | 0.25 | | 0.16 | 0.12 | 0.00 | |
| Crit Moves: | | **** | | | **** | | | | | **** | | | **** | | | |
| Green/Cycle: | 0.11 | 0.32 | 0.51 | | 0.09 | 0.31 | 0.00 | | 0.26 | 0.27 | 0.39 | | 0.19 | 0.20 | 0.00 | |
| Volume/Cap: | 0.86 | 0.86 | 0.59 | | 0.86 | 0.86 | 0.00 | | 0.59 | 0.86 | 0.66 | | 0.86 | 0.59 | 0.00 | |
| Uniform Del: | 43.6 | 31.6 | 17.0 | | 44.7 | 32.7 | 0.0 | | 32.4 | 34.5 | 25.3 | | 39.2 | 36.1 | 0.0 | |
| IncremntDel: | 17.4 | 6.4 | 1.1 | | 19.5 | 7.1 | 0.0 | | 1.0 | 5.4 | 2.5 | | 10.7 | 0.9 | 0.0 | |
| 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 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| Delay/Veh: | 61.0 | 38.0 | 18.1 | | 64.1 | 39.9 | 0.0 | | 33.4 | 39.9 | 27.8 | | 50.0 | 36.9 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 61.0 | 38.0 | 18.1 | | 64.1 | 39.9 | 0.0 | | 33.4 | 39.9 | 27.8 | | 50.0 | 36.9 | 0.0 | |
| LOS by Move: | E | D | B | | E | D | A | | C | D | C | | D | D | A | |
| HCM2kAvgQ: | 6 | 16 | 10 | | 5 | 15 | 0 | | 7 | 14 | 10 | | 10 | 6 | 0 | |

Note: Queue reported is the number of cars per lane.





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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #19 Rowberry Dr/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.777
Loss Time (sec): 12 Average Delay (sec/veh): 27.7
Optimal Cycle: 72 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Split Phase | | | | Split Phase | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Include | | | | Ovl | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | |
| Lanes: | 1 | 1 | 0 | 0 1 | 1 | 0 | 0 | 1 0 | 1 | 0 | 3 | 0 1 | 2 | 0 | 2 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 527 | 92 | 547 | | 8 | 64 | 12 | | 32 | 1365 | 515 | | 511 | 986 | 11 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 527 | 92 | 547 | | 8 | 64 | 12 | | 32 | 1365 | 515 | | 511 | 986 | 11 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 561 | 98 | 582 | | 9 | 68 | 13 | | 34 | 1452 | 548 | | 544 | 1049 | 12 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 561 | 98 | 582 | | 9 | 68 | 13 | | 34 | 1452 | 548 | | 544 | 1049 | 12 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 561 | 98 | 582 | | 9 | 68 | 13 | | 34 | 1452 | 548 | | 544 | 1049 | 12 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.96 | 0.96 | 0.85 | | 0.95 | 0.98 | 0.98 | | 0.95 | 0.91 | 0.85 | | 0.92 | 0.91 | 0.91 | |
| Lanes: | 1.70 | 0.30 | 1.00 | | 1.00 | 0.84 | 0.16 | | 1.00 | 3.00 | 1.00 | | 2.00 | 2.97 | 0.03 | |
| Final Sat.: | 3103 | 542 | 1615 | | 1805 | 1562 | 293 | | 1805 | 5187 | 1615 | | 3502 | 5120 | 57 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.18 | 0.18 | 0.36 | | 0.00 | 0.04 | 0.04 | | 0.02 | 0.28 | 0.34 | | 0.16 | 0.20 | 0.20 | |
| Crit Moves: | | | **** | | | **** | | | | **** | | | **** | | | |
| Green/Cycle: | 0.26 | 0.26 | 0.46 | | 0.06 | 0.06 | 0.06 | | 0.05 | 0.36 | 0.62 | | 0.20 | 0.51 | 0.51 | |
| Volume/Cap: | 0.68 | 0.68 | 0.78 | | 0.08 | 0.78 | 0.78 | | 0.40 | 0.78 | 0.54 | | 0.78 | 0.40 | 0.40 | |
| Uniform Del: | 33.1 | 33.1 | 22.5 | | 44.8 | 46.6 | 46.6 | | 46.3 | 28.4 | 10.7 | | 37.9 | 14.9 | 14.9 | |
| IncremntDel: | 2.1 | 2.1 | 5.2 | | 0.4 | 30.1 | 30.1 | | 3.1 | 2.1 | 0.6 | | 5.5 | 0.1 | 0.1 | |
| 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: | 35.1 | 35.1 | 27.7 | | 45.1 | 76.7 | 76.7 | | 49.3 | 30.6 | 11.3 | | 43.4 | 15.0 | 15.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 35.1 | 35.1 | 27.7 | | 45.1 | 76.7 | 76.7 | | 49.3 | 30.6 | 11.3 | | 43.4 | 15.0 | 15.0 | |
| LOS by Move: | D | D | C | | D | E | E | | D | C | B | | D | B | B | |
| HCM2kAvgQ: | 9 | 9 | 16 | | 0 | 4 | 4 | | 1 | 14 | 9 | | 8 | 7 | 7 | |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #20 Broadstone Pkwy/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.569
Loss Time (sec): 12 Average Delay (sec/veh): 20.3
Optimal Cycle: 46 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Split Phase | | | | Split Phase | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Ignore | | | | Include | | | | Ignore | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 1 | 0 | 0 1 | 2 | 0 | 1 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 52 | 37 | 79 | | 81 | 14 | 583 | | 781 | 1130 | 8 | | 30 | 911 | 87 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 52 | 37 | 79 | | 81 | 14 | 583 | | 781 | 1130 | 8 | | 30 | 911 | 87 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.00 | |
| PHF Volume: | 55 | 39 | 84 | | 86 | 15 | 0 | | 831 | 1202 | 9 | | 32 | 969 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 55 | 39 | 84 | | 86 | 15 | 0 | | 831 | 1202 | 9 | | 32 | 969 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| FinalVolume: | 55 | 39 | 84 | | 86 | 15 | 0 | | 831 | 1202 | 9 | | 32 | 969 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.97 | 0.97 | 0.85 | | 0.92 | 1.00 | 1.00 | | 0.92 | 0.91 | 0.85 | | 0.92 | 0.91 | 1.00 | |
| Lanes: | 1.17 | 0.83 | 1.00 | | 2.00 | 1.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | |
| Final Sat.: | 2158 | 1536 | 1615 | | 3502 | 1900 | 1900 | | 3502 | 5187 | 1615 | | 3502 | 5187 | 1900 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.03 | 0.05 | | 0.02 | 0.01 | 0.00 | | 0.24 | 0.23 | 0.01 | | 0.01 | 0.19 | 0.00 | |
| Crit Moves: | | | **** | | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.09 | 0.09 | 0.09 | | 0.04 | 0.04 | 0.00 | | 0.42 | 0.72 | 0.72 | | 0.03 | 0.33 | 0.00 | |
| Volume/Cap: | 0.28 | 0.28 | 0.57 | | 0.57 | 0.18 | 0.00 | | 0.57 | 0.32 | 0.01 | | 0.32 | 0.57 | 0.00 | |
| Uniform Del: | 42.4 | 42.4 | 43.5 | | 46.9 | 46.1 | 0.0 | | 22.3 | 5.2 | 4.0 | | 47.7 | 27.7 | 0.0 | |
| IncremntDel: | 0.5 | 0.5 | 5.2 | | 5.1 | 1.1 | 0.0 | | 0.5 | 0.1 | 0.0 | | 1.9 | 0.5 | 0.0 | |
| 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 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| Delay/Veh: | 42.8 | 42.8 | 48.7 | | 52.0 | 47.2 | 0.0 | | 22.8 | 5.3 | 4.0 | | 49.6 | 28.2 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 42.8 | 42.8 | 48.7 | | 52.0 | 47.2 | 0.0 | | 22.8 | 5.3 | 4.0 | | 49.6 | 28.2 | 0.0 | |
| LOS by Move: | D | D | D | | D | D | A | | C | A | A | | D | C | A | |
| HCM2kAvgQ: | 2 | 2 | 3 | | 2 | 1 | 0 | | 10 | 5 | 0 | | 0 | 9 | 0 | |

Note: Queue reported is the number of cars per lane.





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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #21 East Bidwell St/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 1.119
Loss Time (sec): 12 Average Delay (sec/veh): 75.4
Optimal Cycle: 180 Level Of Service: E

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ignore | | | | Ignore | | | | Ovl | | | | Ignore | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 485 | 2056 | 573 | | 730 | 1308 | 176 | | 203 | 750 | 440 | | 616 | 398 | 519 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 485 | 2056 | 573 | | 730 | 1308 | 176 | | 203 | 750 | 440 | | 616 | 398 | 519 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.00 | |
| PHF Volume: | 516 | 2187 | 0 | | 777 | 1391 | 0 | | 216 | 798 | 468 | | 655 | 423 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 516 | 2187 | 0 | | 777 | 1391 | 0 | | 216 | 798 | 468 | | 655 | 423 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| FinalVolume: | 516 | 2187 | 0 | | 777 | 1391 | 0 | | 216 | 798 | 468 | | 655 | 423 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.91 | 1.00 | | 0.92 | 0.91 | 1.00 | | 0.92 | 0.91 | 0.85 | | 0.92 | 0.91 | 1.00 | |
| Lanes: | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | |
| Final Sat.: | 3502 | 5187 | 1900 | | 3502 | 5187 | 1900 | | 3502 | 5187 | 1615 | | 3502 | 5187 | 1900 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.15 | 0.42 | 0.00 | | 0.22 | 0.27 | 0.00 | | 0.06 | 0.15 | 0.29 | | 0.19 | 0.08 | 0.00 | |
| Crit Moves: | | **** | | | **** | | | | | **** | | | **** | | | |
| Green/Cycle: | 0.20 | 0.38 | 0.00 | | 0.20 | 0.37 | 0.00 | | 0.13 | 0.14 | 0.34 | | 0.17 | 0.17 | 0.00 | |
| Volume/Cap: | 0.72 | 1.12 | 0.00 | | 1.12 | 0.72 | 0.00 | | 0.47 | 1.12 | 0.85 | | 1.12 | 0.47 | 0.00 | |
| Uniform Del: | 37.2 | 31.2 | 0.0 | | 40.1 | 27.0 | 0.0 | | 40.2 | 43.1 | 30.5 | | 41.6 | 37.2 | 0.0 | |
| IncremntDel: | 3.6 | 61.0 | 0.0 | | 71.6 | 1.4 | 0.0 | | 0.8 | 71.2 | 11.8 | | 74.2 | 0.4 | 0.0 | |
| 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 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| Delay/Veh: | 40.8 | 92.1 | 0.0 | | 111.7 | 28.4 | 0.0 | | 41.0 | 114 | 42.4 | | 115.9 | 37.6 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 40.8 | 92.1 | 0.0 | | 111.7 | 28.4 | 0.0 | | 41.0 | 114 | 42.4 | | 115.9 | 37.6 | 0.0 | |
| LOS by Move: | D | F | A | | F | C | A | | D | F | D | | F | D | A | |
| HCM2kAvgQ: | 8 | 36 | 0 | | 19 | 13 | 0 | | 3 | 14 | 14 | | 16 | 4 | 0 | |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #22 Cavitt Dr/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.643
Loss Time (sec): 12 Average Delay (sec/veh): 21.6
Optimal Cycle: 52 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Permitted | | | Permitted | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 1 | 0 | 0 1 | 1 1 | 0 | 0 1 | 1 0 | 3 | 0 1 | 1 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 351 | 52 | 79 | 209 | 44 | 21 | 70 | 1552 | 445 | 53 | 1165 | 188 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 351 | 52 | 79 | 209 | 44 | 21 | 70 | 1552 | 445 | 53 | 1165 | 188 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 373 | 55 | 84 | 222 | 47 | 22 | 74 | 1651 | 473 | 56 | 1239 | 200 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 373 | 55 | 84 | 222 | 47 | 22 | 74 | 1651 | 473 | 56 | 1239 | 200 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 373 | 55 | 84 | 222 | 47 | 22 | 74 | 1651 | 473 | 56 | 1239 | 200 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.52 | 0.52 | 0.85 | 0.53 | 0.53 | 0.85 | 0.95 | 0.91 | 0.85 | 0.95 | 0.91 | 0.85 |
| Lanes: | 1.74 | 0.26 | 1.00 | 1.65 | 0.35 | 1.00 | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 |
| Final Sat.: | 1728 | 256 | 1615 | 1654 | 348 | 1615 | 1805 | 5187 | 1615 | 1805 | 5187 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.22 | 0.22 | 0.05 | 0.13 | 0.13 | 0.01 | 0.04 | 0.32 | 0.29 | 0.03 | 0.24 | 0.12 |
| Crit Moves: | | **** | | | | | | **** | | **** | | |
| Green/Cycle: | 0.34 | 0.34 | 0.34 | 0.34 | 0.34 | 0.34 | 0.08 | 0.50 | 0.50 | 0.05 | 0.46 | 0.46 |
| Volume/Cap: | 0.64 | 0.64 | 0.15 | 0.40 | 0.40 | 0.04 | 0.52 | 0.64 | 0.59 | 0.64 | 0.52 | 0.27 |
| Uniform Del: | 28.1 | 28.1 | 23.2 | 25.5 | 25.5 | 22.3 | 44.1 | 18.7 | 18.0 | 46.7 | 18.9 | 16.4 |
| IncremntDel: | 2.1 | 2.1 | 0.1 | 0.4 | 0.4 | 0.0 | 3.2 | 0.6 | 1.2 | 15.1 | 0.2 | 0.2 |
| 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: | 30.3 | 30.3 | 23.4 | 25.8 | 25.8 | 22.4 | 47.3 | 19.3 | 19.2 | 61.9 | 19.1 | 16.6 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 30.3 | 30.3 | 23.4 | 25.8 | 25.8 | 22.4 | 47.3 | 19.3 | 19.2 | 61.9 | 19.1 | 16.6 |
| LOS by Move: | C | C | C | C | C | C | D | B | B | E | B | B |
| HCM2kAvgQ: | 7 | 7 | 2 | 4 | 4 | 0 | 2 | 13 | 9 | 2 | 9 | 4 |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #23 Serpa Way / Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.974
Loss Time (sec): 12 Average Delay (sec/veh): 43.5
Optimal Cycle: 160 Level Of Service: D

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Include | | | Ovl | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 0 | 1 | 0 1 | 1 0 | 0 | 1 0 | 1 0 | 3 | 0 1 | 1 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 746 | 29 | 291 | 105 | 19 | 61 | 90 | 1218 | 554 | 199 | 708 | 88 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 746 | 29 | 291 | 105 | 19 | 61 | 90 | 1218 | 554 | 199 | 708 | 88 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 794 | 31 | 310 | 112 | 20 | 65 | 96 | 1296 | 589 | 212 | 753 | 94 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 794 | 31 | 310 | 112 | 20 | 65 | 96 | 1296 | 589 | 212 | 753 | 94 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 794 | 31 | 310 | 112 | 20 | 65 | 96 | 1296 | 589 | 212 | 753 | 94 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 1.00 | 0.85 | 0.95 | 0.89 | 0.89 | 0.95 | 0.91 | 0.85 | 0.95 | 0.91 | 0.85 |
| Lanes: | 1.00 | 1.00 | 1.00 | 1.00 | 0.24 | 0.76 | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 |
| Final Sat.: | 1805 | 1900 | 1615 | 1805 | 400 | 1284 | 1805 | 5187 | 1615 | 1805 | 5187 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.44 | 0.02 | 0.19 | 0.06 | 0.05 | 0.05 | 0.05 | 0.25 | 0.36 | 0.12 | 0.15 | 0.06 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green/Cycle: | 0.45 | 0.27 | 0.40 | 0.23 | 0.05 | 0.05 | 0.10 | 0.26 | 0.71 | 0.12 | 0.28 | 0.50 |
| Volume/Cap: | 0.97 | 0.06 | 0.49 | 0.27 | 0.97 | 0.97 | 0.53 | 0.97 | 0.52 | 0.97 | 0.53 | 0.11 |
| Uniform Del: | 26.9 | 26.7 | 22.6 | 31.7 | 47.3 | 47.3 | 42.7 | 36.9 | 6.7 | 43.8 | 30.7 | 13.0 |
| IncremntDel: | 25.2 | 0.0 | 0.6 | 0.4 | 87.4 | 87.4 | 2.8 | 18.7 | 0.4 | 53.5 | 0.4 | 0.1 |
| 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: | 52.1 | 26.8 | 23.2 | 32.1 | 135 | 134.8 | 45.5 | 55.6 | 7.1 | 97.3 | 31.0 | 13.1 |
| 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: | 52.1 | 26.8 | 23.2 | 32.1 | 135 | 134.8 | 45.5 | 55.6 | 7.1 | 97.3 | 31.0 | 13.1 |
| LOS by Move: | D | C | C | C | F | F | D | E | A | F | C | B |
| HCM2kAvgQ: | 30 | 1 | 7 | 3 | 5 | 5 | 3 | 17 | 8 | 8 | 7 | 1 |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #24 Empire Ranch Road/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 1.091
Loss Time (sec): 12 Average Delay (sec/veh): 71.3
Optimal Cycle: 180 Level Of Service: E

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 3 | 0 1 | 1 | 0 | 3 | 0 1 | 1 | 0 | 1 | 1 0 | 1 | 0 | 1 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 312 | 1168 | 402 | | 374 | 999 | 117 | | 86 | 834 | 570 | | 101 | 520 | 464 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 312 | 1168 | 402 | | 374 | 999 | 117 | | 86 | 834 | 570 | | 101 | 520 | 464 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 332 | 1243 | 428 | | 398 | 1063 | 124 | | 91 | 887 | 606 | | 107 | 553 | 494 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 332 | 1243 | 428 | | 398 | 1063 | 124 | | 91 | 887 | 606 | | 107 | 553 | 494 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 332 | 1243 | 428 | | 398 | 1063 | 124 | | 91 | 887 | 606 | | 107 | 553 | 494 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.91 | 0.85 | | 0.95 | 0.91 | 0.85 | | 0.95 | 0.89 | 0.89 | | 0.95 | 0.88 | 0.88 | |
| Lanes: | 1.00 | 3.00 | 1.00 | | 1.00 | 3.00 | 1.00 | | 1.00 | 1.19 | 0.81 | | 1.00 | 1.06 | 0.94 | |
| Final Sat.: | 1805 | 5187 | 1615 | | 1805 | 5187 | 1615 | | 1805 | 2014 | 1376 | | 1805 | 1772 | 1581 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.18 | 0.24 | 0.26 | | 0.22 | 0.20 | 0.08 | | 0.05 | 0.44 | 0.44 | | 0.06 | 0.31 | 0.31 | |
| Crit Moves: | | **** | | | **** | | | | | **** | | | **** | | | |
| Green/Cycle: | 0.20 | 0.22 | 0.27 | | 0.20 | 0.22 | 0.29 | | 0.06 | 0.40 | 0.40 | | 0.05 | 0.39 | 0.39 | |
| Volume/Cap: | 0.92 | 1.09 | 0.97 | | 1.09 | 0.92 | 0.27 | | 0.79 | 1.09 | 1.09 | | 1.09 | 0.79 | 0.79 | |
| Uniform Del: | 39.3 | 39.0 | 35.8 | | 39.9 | 38.0 | 27.6 | | 46.1 | 29.8 | 29.8 | | 47.3 | 26.7 | 26.7 | |
| IncremntDel: | 28.6 | 55.1 | 33.9 | | 73.8 | 12.1 | 0.3 | | 29.9 | 53.1 | 53.1 | | 117.4 | 3.3 | 3.3 | |
| 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: | 67.8 | 94.1 | 69.8 | | 113.7 | 50.1 | 27.9 | | 76.1 | 82.9 | 82.9 | | 164.7 | 30.0 | 30.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 67.8 | 94.1 | 69.8 | | 113.7 | 50.1 | 27.9 | | 76.1 | 82.9 | 82.9 | | 164.7 | 30.0 | 30.0 | |
| LOS by Move: | E | F | E | | F | D | C | | E | F | F | | F | C | C | |
| HCM2kAvgQ: | 11 | 20 | 15 | | 18 | 13 | 3 | | 3 | 31 | 31 | | 5 | 15 | 15 | |

Note: Queue reported is the number of cars per lane.





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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #25 Prairie City Rd/ High School

Cycle (sec): 100 Critical Vol./Cap. (X): 0.652
Loss Time (sec): 12 Average Delay (sec/veh): 25.7
Optimal Cycle: 53 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 2 | 1 0 | 2 | 0 | 2 | 1 0 | 2 | 0 | 0 | 1 1 | 1 | 0 | 0 | 1 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 301 | 1276 | 64 | | 31 | 1137 | 183 | | 648 | 0 | 489 | | 60 | 1 | 25 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 301 | 1276 | 64 | | 31 | 1137 | 183 | | 648 | 0 | 489 | | 60 | 1 | 25 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 320 | 1357 | 68 | | 33 | 1210 | 195 | | 689 | 0 | 520 | | 64 | 1 | 27 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 320 | 1357 | 68 | | 33 | 1210 | 195 | | 689 | 0 | 520 | | 64 | 1 | 27 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 320 | 1357 | 68 | | 33 | 1210 | 195 | | 689 | 0 | 520 | | 64 | 1 | 27 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.90 | 0.90 | | 0.92 | 0.89 | 0.89 | | 0.92 | 1.00 | 0.85 | | 0.95 | 0.86 | 0.86 | |
| Lanes: | 2.00 | 2.86 | 0.14 | | 2.00 | 2.58 | 0.42 | | 2.00 | 0.00 | 2.00 | | 1.00 | 0.08 | 1.92 | |
| Final Sat.: | 3502 | 4905 | 246 | | 3502 | 4374 | 704 | | 3502 | 0 | 3230 | | 1805 | 125 | 3128 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.09 | 0.28 | 0.28 | | 0.01 | 0.28 | 0.28 | | 0.20 | 0.00 | 0.16 | | 0.04 | 0.01 | 0.01 | |
| Crit Moves: | **** | | | | | **** | | | **** | | | | | **** | | |
| Green/Cycle: | 0.14 | 0.55 | 0.55 | | 0.02 | 0.42 | 0.42 | | 0.30 | 0.00 | 0.26 | | 0.06 | 0.01 | 0.01 | |
| Volume/Cap: | 0.65 | 0.51 | 0.51 | | 0.51 | 0.65 | 0.65 | | 0.65 | 0.00 | 0.62 | | 0.62 | 0.65 | 0.65 | |
| Uniform Del: | 40.7 | 14.2 | 14.2 | | 48.6 | 22.9 | 22.9 | | 30.3 | 0.0 | 32.8 | | 46.1 | 49.1 | 49.1 | |
| IncremntDel: | 3.1 | 0.2 | 0.2 | | 6.4 | 0.7 | 0.7 | | 1.5 | 0.0 | 1.5 | | 11.4 | 30.7 | 30.7 | |
| 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 | 0.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Delay/Veh: | 43.8 | 14.4 | 14.4 | | 55.0 | 23.6 | 23.6 | | 31.8 | 0.0 | 34.2 | | 57.5 | 79.8 | 79.8 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 43.8 | 14.4 | 14.4 | | 55.0 | 23.6 | 23.6 | | 31.8 | 0.0 | 34.2 | | 57.5 | 79.8 | 79.8 | |
| LOS by Move: | D | B | B | | D | C | C | | C | A | C | | E | E | E | |
| HCM2kAvgQ: | 5 | 10 | 10 | | 1 | 12 | 12 | | 10 | 0 | 8 | | 3 | 1 | 1 | |

Note: Queue reported is the number of cars per lane.

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-------------------------------------------------------------------------------
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
            2000 HCM Unsignalized Method (Base Volume Alternative)
*******************************************************************************
Intersection #26 East Bidwell St / Placerville Rd
*******************************************************************************
Average Delay (sec/veh):    116.8       Worst Case Level Of Service: F[1025.8]
*******************************************************************************
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  2  1  0    0  0  3  0  0    0  0  0  0  0    0  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0 2924    20     0 2364     0     0    0     0     0    0   682
Growth Adj:  1.00 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 2924    20     0 2364     0     0    0     0     0    0   682
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.94 0.94  0.94  0.94 0.94  0.94  0.94 0.94  0.94  0.94 0.94  0.94
PHF Volume:     0 3111    21     0 2515     0     0    0     0     0    0   726
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0 3111    21     0 2515     0     0    0     0     0    0   726
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx   6.9
FollowUpTim:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx  1048
Potent Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   228
Move Cap.:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   228
Volume/Cap:  xxxx xxxx  xxxx  xxxx xxxx  xxxx  xxxx xxxx  xxxx  xxxx xxxx  3.18
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx  66.3
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx  1026
LOS by Move:    *    *     *     *    *     *     *    *     *     *    *     F
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:    xxxxxx            xxxxxx            xxxxxx            1025.8
ApproachLOS:         *                 *                 *                 F
*******************************************************************************
Note: Queue reported is the number of cars per lane.
*******************************************************************************
```





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-------------------------------------------------------------------------------
-------------------------------------------------------------------------------
                     Level Of Service Computation Report
            2000 HCM Operations Method (Base Volume Alternative)
*******************************************************************************
Intersection #27 Prairie City Rd/ White Rock Rd
*******************************************************************************
Cycle (sec):          100                 Critical Vol./Cap. (X):         0.843
Loss Time (sec):       12                 Average Delay (sec/veh):        24.1
Optimal Cycle:         88                 Level Of Service:                  C
*******************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase       Protected        Protected
Rights:           Include           Ovl             Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
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
Lanes:        0  0  1! 0  0    1  1  0  0  2    2  0  2  0  1    1  0  3  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0   243    0   907   939 1522     0     0 1878    34
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     0   243    0   907   939 1522     0     0 1878    34
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.94 0.94  0.94  0.94 0.94  0.94  0.94 0.94  0.94  0.94 0.94  0.94
PHF Volume:     0    0     0   259    0   965   999 1619     0     0 1998    36
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0    0     0   259    0   965   999 1619     0     0 1998    36
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    0    0     0   259    0   965   999 1619     0     0 1998    36
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  1.00 1.00  1.00  0.95 1.00  0.75  0.92 0.95  1.00  1.00 0.91  0.85
Lanes:       0.00 1.00  0.00  2.00 0.00  2.00  2.00 2.00  1.00  1.00 3.00  1.00
Final Sat.:     0 1900     0  3618    0  2842  3502 3610  1900  1900 5187  1615
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00  0.00  0.07 0.00  0.34  0.29 0.45  0.00  0.00 0.39  0.02
Crit Moves:                   ****                ****                    ****
Green/Cycle: 0.00 0.00  0.00  0.08 0.00  0.42  0.34 0.80  0.00  0.00 0.46  0.46
Volume/Cap:  0.00 0.00  0.00  0.84 0.00  0.80  0.84 0.56  0.00  0.00 0.84  0.05
Uniform Del:  0.0  0.0   0.0  45.1  0.0  25.2  30.6  3.8   0.0   0.0 24.0  15.1
IncremntDel:  0.0  0.0   0.0  18.7  0.0   4.0   5.7  0.3   0.0   0.0  2.9   0.0
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:   0.00 0.00  0.00  1.00 0.00  1.00  1.00 1.00  0.00  0.00 1.00  1.00
Delay/Veh:    0.0  0.0   0.0  63.8  0.0  29.2  36.3  4.1   0.0   0.0 26.9  15.1
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:   0.0  0.0   0.0  63.8  0.0  29.2  36.3  4.1   0.0   0.0 26.9  15.1
LOS by Move:    A    A     A     E    A     C     D    A     A     A    C     B
HCM2kAvgQ:      0    0     0     4    0    15    14    9     0     0   21     1
*******************************************************************************
Note: Queue reported is the number of cars per lane.
*******************************************************************************
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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #28 Scott Rd (South)/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.724
Loss Time (sec): 0 Average Delay (sec/veh): 9.9
Optimal Cycle: 67 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Include | | | | Ovl | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 0 | 0 1 | 0 | 0 | 0 | 0 0 | 0 | 0 | 2 | 0 1 | 1 | 0 | 3 | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 47 | 0 | 114 | | 0 | 0 | 0 | | 0 | 1575 | 142 | | 418 | 1939 | 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: | 47 | 0 | 114 | | 0 | 0 | 0 | | 0 | 1575 | 142 | | 418 | 1939 | 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: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 50 | 0 | 121 | | 0 | 0 | 0 | | 0 | 1676 | 151 | | 445 | 2063 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 50 | 0 | 121 | | 0 | 0 | 0 | | 0 | 1676 | 151 | | 445 | 2063 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 50 | 0 | 121 | | 0 | 0 | 0 | | 0 | 1676 | 151 | | 445 | 2063 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.97 | 1.00 | 0.85 | | 1.00 | 1.00 | 1.00 | | 1.00 | 0.95 | 0.85 | | 0.95 | 0.91 | 1.00 | |
| Lanes: | 2.00 | 0.00 | 1.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 2.00 | 1.00 | | 1.00 | 3.00 | 0.00 | |
| Final Sat.: | 3686 | 0 | 1615 | | 0 | 0 | 0 | | 0 | 3610 | 1615 | | 1805 | 5187 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.00 | 0.08 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.46 | 0.09 | | 0.25 | 0.40 | 0.00 | |
| Crit Moves: | **** | | | | | | | | | **** | | | **** | | | |
| Green/Cycle: | 0.02 | 0.00 | 0.36 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.64 | 0.64 | | 0.34 | 0.98 | 0.00 | |
| Volume/Cap: | 0.69 | 0.00 | 0.21 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.72 | 0.15 | | 0.72 | 0.41 | 0.00 | |
| Uniform Del: | 48.8 | 0.0 | 22.2 | | 0.0 | 0.0 | 0.0 | | 0.0 | 12.0 | 7.1 | | 28.9 | 0.0 | 0.0 | |
| IncremntDel: | 25.5 | 0.0 | 0.2 | | 0.0 | 0.0 | 0.0 | | 0.0 | 1.2 | 0.1 | | 4.3 | 0.1 | 0.0 | |
| 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 | 0.00 | 1.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| Delay/Veh: | 74.2 | 0.0 | 22.4 | | 0.0 | 0.0 | 0.0 | | 0.0 | 13.2 | 7.2 | | 33.1 | 0.1 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 74.2 | 0.0 | 22.4 | | 0.0 | 0.0 | 0.0 | | 0.0 | 13.2 | 7.2 | | 33.1 | 0.1 | 0.0 | |
| LOS by Move: | E | A | C | | A | A | A | | A | B | A | | C | A | A | |
| HCM2kAvgQ: | 2 | 0 | 3 | | 0 | 0 | 0 | | 0 | 18 | 2 | | 11 | 1 | 0 | |

Note: Queue reported is the number of cars per lane.





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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #29 Scott Rd (North)/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.702
Loss Time (sec): 9 Average Delay (sec/veh): 21.6
Optimal Cycle: 51 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Ovl | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 1 | 0 1 | 1 | 0 | 1 | 0 2 | 2 | 0 | 2 | 0 1 | 1 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 1 | 3 | 0 | | 185 | 3 | 688 | | 796 | 864 | 1 | | 1 | 1394 | 241 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 1 | 3 | 0 | | 185 | 3 | 688 | | 796 | 864 | 1 | | 1 | 1394 | 241 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 1 | 3 | 0 | | 197 | 3 | 732 | | 847 | 919 | 1 | | 1 | 1483 | 256 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 1 | 3 | 0 | | 197 | 3 | 732 | | 847 | 919 | 1 | | 1 | 1483 | 256 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 1 | 3 | 0 | | 197 | 3 | 732 | | 847 | 919 | 1 | | 1 | 1483 | 256 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 1.00 | 1.00 | | 0.95 | 1.00 | 0.75 | | 0.92 | 0.95 | 0.85 | | 0.95 | 0.91 | 0.85 | |
| Lanes: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 2.00 | | 2.00 | 2.00 | 1.00 | | 1.00 | 3.00 | 1.00 | |
| Final Sat.: | 1805 | 1900 | 1900 | | 1805 | 1900 | 2842 | | 3502 | 3610 | 1615 | | 1805 | 5187 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | | 0.11 | 0.00 | 0.26 | | 0.24 | 0.25 | 0.00 | | 0.00 | 0.29 | 0.16 | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.01 | 0.00 | 0.00 | | 0.16 | 0.15 | 0.50 | | 0.34 | 0.75 | 0.75 | | 0.00 | 0.41 | 0.41 | |
| Volume/Cap: | 0.10 | 0.70 | 0.00 | | 0.70 | 0.01 | 0.52 | | 0.70 | 0.34 | 0.00 | | 0.34 | 0.70 | 0.39 | |
| Uniform Del: | 49.5 | 49.8 | 0.0 | | 40.0 | 36.0 | 17.1 | | 28.3 | 4.2 | 3.1 | | 49.9 | 24.6 | 20.9 | |
| IncremntDel: | 4.4 | 202 | 0.0 | | 7.7 | 0.0 | 0.3 | | 1.9 | 0.1 | 0.0 | | 54.8 | 1.1 | 0.4 | |
| 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 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Delay/Veh: | 53.8 | 251 | 0.0 | | 47.8 | 36.0 | 17.4 | | 30.2 | 4.3 | 3.1 | | 104.6 | 25.7 | 21.2 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 53.8 | 251 | 0.0 | | 47.8 | 36.0 | 17.4 | | 30.2 | 4.3 | 3.1 | | 104.6 | 25.7 | 21.2 | |
| LOS by Move: | D | F | A | | D | D | B | | C | A | A | | F | C | C | |
| HCM2kAvgQ: | 0 | 1 | 0 | | 6 | 0 | 8 | | 11 | 5 | 0 | | 0 | 14 | 5 | |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #30 Placerville Rd/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.494
Loss Time (sec): 12 Average Delay (sec/veh): 9.4
Optimal Cycle: 40 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Split Phase | | | | Split Phase | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | |
| Lanes: | 0 | 0 | 0 | 0 1 | 1 | 1 | 0 | 0 1 | 1 | 0 | 2 | 0 1 | 1 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 2 | | 306 | 0 | 13 | | 8 | 914 | 1 | | 0 | 1651 | 486 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 0 | 0 | 2 | | 306 | 0 | 13 | | 8 | 914 | 1 | | 0 | 1651 | 486 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 0 | 0 | 2 | | 326 | 0 | 14 | | 9 | 972 | 1 | | 0 | 1756 | 517 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 0 | 2 | | 326 | 0 | 14 | | 9 | 972 | 1 | | 0 | 1756 | 517 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 0 | 0 | 2 | | 326 | 0 | 14 | | 9 | 972 | 1 | | 0 | 1756 | 517 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 1.00 | 0.87 | | 0.95 | 1.00 | 0.85 | | 0.95 | 0.95 | 0.85 | | 1.00 | 0.91 | 0.85 | |
| Lanes: | 0.00 | 0.00 | 1.00 | | 2.00 | 0.00 | 1.00 | | 1.00 | 2.00 | 1.00 | | 1.00 | 3.00 | 1.00 | |
| Final Sat.: | 0 | 0 | 1644 | | 3618 | 0 | 1615 | | 1805 | 3610 | 1615 | | 1900 | 5187 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | | 0.09 | 0.00 | 0.01 | | 0.00 | 0.27 | 0.00 | | 0.00 | 0.34 | 0.32 | |
| Crit Moves: | | | **** | | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | | 0.18 | 0.00 | 0.19 | | 0.01 | 0.70 | 0.70 | | 0.00 | 0.69 | 0.87 | |
| Volume/Cap: | 0.00 | 0.00 | 0.49 | | 0.49 | 0.00 | 0.04 | | 0.49 | 0.39 | 0.00 | | 0.00 | 0.49 | 0.37 | |
| Uniform Del: | 0.0 | 0.0 | 49.8 | | 36.7 | 0.0 | 32.9 | | 49.3 | 6.4 | 4.6 | | 0.0 | 7.5 | 1.3 | |
| IncremntDel: | 0.0 | 0.0 | 68.9 | | 0.6 | 0.0 | 0.1 | | 20.6 | 0.1 | 0.0 | | 0.0 | 0.1 | 0.2 | |
| 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: | 0.00 | 0.00 | 1.00 | | 1.00 | 0.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 0.00 | 1.00 | 1.00 | |
| Delay/Veh: | 0.0 | 0.0 | 118.7 | | 37.3 | 0.0 | 33.0 | | 69.8 | 6.5 | 4.6 | | 0.0 | 7.6 | 1.4 | |
| 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: | 0.0 | 0.0 | 118.7 | | 37.3 | 0.0 | 33.0 | | 69.8 | 6.5 | 4.6 | | 0.0 | 7.6 | 1.4 | |
| LOS by Move: | A | A | F | | D | A | C | | E | A | A | | A | A | A | |
| HCM2kAvgQ: | 0 | 0 | 0 | | 4 | 0 | 0 | | 0 | 6 | 0 | | 0 | 9 | 3 | |

Note: Queue reported is the number of cars per lane.





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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #31 Empire Ranch Rd/ North Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.427
Loss Time (sec): 12 Average Delay (sec/veh): 19.5
Optimal Cycle: 37 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | |
| Lanes: | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 1 | 0 1 | 2 | 0 | 1 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 41 | 1024 | 31 | | 81 | 867 | 211 | | 320 | 3 | 44 | | 39 | 3 | 104 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 41 | 1024 | 31 | | 81 | 867 | 211 | | 320 | 3 | 44 | | 39 | 3 | 104 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 44 | 1089 | 33 | | 86 | 922 | 224 | | 340 | 3 | 47 | | 41 | 3 | 111 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 44 | 1089 | 33 | | 86 | 922 | 224 | | 340 | 3 | 47 | | 41 | 3 | 111 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 44 | 1089 | 33 | | 86 | 922 | 224 | | 340 | 3 | 47 | | 41 | 3 | 111 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.91 | 0.85 | | 0.92 | 0.91 | 0.85 | | 0.92 | 1.00 | 0.85 | | 0.92 | 1.00 | 0.85 | |
| Lanes: | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 1.00 | 1.00 | | 2.00 | 1.00 | 1.00 | |
| Final Sat.: | 3502 | 5187 | 1615 | | 3502 | 5187 | 1615 | | 3502 | 1900 | 1615 | | 3502 | 1900 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.21 | 0.02 | | 0.02 | 0.18 | 0.14 | | 0.10 | 0.00 | 0.03 | | 0.01 | 0.00 | 0.07 | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | | **** | |
| Green/Cycle: | 0.04 | 0.49 | 0.63 | | 0.06 | 0.51 | 0.74 | | 0.23 | 0.19 | 0.23 | | 0.14 | 0.10 | 0.16 | |
| Volume/Cap: | 0.35 | 0.43 | 0.03 | | 0.43 | 0.35 | 0.19 | | 0.43 | 0.01 | 0.13 | | 0.09 | 0.02 | 0.43 | |
| Uniform Del: | 47.1 | 16.3 | 7.0 | | 45.5 | 14.4 | 3.9 | | 33.0 | 32.7 | 30.7 | | 37.6 | 40.3 | 37.8 | |
| IncremntDel: | 1.7 | 0.1 | 0.0 | | 1.5 | 0.1 | 0.1 | | 0.4 | 0.0 | 0.2 | | 0.1 | 0.0 | 1.1 | |
| 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: | 48.7 | 16.5 | 7.0 | | 47.0 | 14.5 | 4.0 | | 33.4 | 32.7 | 30.8 | | 37.7 | 40.3 | 39.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 48.7 | 16.5 | 7.0 | | 47.0 | 14.5 | 4.0 | | 33.4 | 32.7 | 30.8 | | 37.7 | 40.3 | 39.0 | |
| LOS by Move: | D | B | A | | D | B | A | | C | C | C | | D | D | D | |
| HCM2kAvgQ: | 1 | 8 | 0 | | 1 | 6 | 2 | | 5 | 0 | 1 | | 1 | 0 | 3 | |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #32 Prairie City Rd/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.646
Loss Time (sec): 12 Average Delay (sec/veh): 31.0
Optimal Cycle: 53 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 3 | 0 1 | | 2 | 0 3 | 0 1 | | 2 | 0 3 | 0 1 | | 2 | 0 3 | 0 1 | |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 181 | 825 | 320 | | 219 | 945 | 234 | | 514 | 916 | 383 | | 252 | 861 | 233 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 181 | 825 | 320 | | 219 | 945 | 234 | | 514 | 916 | 383 | | 252 | 861 | 233 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 193 | 878 | 340 | | 233 | 1005 | 249 | | 547 | 974 | 407 | | 268 | 916 | 248 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 193 | 878 | 340 | | 233 | 1005 | 249 | | 547 | 974 | 407 | | 268 | 916 | 248 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 193 | 878 | 340 | | 233 | 1005 | 249 | | 547 | 974 | 407 | | 268 | 916 | 248 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.91 | 0.85 | | 0.92 | 0.91 | 0.85 | | 0.92 | 0.91 | 0.85 | | 0.92 | 0.91 | 0.85 | |
| Lanes: | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | |
| Final Sat.: | 3502 | 5187 | 1615 | | 3502 | 5187 | 1615 | | 3502 | 5187 | 1615 | | 3502 | 5187 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.05 | 0.17 | 0.21 | | 0.07 | 0.19 | 0.15 | | 0.16 | 0.19 | 0.25 | | 0.08 | 0.18 | 0.15 | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.08 | 0.26 | 0.41 | | 0.10 | 0.28 | 0.53 | | 0.24 | 0.37 | 0.45 | | 0.14 | 0.27 | 0.38 | |
| Volume/Cap: | 0.68 | 0.65 | 0.52 | | 0.65 | 0.68 | 0.29 | | 0.65 | 0.51 | 0.56 | | 0.53 | 0.65 | 0.41 | |
| Uniform Del: | 44.7 | 32.8 | 22.4 | | 43.1 | 31.8 | 13.3 | | 34.1 | 24.4 | 20.1 | | 39.7 | 32.1 | 23.0 | |
| IncremntDel: | 6.7 | 1.1 | 0.7 | | 4.0 | 1.3 | 0.2 | | 1.7 | 0.2 | 1.0 | | 1.1 | 1.0 | 0.4 | |
| 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: | 51.4 | 33.9 | 23.1 | | 47.1 | 33.1 | 13.5 | | 35.8 | 24.6 | 21.1 | | 40.8 | 33.1 | 23.4 | |
| 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: | 51.4 | 33.9 | 23.1 | | 47.1 | 33.1 | 13.5 | | 35.8 | 24.6 | 21.1 | | 40.8 | 33.1 | 23.4 | |
| LOS by Move: | D | C | C | | D | C | B | | D | C | C | | D | C | C | |
| HCM2kAvgQ: | 3 | 9 | 8 | | 4 | 10 | 4 | | 8 | 8 | 9 | | 4 | 9 | 5 | |

Note: Queue reported is the number of cars per lane.





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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #33 Oak Ave Pkwy/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.687
Loss Time (sec): 12 Average Delay (sec/veh): 30.0
Optimal Cycle: 58 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 2 | 0 1 | | 2 | 0 2 | 0 1 | | 2 | 0 2 | 0 1 | | 2 | 0 2 | 0 1 | |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 146 | 208 | 110 | | 168 | 340 | 547 | | 616 | 876 | 20 | | 256 | 678 | 241 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 146 | 208 | 110 | | 168 | 340 | 547 | | 616 | 876 | 20 | | 256 | 678 | 241 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 155 | 221 | 117 | | 179 | 362 | 582 | | 655 | 932 | 21 | | 272 | 721 | 256 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 155 | 221 | 117 | | 179 | 362 | 582 | | 655 | 932 | 21 | | 272 | 721 | 256 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 155 | 221 | 117 | | 179 | 362 | 582 | | 655 | 932 | 21 | | 272 | 721 | 256 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.95 | 0.85 | | 0.92 | 0.95 | 0.85 | | 0.92 | 0.95 | 0.85 | | 0.92 | 0.95 | 0.85 | |
| Lanes: | 2.00 | 2.00 | 1.00 | | 2.00 | 2.00 | 1.00 | | 2.00 | 2.00 | 1.00 | | 2.00 | 2.00 | 1.00 | |
| Final Sat.: | 3502 | 3610 | 1615 | | 3502 | 3610 | 1615 | | 3502 | 3610 | 1615 | | 3502 | 3610 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.06 | 0.07 | | 0.05 | 0.10 | 0.36 | | 0.19 | 0.26 | 0.01 | | 0.08 | 0.20 | 0.16 | |
| Crit Moves: | **** | | | | | | **** | | **** | | | | | **** | | |
| Green/Cycle: | 0.06 | 0.17 | 0.30 | | 0.14 | 0.25 | 0.52 | | 0.27 | 0.43 | 0.50 | | 0.13 | 0.29 | 0.43 | |
| Volume/Cap: | 0.69 | 0.35 | 0.24 | | 0.35 | 0.40 | 0.69 | | 0.69 | 0.60 | 0.03 | | 0.60 | 0.69 | 0.37 | |
| Uniform Del: | 45.8 | 36.4 | 26.2 | | 38.6 | 31.1 | 17.7 | | 32.6 | 21.7 | 12.8 | | 41.0 | 31.4 | 19.0 | |
| IncremntDel: | 8.5 | 0.3 | 0.3 | | 0.4 | 0.3 | 2.4 | | 2.1 | 0.6 | 0.0 | | 2.2 | 1.9 | 0.3 | |
| 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: | 54.3 | 36.8 | 26.4 | | 39.0 | 31.4 | 20.0 | | 34.7 | 22.3 | 12.8 | | 43.1 | 33.3 | 19.3 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 54.3 | 36.8 | 26.4 | | 39.0 | 31.4 | 20.0 | | 34.7 | 22.3 | 12.8 | | 43.1 | 33.3 | 19.3 | |
| LOS by Move: | D | D | C | | D | C | C | | C | C | B | | D | C | B | |
| HCM2kAvgQ: | 3 | 3 | 3 | | 2 | 5 | 13 | | 9 | 11 | 0 | | 4 | 10 | 5 | |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #34 RowberryDr/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.613
Loss Time (sec): 12 Average Delay (sec/veh): 21.7
Optimal Cycle: 50 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Split Phase | | | | Split Phase | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 | 1! 0 | 0 | 1 | 1 | 0 | 0 | 1 | 2 | 0 | 2 | 0 | 1 | 1 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 658 | 0 | 437 | 423 | 731 | 0 | 0 | 738 | 591 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 0 | 0 | 0 | 658 | 0 | 437 | 423 | 731 | 0 | 0 | 738 | 591 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | | | | |
| PHF Volume: | 0 | 0 | 0 | 700 | 0 | 465 | 450 | 778 | 0 | 0 | 785 | 629 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 0 | 0 | 0 | 700 | 0 | 465 | 450 | 778 | 0 | 0 | 785 | 629 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| 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: | 0 | 0 | 0 | 700 | 0 | 465 | 450 | 778 | 0 | 0 | 785 | 629 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 0.85 | 0.92 | 0.95 | 1.00 | 1.00 | 0.95 | 0.85 | | | | |
| Lanes: | 0.00 | 1.00 | 0.00 | 2.00 | 0.00 | 1.00 | 2.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | | | | |
| Final Sat.: | 0 | 1900 | 0 | 3618 | 0 | 1615 | 3502 | 3610 | 1900 | 1900 | 3610 | 1615 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.19 | 0.00 | 0.29 | 0.13 | 0.22 | 0.00 | 0.00 | 0.22 | 0.39 | | | | |
| Crit Moves: | | | | **** | | | **** | | | | **** | | | | | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | 0.32 | 0.00 | 0.53 | 0.21 | 0.56 | 0.00 | 0.00 | 0.35 | 0.67 | | | | |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.61 | 0.00 | 0.55 | 0.61 | 0.38 | 0.00 | 0.00 | 0.61 | 0.58 | | | | |
| Uniform Del: | 0.0 | 0.0 | 0.0 | 29.0 | 0.0 | 15.8 | 35.8 | 12.1 | 0.0 | 0.0 | 26.6 | 8.9 | | | | |
| IncremntDel: | 0.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.8 | 1.5 | 0.1 | 0.0 | 0.0 | 0.9 | 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: | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 | | | | |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 30.0 | 0.0 | 16.6 | 37.4 | 12.2 | 0.0 | 0.0 | 27.5 | 9.7 | | | | |
| 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: | 0.0 | 0.0 | 0.0 | 30.0 | 0.0 | 16.6 | 37.4 | 12.2 | 0.0 | 0.0 | 27.5 | 9.7 | | | | |
| LOS by Move: | A | A | A | C | A | B | D | B | A | A | C | A | | | | |
| HCM2kAvgQ: | 0 | 0 | 0 | 9 | 0 | 9 | 6 | 7 | 0 | 0 | 10 | 10 | | | | |

Note: Queue reported is the number of cars per lane.





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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #35 1st/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.552
Loss Time (sec): 12 Average Delay (sec/veh): 25.2
Optimal Cycle: 44 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Ovl | | | | Include | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 3 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 199 | 80 | 0 | 197 | 123 | 346 | 280 | 762 | 290 | 0 | 657 | 153 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 199 | 80 | 0 | 197 | 123 | 346 | 280 | 762 | 290 | 0 | 657 | 153 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | | | | |
| PHF Volume: | 212 | 85 | 0 | 210 | 131 | 368 | 298 | 811 | 309 | 0 | 699 | 163 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 212 | 85 | 0 | 210 | 131 | 368 | 298 | 811 | 309 | 0 | 699 | 163 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| 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: | 212 | 85 | 0 | 210 | 131 | 368 | 298 | 811 | 309 | 0 | 699 | 163 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 0.85 | 0.95 | 0.87 | 0.87 | 1.00 | 0.91 | 0.85 | | | | |
| Lanes: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.17 | 0.83 | 1.00 | 3.00 | 1.00 | | | | |
| Final Sat.: | 1805 | 1900 | 0 | 1805 | 1900 | 1615 | 1805 | 3603 | 1371 | 1900 | 5187 | 1615 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.12 | 0.04 | 0.00 | 0.12 | 0.07 | 0.23 | 0.17 | 0.22 | 0.22 | 0.00 | 0.13 | 0.10 | | | | |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | | | | | |
| Green/Cycle: | 0.21 | 0.09 | 0.00 | 0.24 | 0.12 | 0.42 | 0.30 | 0.54 | 0.54 | 0.00 | 0.24 | 0.49 | | | | |
| Volume/Cap: | 0.55 | 0.48 | 0.00 | 0.48 | 0.55 | 0.54 | 0.55 | 0.41 | 0.41 | 0.00 | 0.55 | 0.21 | | | | |
| Uniform Del: | 35.1 | 43.0 | 0.0 | 32.4 | 41.1 | 21.5 | 29.4 | 13.5 | 13.5 | 0.0 | 33.0 | 14.6 | | | | |
| IncremntDel: | 1.7 | 2.0 | 0.0 | 0.8 | 2.8 | 0.9 | 1.2 | 0.1 | 0.1 | 0.0 | 0.5 | 0.1 | | | | |
| 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 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | | | | |
| Delay/Veh: | 36.9 | 45.0 | 0.0 | 33.2 | 43.9 | 22.4 | 30.7 | 13.6 | 13.6 | 0.0 | 33.6 | 14.7 | | | | |
| 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: | 36.9 | 45.0 | 0.0 | 33.2 | 43.9 | 22.4 | 30.7 | 13.6 | 13.6 | 0.0 | 33.6 | 14.7 | | | | |
| LOS by Move: | D | D | A | C | D | C | C | B | B | A | C | B | | | | |
| HCM2kAvgQ: | 6 | 3 | 0 | 6 | 5 | 9 | 8 | 7 | 7 | 0 | 7 | 3 | | | | |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #36 2nd St/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.525
Loss Time (sec): 12 Average Delay (sec/veh): 24.1
Optimal Cycle: 42 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 0 | 0 1 | 0 | 2 0 | 1 0 | 1 | 1 0 | 2 1 | 0 | 1 0 | 2 1 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 72 | 1 | 278 | 116 | 263 | 182 | 766 | 20 | 1 | 596 | 251 |
| Growth Adj: | 1.00 | 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 | 72 | 1 | 278 | 116 | 263 | 182 | 766 | 20 | 1 | 596 | 251 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 0 | 77 | 1 | 296 | 123 | 280 | 194 | 815 | 21 | 1 | 634 | 267 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 77 | 1 | 296 | 123 | 280 | 194 | 815 | 21 | 1 | 634 | 267 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 0 | 77 | 1 | 296 | 123 | 280 | 194 | 815 | 21 | 1 | 634 | 267 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 0.92 | 1.00 | 0.85 | 0.95 | 0.91 | 0.91 | 0.95 | 0.87 | 0.87 |
| Lanes: | 1.00 | 0.99 | 0.01 | 2.00 | 1.00 | 1.00 | 1.00 | 2.92 | 0.08 | 1.00 | 2.11 | 0.89 |
| Final Sat.: | 1900 | 1870 | 26 | 3502 | 1900 | 1615 | 1805 | 5035 | 131 | 1805 | 3489 | 1469 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.04 | 0.04 | 0.08 | 0.06 | 0.17 | 0.11 | 0.16 | 0.16 | 0.00 | 0.18 | 0.18 |
| Crit Moves: | **** | | | | | **** | **** | | | | **** | |
| Green/Cycle: | 0.00 | 0.11 | 0.11 | 0.22 | 0.33 | 0.33 | 0.20 | 0.55 | 0.55 | 0.00 | 0.35 | 0.35 |
| Volume/Cap: | 0.00 | 0.38 | 0.38 | 0.38 | 0.20 | 0.53 | 0.53 | 0.30 | 0.30 | 0.30 | 0.53 | 0.53 |
| Uniform Del: | 0.0 | 41.5 | 41.5 | 33.0 | 24.0 | 27.2 | 35.5 | 12.2 | 12.2 | 49.8 | 26.1 | 26.1 |
| IncremntDel: | 0.0 | 1.2 | 1.2 | 0.3 | 0.2 | 1.0 | 1.4 | 0.1 | 0.1 | 40.8 | 0.3 | 0.3 |
| 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: | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Delay/Veh: | 0.0 | 42.7 | 42.7 | 33.4 | 24.2 | 28.1 | 36.9 | 12.2 | 12.2 | 90.6 | 26.4 | 26.4 |
| 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: | 0.0 | 42.7 | 42.7 | 33.4 | 24.2 | 28.1 | 36.9 | 12.2 | 12.2 | 90.6 | 26.4 | 26.4 |
| LOS by Move: | A | D | D | C | C | C | D | B | B | F | C | C |
| HCM2kAvgQ: | 0 | 3 | 3 | 4 | 3 | 7 | 5 | 5 | 5 | 0 | 8 | 8 |

Note: Queue reported is the number of cars per lane.





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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #37 3rd St/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.490
Loss Time (sec): 12 Average Delay (sec/veh): 22.6
Optimal Cycle: 40 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Ovl | | | Include | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 0 | 1 0 | 1 | 2 0 | 1 0 | 1 | 1 0 | 2 1 | 0 | 1 0 | 3 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 83 | 10 | 152 | 294 | 12 | 166 | 54 | 978 | 95 | 139 | 705 | 149 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 83 | 10 | 152 | 294 | 12 | 166 | 54 | 978 | 95 | 139 | 705 | 149 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 88 | 11 | 162 | 313 | 13 | 177 | 57 | 1040 | 101 | 148 | 750 | 159 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 88 | 11 | 162 | 313 | 13 | 177 | 57 | 1040 | 101 | 148 | 750 | 159 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 88 | 11 | 162 | 313 | 13 | 177 | 57 | 1040 | 101 | 148 | 750 | 159 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 1.00 | 0.85 | 0.92 | 1.00 | 0.85 | 0.95 | 0.90 | 0.90 | 0.95 | 0.91 | 0.85 |
| Lanes: | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 1.00 | 2.73 | 0.27 | 1.00 | 3.00 | 1.00 |
| Final Sat.: | 1805 | 1900 | 1615 | 3502 | 1900 | 1615 | 1805 | 4666 | 453 | 1805 | 5187 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.05 | 0.01 | 0.10 | 0.09 | 0.01 | 0.11 | 0.03 | 0.22 | 0.22 | 0.08 | 0.14 | 0.10 |
| Crit Moves: | **** | | | | | **** | | **** | | **** | | |
| Green/Cycle: | 0.10 | 0.04 | 0.21 | 0.21 | 0.16 | 0.27 | 0.11 | 0.45 | 0.45 | 0.17 | 0.51 | 0.72 |
| Volume/Cap: | 0.49 | 0.13 | 0.47 | 0.42 | 0.04 | 0.40 | 0.28 | 0.49 | 0.49 | 0.49 | 0.28 | 0.14 |
| Uniform Del: | 42.6 | 46.0 | 34.6 | 33.9 | 35.7 | 29.9 | 40.7 | 19.1 | 19.1 | 37.8 | 14.0 | 4.2 |
| IncremntDel: | 2.1 | 0.7 | 1.0 | 0.4 | 0.1 | 0.6 | 0.8 | 0.2 | 0.2 | 1.3 | 0.1 | 0.1 |
| 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: | 44.7 | 46.7 | 35.7 | 34.3 | 35.7 | 30.5 | 41.5 | 19.3 | 19.3 | 39.0 | 14.1 | 4.3 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 44.7 | 46.7 | 35.7 | 34.3 | 35.7 | 30.5 | 41.5 | 19.3 | 19.3 | 39.0 | 14.1 | 4.3 |
| LOS by Move: | D | D | D | C | D | C | D | B | B | D | B | A |
| HCM2kAvgQ: | 3 | 0 | 5 | 5 | 0 | 5 | 2 | 9 | 9 | 4 | 5 | 1 |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #38 Scott Rd (North)/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.759
Loss Time (sec): 12 Average Delay (sec/veh): 32.5
Optimal Cycle: 69 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Ovl | | | Ovl | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 2 0 | 3 0 | 1 | 2 0 | 3 0 | 1 | 2 0 | 3 0 | 1 | 2 0 | 3 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 275 | 1048 | 102 | 517 | 904 | 433 | 923 | 334 | 167 | 197 | 285 | 203 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 275 | 1048 | 102 | 517 | 904 | 433 | 923 | 334 | 167 | 197 | 285 | 203 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 275 | 1048 | 102 | 517 | 904 | 433 | 923 | 334 | 167 | 197 | 285 | 203 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 275 | 1048 | 102 | 517 | 904 | 433 | 923 | 334 | 167 | 197 | 285 | 203 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 275 | 1048 | 102 | 517 | 904 | 433 | 923 | 334 | 167 | 197 | 285 | 203 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.91 | 0.85 | 0.92 | 0.91 | 0.85 | 0.92 | 0.91 | 0.85 | 0.92 | 0.91 | 0.85 |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3502 | 5187 | 1615 | 3502 | 5187 | 1615 | 3502 | 5187 | 1615 | 3502 | 5187 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.08 | 0.20 | 0.06 | 0.15 | 0.17 | 0.27 | 0.26 | 0.06 | 0.10 | 0.06 | 0.05 | 0.13 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green/Cycle: | 0.14 | 0.27 | 0.46 | 0.19 | 0.32 | 0.66 | 0.35 | 0.22 | 0.37 | 0.20 | 0.07 | 0.27 |
| Volume/Cap: | 0.55 | 0.76 | 0.14 | 0.76 | 0.55 | 0.40 | 0.76 | 0.29 | 0.28 | 0.29 | 0.76 | 0.47 |
| Uniform Del: | 39.8 | 33.8 | 15.5 | 38.1 | 28.2 | 7.7 | 28.9 | 32.2 | 22.3 | 34.3 | 45.5 | 30.7 |
| IncremntDel: | 1.3 | 2.5 | 0.1 | 5.0 | 0.4 | 0.2 | 2.8 | 0.1 | 0.3 | 0.2 | 8.7 | 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: | 41.1 | 36.3 | 15.6 | 43.0 | 28.6 | 7.9 | 31.8 | 32.3 | 22.6 | 34.5 | 54.3 | 31.6 |
| 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: | 41.1 | 36.3 | 15.6 | 43.0 | 28.6 | 7.9 | 31.8 | 32.3 | 22.6 | 34.5 | 54.3 | 31.6 |
| LOS by Move: | D | D | B | D | C | A | C | C | C | C | D | C |
| HCM2kAvgQ: | 4 | 11 | 2 | 8 | 8 | 6 | 13 | 3 | 3 | 3 | 3 | 5 |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #39 Placerville Rd / Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.245
Loss Time (sec): 12 Average Delay (sec/veh): 21.6
Optimal Cycle: 29 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Ovl | | | Include | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 0 | 1 0 | 1 | 1 0 | 1 0 | 1 | 2 0 | 2 1 | 0 | 1 0 | 3 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 28 | 58 | 64 | 38 | 55 | 39 | 180 | 500 | 109 | 68 | 258 | 56 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 28 | 58 | 64 | 38 | 55 | 39 | 180 | 500 | 109 | 68 | 258 | 56 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 30 | 62 | 68 | 40 | 59 | 41 | 191 | 532 | 116 | 72 | 274 | 60 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 30 | 62 | 68 | 40 | 59 | 41 | 191 | 532 | 116 | 72 | 274 | 60 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 30 | 62 | 68 | 40 | 59 | 41 | 191 | 532 | 116 | 72 | 274 | 60 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 1.00 | 0.85 | 0.95 | 1.00 | 0.85 | 0.92 | 0.89 | 0.89 | 0.95 | 0.91 | 0.85 |
| Lanes: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 2.46 | 0.54 | 1.00 | 3.00 | 1.00 |
| Final Sat.: | 1805 | 1900 | 1615 | 1805 | 1900 | 1615 | 3502 | 4144 | 903 | 1805 | 5187 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.03 | 0.04 | 0.02 | 0.03 | 0.03 | 0.05 | 0.13 | 0.13 | 0.04 | 0.05 | 0.04 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green/Cycle: | 0.07 | 0.11 | 0.28 | 0.08 | 0.13 | 0.47 | 0.35 | 0.52 | 0.52 | 0.16 | 0.34 | 0.42 |
| Volume/Cap: | 0.25 | 0.28 | 0.15 | 0.28 | 0.25 | 0.05 | 0.16 | 0.25 | 0.25 | 0.25 | 0.16 | 0.09 |
| Uniform Del: | 44.2 | 40.6 | 27.2 | 43.4 | 39.4 | 14.2 | 22.4 | 13.0 | 13.0 | 36.4 | 23.1 | 17.7 |
| IncremntDel: | 1.1 | 0.7 | 0.2 | 1.1 | 0.5 | 0.0 | 0.1 | 0.0 | 0.0 | 0.4 | 0.0 | 0.1 |
| 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: | 45.3 | 41.3 | 27.4 | 44.5 | 40.0 | 14.2 | 22.5 | 13.1 | 13.1 | 36.9 | 23.2 | 17.7 |
| 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: | 45.3 | 41.3 | 27.4 | 44.5 | 40.0 | 14.2 | 22.5 | 13.1 | 13.1 | 36.9 | 23.2 | 17.7 |
| LOS by Move: | D | D | C | D | D | B | C | B | B | D | C | B |
| HCM2kAvgQ: | 1 | 2 | 2 | 1 | 2 | 1 | 2 | 4 | 4 | 2 | 2 | 1 |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #40 4th St/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.423
Loss Time (sec): 12 Average Delay (sec/veh): 22.5
Optimal Cycle: 36 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 288 | 15 | 21 | 14 | 24 | 27 | 433 | 141 | 22 | 359 | 79 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 288 | 15 | 21 | 14 | 24 | 27 | 433 | 141 | 22 | 359 | 79 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 0 | 306 | 16 | 22 | 15 | 26 | 29 | 461 | 150 | 23 | 382 | 84 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 306 | 16 | 22 | 15 | 26 | 29 | 461 | 150 | 23 | 382 | 84 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 0 | 306 | 16 | 22 | 15 | 26 | 29 | 461 | 150 | 23 | 382 | 84 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 0.99 | 0.99 | 0.95 | 1.00 | 0.85 | 0.95 | 0.91 | 0.91 | 0.95 | 0.92 | 0.92 |
| Lanes: | 1.00 | 0.95 | 0.05 | 1.00 | 1.00 | 1.00 | 1.00 | 1.51 | 0.49 | 1.00 | 1.64 | 0.36 |
| Final Sat.: | 1900 | 1793 | 93 | 1805 | 1900 | 1615 | 1805 | 2622 | 854 | 1805 | 2879 | 634 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.17 | 0.17 | 0.01 | 0.01 | 0.02 | 0.02 | 0.18 | 0.18 | 0.01 | 0.13 | 0.13 |
| Crit Moves: | | **** | | **** | | | | **** | | **** | | |
| Green/Cycle: | 0.00 | 0.40 | 0.40 | 0.03 | 0.43 | 0.43 | 0.05 | 0.42 | 0.42 | 0.03 | 0.40 | 0.40 |
| Volume/Cap: | 0.00 | 0.42 | 0.42 | 0.42 | 0.02 | 0.04 | 0.33 | 0.42 | 0.42 | 0.42 | 0.33 | 0.33 |
| Uniform Del: | 0.0 | 21.4 | 21.4 | 47.7 | 16.2 | 16.3 | 46.1 | 20.7 | 20.7 | 47.6 | 20.9 | 20.9 |
| IncremntDel: | 0.0 | 0.4 | 0.4 | 5.4 | 0.0 | 0.0 | 2.3 | 0.2 | 0.2 | 5.1 | 0.1 | 0.1 |
| 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: | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Delay/Veh: | 0.0 | 21.8 | 21.8 | 53.1 | 16.2 | 16.3 | 48.3 | 20.9 | 20.9 | 52.7 | 21.0 | 21.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 21.8 | 21.8 | 53.1 | 16.2 | 16.3 | 48.3 | 20.9 | 20.9 | 52.7 | 21.0 | 21.0 |
| LOS by Move: | A | C | C | D | B | B | D | C | C | D | C | C |
| HCM2kAvgQ: | 0 | 7 | 7 | 1 | 0 | 0 | 1 | 7 | 7 | 1 | 5 | 5 |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #41 Hillside Dr/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.304
Loss Time (sec): 9 Average Delay (sec/veh): 14.9
Optimal Cycle: 26 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Ovl | | | Include | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 94 | 0 | 134 | 83 | 340 | 0 | 0 | 307 | 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 | 0 | 0 | 94 | 0 | 134 | 83 | 340 | 0 | 0 | 307 | 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: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 0 | 0 | 0 | 100 | 0 | 143 | 88 | 362 | 0 | 0 | 327 | 51 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 100 | 0 | 143 | 88 | 362 | 0 | 0 | 327 | 51 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 0 | 0 | 0 | 100 | 0 | 143 | 88 | 362 | 0 | 0 | 327 | 51 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 0.85 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 0.85 |
| Lanes: | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 |
| Final Sat.: | 0 | 0 | 0 | 1805 | 0 | 1615 | 1805 | 1900 | 0 | 0 | 1900 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.06 | 0.00 | 0.09 | 0.05 | 0.19 | 0.00 | 0.00 | 0.17 | 0.03 |
| Crit Moves: | | | | **** | | | **** | | | | **** | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | 0.18 | 0.00 | 0.34 | 0.16 | 0.73 | 0.00 | 0.00 | 0.57 | 0.75 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.30 | 0.00 | 0.26 | 0.30 | 0.26 | 0.00 | 0.00 | 0.30 | 0.04 |
| Uniform Del: | 0.0 | 0.0 | 0.0 | 35.4 | 0.0 | 23.6 | 37.0 | 4.6 | 0.0 | 0.0 | 11.4 | 3.3 |
| IncremntDel: | 0.0 | 0.0 | 0.0 | 0.5 | 0.0 | 0.2 | 0.6 | 0.1 | 0.0 | 0.0 | 0.2 | 0.0 |
| 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: | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 35.9 | 0.0 | 23.9 | 37.6 | 4.7 | 0.0 | 0.0 | 11.5 | 3.3 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 35.9 | 0.0 | 23.9 | 37.6 | 4.7 | 0.0 | 0.0 | 11.5 | 3.3 |
| LOS by Move: | A | A | A | D | A | C | D | A | A | A | B | A |
| HCM2kAvgQ: | 0 | 0 | 0 | 3 | 0 | 3 | 2 | 4 | 0 | 0 | 5 | 0 |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #42 Empire Ranch Rd/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.453
Loss Time (sec): 12 Average Delay (sec/veh): 24.7
Optimal Cycle: 38 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Split Phase | | | | Split Phase | | | |
| Rights: | Include | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 2 | 1 0 | 1 | 0 | 3 | 0 1 | 1 | 1 | 0 | 0 1 | 0 | 1 | 0 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 21 | 628 | 42 | | 181 | 579 | 188 | | 265 | 57 | 21 | | 39 | 65 | 203 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 21 | 628 | 42 | | 181 | 579 | 188 | | 265 | 57 | 21 | | 39 | 65 | 203 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 22 | 668 | 45 | | 193 | 616 | 200 | | 282 | 61 | 22 | | 41 | 69 | 216 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 22 | 668 | 45 | | 193 | 616 | 200 | | 282 | 61 | 22 | | 41 | 69 | 216 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 22 | 668 | 45 | | 193 | 616 | 200 | | 282 | 61 | 22 | | 41 | 69 | 216 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.90 | 0.90 | | 0.95 | 0.91 | 0.85 | | 0.96 | 0.96 | 0.85 | | 0.98 | 0.98 | 0.85 | |
| Lanes: | 1.00 | 2.81 | 0.19 | | 1.00 | 3.00 | 1.00 | | 1.65 | 0.35 | 1.00 | | 0.37 | 0.63 | 1.00 | |
| Final Sat.: | 1805 | 4818 | 322 | | 1805 | 5187 | 1615 | | 3002 | 646 | 1615 | | 700 | 1166 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.14 | 0.14 | | 0.11 | 0.12 | 0.12 | | 0.09 | 0.09 | 0.01 | | 0.06 | 0.06 | 0.13 | |
| Crit Moves: | | **** | | | **** | | | | | **** | | | | **** | | |
| Green/Cycle: | 0.05 | 0.31 | 0.31 | | 0.24 | 0.49 | 0.70 | | 0.21 | 0.21 | 0.26 | | 0.13 | 0.13 | 0.37 | |
| Volume/Cap: | 0.24 | 0.45 | 0.45 | | 0.45 | 0.24 | 0.18 | | 0.45 | 0.45 | 0.05 | | 0.45 | 0.45 | 0.36 | |
| Uniform Del: | 45.6 | 27.9 | 27.9 | | 32.7 | 14.7 | 5.2 | | 34.7 | 34.7 | 27.9 | | 40.1 | 40.1 | 23.2 | |
| IncremntDel: | 1.4 | 0.2 | 0.2 | | 0.8 | 0.0 | 0.1 | | 0.4 | 0.4 | 0.1 | | 1.3 | 1.3 | 0.4 | |
| 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: | 46.9 | 28.2 | 28.2 | | 33.5 | 14.8 | 5.3 | | 35.1 | 35.1 | 27.9 | | 41.5 | 41.5 | 23.5 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 46.9 | 28.2 | 28.2 | | 33.5 | 14.8 | 5.3 | | 35.1 | 35.1 | 27.9 | | 41.5 | 41.5 | 23.5 | |
| LOS by Move: | D | C | C | | C | B | A | | D | D | C | | D | D | C | |
| HCM2kAvgQ: | 1 | 6 | 6 | | 5 | 4 | 2 | | 4 | 4 | 0 | | 4 | 4 | 5 | |

Note: Queue reported is the number of cars per lane.





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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #43 Prairie City Rd/Middle Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.463
Loss Time (sec): 9 Average Delay (sec/veh): 9.7
Optimal Cycle: 32 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | |
| Lanes: | 0 | 0 | 2 | 1 0 | 1 | 0 | 3 | 0 0 | 0 | 0 | 0 | 0 0 | 1 | 0 | 0 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1190 | 9 | | 297 | 1291 | 0 | | 0 | 0 | 0 | | 6 | 0 | 116 | |
| Growth Adj: | 1.00 | 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 | 1190 | 9 | | 297 | 1291 | 0 | | 0 | 0 | 0 | | 6 | 0 | 116 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 0 | 1266 | 10 | | 316 | 1373 | 0 | | 0 | 0 | 0 | | 6 | 0 | 123 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 1266 | 10 | | 316 | 1373 | 0 | | 0 | 0 | 0 | | 6 | 0 | 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 | |
| FinalVolume: | 0 | 1266 | 10 | | 316 | 1373 | 0 | | 0 | 0 | 0 | | 6 | 0 | 123 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.91 | 0.91 | | 0.95 | 0.91 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.85 | |
| Lanes: | 0.00 | 2.98 | 0.02 | | 1.00 | 3.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 1.00 | 0.00 | 1.00 | |
| Final Sat.: | 0 | 5143 | 39 | | 1805 | 5187 | 0 | | 0 | 0 | 0 | | 1900 | 0 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.25 | 0.25 | | 0.18 | 0.26 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.08 | |
| Crit Moves: | | **** | | | **** | | | | | | | | | **** | | |
| Green/Cycle: | 0.00 | 0.53 | 0.53 | | 0.38 | 0.91 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.38 | |
| Volume/Cap: | 0.00 | 0.46 | 0.46 | | 0.46 | 0.29 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.09 | 0.00 | 0.20 | |
| Uniform Del: | 0.0 | 14.5 | 14.5 | | 23.4 | 0.6 | 0.0 | | 0.0 | 0.0 | 0.0 | | 50.0 | 0.0 | 20.9 | |
| IncremntDel: | 0.0 | 0.1 | 0.1 | | 0.5 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.5 | 0.0 | 0.2 | |
| 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: | 0.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 1.00 | 0.00 | 1.00 | |
| Delay/Veh: | 0.0 | 14.7 | 14.7 | | 23.9 | 0.6 | 0.0 | | 0.0 | 0.0 | 0.0 | | 50.5 | 0.0 | 21.1 | |
| 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: | 0.0 | 14.7 | 14.7 | | 23.9 | 0.6 | 0.0 | | 0.0 | 0.0 | 0.0 | | 50.5 | 0.0 | 21.1 | |
| LOS by Move: | A | B | B | | C | A | A | | A | A | A | | D | A | C | |
| HCM2kAvgQ: | 0 | 9 | 9 | | 7 | 2 | 0 | | 0 | 0 | 0 | | 0 | 0 | 2 | |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #44 Oak Ave Pkwy/Middle Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.420
Loss Time (sec): 12 Average Delay (sec/veh): 19.9
Optimal Cycle: 36 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Ovl | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 0 | 1 | 1 0 | 1 0 | 1 | 1 0 | 1 0 | 1 | 0 1 | 1 0 | 0 | 1 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 128 | 427 | 1 | 19 | 573 | 25 | 22 | 11 | 291 | 1 | 3 | 15 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 128 | 427 | 1 | 19 | 573 | 25 | 22 | 11 | 291 | 1 | 3 | 15 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 136 | 454 | 1 | 20 | 610 | 27 | 23 | 12 | 310 | 1 | 3 | 16 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 136 | 454 | 1 | 20 | 610 | 27 | 23 | 12 | 310 | 1 | 3 | 16 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 136 | 454 | 1 | 20 | 610 | 27 | 23 | 12 | 310 | 1 | 3 | 16 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.95 | 0.95 | 0.95 | 0.94 | 0.94 | 0.95 | 1.00 | 0.85 | 0.95 | 0.88 | 0.88 |
| Lanes: | 1.00 | 1.99 | 0.01 | 1.00 | 1.92 | 0.08 | 1.00 | 1.00 | 1.00 | 1.00 | 0.17 | 0.83 |
| Final Sat.: | 1805 | 3602 | 8 | 1805 | 3438 | 150 | 1805 | 1900 | 1615 | 1805 | 277 | 1385 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.08 | 0.13 | 0.13 | 0.01 | 0.18 | 0.18 | 0.01 | 0.01 | 0.19 | 0.00 | 0.01 | 0.01 |
| Crit Moves: | **** | | | | **** | | | | **** | **** | | |
| Green/Cycle: | 0.18 | 0.55 | 0.55 | 0.05 | 0.42 | 0.42 | 0.15 | 0.28 | 0.46 | 0.00 | 0.13 | 0.13 |
| Volume/Cap: | 0.42 | 0.23 | 0.23 | 0.23 | 0.42 | 0.42 | 0.09 | 0.02 | 0.42 | 0.42 | 0.09 | 0.09 |
| Uniform Del: | 36.4 | 11.4 | 11.4 | 45.7 | 20.3 | 20.3 | 36.8 | 26.3 | 18.3 | 49.9 | 38.2 | 38.2 |
| IncremntDel: | 0.9 | 0.1 | 0.1 | 1.3 | 0.2 | 0.2 | 0.1 | 0.0 | 0.4 | 85.3 | 0.2 | 0.2 |
| 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: | 37.3 | 11.5 | 11.5 | 47.0 | 20.5 | 20.5 | 37.0 | 26.3 | 18.7 | 135.2 | 38.4 | 38.4 |
| 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: | 37.3 | 11.5 | 11.5 | 47.0 | 20.5 | 20.5 | 37.0 | 26.3 | 18.7 | 135.2 | 38.4 | 38.4 |
| LOS by Move: | D | B | B | D | C | C | D | C | B | F | D | D |
| HCM2kAvgQ: | 4 | 4 | 4 | 1 | 7 | 7 | 1 | 0 | 6 | 0 | 1 | 1 |

Note: Queue reported is the number of cars per lane.





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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #45 Scott Rd (North)/ Street "B"

Cycle (sec): 100 Critical Vol./Cap. (X): 0.748
Loss Time (sec): 12 Average Delay (sec/veh): 29.7
Optimal Cycle: 67 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 0 | 3 | 0 1 | 1 0 | 3 | 0 1 | 1 0 | 0 | 1 0 | 1 0 | 0 | 1 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 55 | 1159 | 48 | 349 | 918 | 1 | 7 | 72 | 76 | 68 | 73 | 259 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 55 | 1159 | 48 | 349 | 918 | 1 | 7 | 72 | 76 | 68 | 73 | 259 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 59 | 1233 | 51 | 371 | 977 | 1 | 7 | 77 | 81 | 72 | 78 | 276 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 59 | 1233 | 51 | 371 | 977 | 1 | 7 | 77 | 81 | 72 | 78 | 276 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 59 | 1233 | 51 | 371 | 977 | 1 | 7 | 77 | 81 | 72 | 78 | 276 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.91 | 0.85 | 0.95 | 0.91 | 0.85 | 0.95 | 0.92 | 0.92 | 0.95 | 0.88 | 0.88 |
| Lanes: | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 | 1.00 | 0.49 | 0.51 | 1.00 | 0.22 | 0.78 |
| Final Sat.: | 1805 | 5187 | 1615 | 1805 | 5187 | 1615 | 1805 | 853 | 901 | 1805 | 369 | 1309 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.24 | 0.03 | 0.21 | 0.19 | 0.00 | 0.00 | 0.09 | 0.09 | 0.04 | 0.21 | 0.21 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green/Cycle: | 0.09 | 0.32 | 0.32 | 0.28 | 0.51 | 0.51 | 0.01 | 0.20 | 0.20 | 0.09 | 0.28 | 0.28 |
| Volume/Cap: | 0.37 | 0.75 | 0.10 | 0.75 | 0.37 | 0.00 | 0.75 | 0.45 | 0.45 | 0.45 | 0.75 | 0.75 |
| Uniform Del: | 43.1 | 30.5 | 24.0 | 33.1 | 15.0 | 12.2 | 49.7 | 35.3 | 35.3 | 43.3 | 32.7 | 32.7 |
| IncremntDel: | 1.5 | 1.9 | 0.1 | 6.2 | 0.1 | 0.0 | 143.6 | 0.9 | 0.9 | 2.0 | 6.5 | 6.5 |
| 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: | 44.6 | 32.5 | 24.1 | 39.3 | 15.1 | 12.2 | 193.2 | 36.2 | 36.2 | 45.3 | 39.2 | 39.2 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 44.6 | 32.5 | 24.1 | 39.3 | 15.1 | 12.2 | 193.2 | 36.2 | 36.2 | 45.3 | 39.2 | 39.2 |
| LOS by Move: | D | C | C | D | B | B | F | D | D | D | D | D |
| HCM2kAvgQ: | 2 | 12 | 1 | 11 | 6 | 0 | 1 | 5 | 5 | 2 | 10 | 10 |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #46 Placerville Drive/Street "B"

Cycle (sec): 100 Critical Vol./Cap. (X): 0.404
Loss Time (sec): 12 Average Delay (sec/veh): 21.3
Optimal Cycle: 35 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 0 | 0 1 | 0 | 1 0 | 0 1 | 0 | 1 0 | 0 1 | 0 | 1 0 | 1 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 60 | 74 | 9 | 40 | 117 | 33 | 24 | 293 | 101 | 7 | 260 | 42 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 60 | 74 | 9 | 40 | 117 | 33 | 24 | 293 | 101 | 7 | 260 | 42 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 64 | 79 | 10 | 43 | 124 | 35 | 26 | 312 | 107 | 7 | 277 | 45 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 64 | 79 | 10 | 43 | 124 | 35 | 26 | 312 | 107 | 7 | 277 | 45 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 64 | 79 | 10 | 43 | 124 | 35 | 26 | 312 | 107 | 7 | 277 | 45 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.98 | 0.98 | 0.95 | 0.97 | 0.97 | 0.95 | 0.96 | 0.96 | 0.95 | 1.00 | 0.85 |
| Lanes: | 1.00 | 0.89 | 0.11 | 1.00 | 0.78 | 0.22 | 1.00 | 0.74 | 0.26 | 1.00 | 1.00 | 1.00 |
| Final Sat.: | 1805 | 1667 | 203 | 1805 | 1433 | 404 | 1805 | 1359 | 469 | 1805 | 1900 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.05 | 0.05 | 0.02 | 0.09 | 0.09 | 0.01 | 0.23 | 0.23 | 0.00 | 0.15 | 0.03 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green/Cycle: | 0.09 | 0.20 | 0.20 | 0.10 | 0.21 | 0.21 | 0.05 | 0.57 | 0.57 | 0.01 | 0.53 | 0.63 |
| Volume/Cap: | 0.40 | 0.23 | 0.23 | 0.23 | 0.40 | 0.40 | 0.28 | 0.40 | 0.40 | 0.40 | 0.28 | 0.04 |
| Uniform Del: | 43.2 | 33.4 | 33.4 | 41.4 | 33.8 | 33.8 | 45.7 | 12.1 | 12.1 | 49.2 | 13.1 | 7.1 |
| IncremntDel: | 1.7 | 0.3 | 0.3 | 0.7 | 0.7 | 0.7 | 1.6 | 0.3 | 0.3 | 13.9 | 0.2 | 0.0 |
| 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: | 44.8 | 33.8 | 33.8 | 42.1 | 34.4 | 34.4 | 47.3 | 12.4 | 12.4 | 63.0 | 13.3 | 7.2 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 44.8 | 33.8 | 33.8 | 42.1 | 34.4 | 34.4 | 47.3 | 12.4 | 12.4 | 63.0 | 13.3 | 7.2 |
| LOS by Move: | D | C | C | D | C | C | D | B | B | E | B | A |
| HCM2kAvgQ: | 2 | 2 | 2 | 1 | 4 | 4 | 1 | 7 | 7 | 1 | 5 | 1 |

Note: Queue reported is the number of cars per lane.





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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #47 Prairie City Rd/Street "A"

Cycle (sec): 100 Critical Vol./Cap. (X): 0.552
Loss Time (sec): 12 Average Delay (sec/veh): 9.7
Optimal Cycle: 44 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Permitted | | | Permitted | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 0 0 | 1 1 | 0 | 1 0 | 2 0 | 0 | 0 0 | 0 0 | 0 | 1 0 | 0 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 1133 | 94 | 130 | 1167 | 0 | 0 | 0 | 0 | 34 | 0 | 66 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 1133 | 94 | 130 | 1167 | 0 | 0 | 0 | 0 | 34 | 0 | 66 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 0 | 1205 | 100 | 138 | 1241 | 0 | 0 | 0 | 0 | 36 | 0 | 70 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 1205 | 100 | 138 | 1241 | 0 | 0 | 0 | 0 | 36 | 0 | 70 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 1205 | 100 | 138 | 1241 | 0 | 0 | 0 | 0 | 36 | 0 | 70 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 0.94 | 0.94 | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 0.77 | 1.00 | 0.85 |
| Lanes: | 0.00 | 1.85 | 0.15 | 1.00 | 2.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 |
| Final Sat.: | 0 | 3293 | 273 | 1805 | 3610 | 0 | 0 | 0 | 0 | 1461 | 0 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.37 | 0.37 | 0.08 | 0.34 | 0.00 | 0.00 | 0.00 | 0.00 | 0.02 | 0.00 | 0.04 |
| Crit Moves: | | **** | | **** | | | | | | | | **** |
| Green/Cycle: | 0.00 | 0.66 | 0.66 | 0.14 | 0.80 | 0.00 | 0.00 | 0.00 | 0.00 | 0.08 | 0.00 | 0.08 |
| Volume/Cap: | 0.00 | 0.55 | 0.55 | 0.55 | 0.43 | 0.00 | 0.00 | 0.00 | 0.00 | 0.31 | 0.00 | 0.55 |
| Uniform Del: | 0.0 | 9.0 | 9.0 | 40.2 | 3.0 | 0.0 | 0.0 | 0.0 | 0.0 | 43.5 | 0.0 | 44.4 |
| IncremntDel: | 0.0 | 0.3 | 0.3 | 2.7 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 1.6 | 0.0 | 5.2 |
| 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: | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 |
| Delay/Veh: | 0.0 | 9.3 | 9.3 | 42.8 | 3.1 | 0.0 | 0.0 | 0.0 | 0.0 | 45.1 | 0.0 | 49.5 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 9.3 | 9.3 | 42.8 | 3.1 | 0.0 | 0.0 | 0.0 | 0.0 | 45.1 | 0.0 | 49.5 |
| LOS by Move: | A | A | A | D | A | A | A | A | A | D | A | D |
| HCM2kAvgQ: | 0 | 11 | 11 | 4 | 6 | 0 | 0 | 0 | 0 | 1 | 0 | 2 |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #48 Oak Ave Pkwy/Street "A"

Cycle (sec): 100 Critical Vol./Cap. (X): 0.507
Loss Time (sec): 12 Average Delay (sec/veh): 26.9
Optimal Cycle: 41 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 0 | 1 | 1 0 | 1 0 | 1 | 1 0 | 1 0 | 0 | 1 0 | 1 0 | 0 | 1 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 43 | 443 | 163 | 87 | 669 | 77 | 49 | 114 | 25 | 199 | 103 | 62 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 43 | 443 | 163 | 87 | 669 | 77 | 49 | 114 | 25 | 199 | 103 | 62 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 46 | 471 | 173 | 93 | 712 | 82 | 52 | 121 | 27 | 212 | 110 | 66 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 46 | 471 | 173 | 93 | 712 | 82 | 52 | 121 | 27 | 212 | 110 | 66 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 46 | 471 | 173 | 93 | 712 | 82 | 52 | 121 | 27 | 212 | 110 | 66 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.91 | 0.91 | 0.95 | 0.94 | 0.94 | 0.95 | 0.97 | 0.97 | 0.95 | 0.94 | 0.94 |
| Lanes: | 1.00 | 1.46 | 0.54 | 1.00 | 1.79 | 0.21 | 1.00 | 0.82 | 0.18 | 1.00 | 0.62 | 0.38 |
| Final Sat.: | 1805 | 2533 | 932 | 1805 | 3189 | 367 | 1805 | 1516 | 332 | 1805 | 1120 | 674 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.19 | 0.19 | 0.05 | 0.22 | 0.22 | 0.03 | 0.08 | 0.08 | 0.12 | 0.10 | 0.10 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green/Cycle: | 0.05 | 0.38 | 0.38 | 0.11 | 0.44 | 0.44 | 0.09 | 0.16 | 0.16 | 0.23 | 0.30 | 0.30 |
| Volume/Cap: | 0.51 | 0.48 | 0.48 | 0.48 | 0.51 | 0.51 | 0.33 | 0.51 | 0.51 | 0.51 | 0.33 | 0.33 |
| Uniform Del: | 46.3 | 23.3 | 23.3 | 42.1 | 20.1 | 20.1 | 42.8 | 38.5 | 38.5 | 33.5 | 27.1 | 27.1 |
| IncremntDel: | 4.6 | 0.3 | 0.3 | 1.9 | 0.3 | 0.3 | 1.2 | 1.5 | 1.5 | 1.0 | 0.4 | 0.4 |
| 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: | 50.9 | 23.5 | 23.5 | 44.0 | 20.4 | 20.4 | 43.9 | 40.0 | 40.0 | 34.5 | 27.5 | 27.5 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 50.9 | 23.5 | 23.5 | 44.0 | 20.4 | 20.4 | 43.9 | 40.0 | 40.0 | 34.5 | 27.5 | 27.5 |
| LOS by Move: | D | C | C | D | C | C | D | D | D | C | C | C |
| HCM2kAvgQ: | 1 | 8 | 8 | 3 | 9 | 9 | 1 | 4 | 4 | 6 | 4 | 4 |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #49 2nd St/Street "A"

Cycle (sec): 100 Critical Vol./Cap. (X): 0.397
Loss Time (sec): 9 Average Delay (sec/veh): 22.2
Optimal Cycle: 29 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Ovl | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 0 0 | 1! | 0 0 | 0 1 | 0 | 0 1 | 1 0 | 0 | 1 0 | 1 0 | 0 | 1 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 3 | 8 | 12 | 145 | 13 | 247 | 165 | 181 | 4 | 19 | 175 | 103 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 3 | 8 | 12 | 145 | 13 | 247 | 165 | 181 | 4 | 19 | 175 | 103 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.00 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 3 | 9 | 0 | 154 | 14 | 263 | 176 | 193 | 4 | 20 | 186 | 110 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 3 | 9 | 0 | 154 | 14 | 263 | 176 | 193 | 4 | 20 | 186 | 110 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 3 | 9 | 0 | 154 | 14 | 263 | 176 | 193 | 4 | 20 | 186 | 110 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.99 | 0.99 | 1.00 | 0.96 | 0.96 | 0.85 | 0.95 | 1.00 | 1.00 | 0.95 | 0.94 | 0.94 |
| Lanes: | 0.27 | 0.73 | 0.00 | 0.92 | 0.08 | 1.00 | 1.00 | 0.98 | 0.02 | 1.00 | 0.63 | 0.37 |
| Final Sat.: | 511 | 1364 | 0 | 1667 | 149 | 1615 | 1805 | 1853 | 41 | 1805 | 1129 | 665 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.01 | 0.00 | 0.09 | 0.09 | 0.16 | 0.10 | 0.10 | 0.10 | 0.01 | 0.16 | 0.16 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green/Cycle: | 0.02 | 0.02 | 0.00 | 0.23 | 0.23 | 0.48 | 0.25 | 0.60 | 0.60 | 0.06 | 0.42 | 0.42 |
| Volume/Cap: | 0.40 | 0.40 | 0.00 | 0.40 | 0.40 | 0.34 | 0.40 | 0.17 | 0.17 | 0.17 | 0.40 | 0.40 |
| Uniform Del: | 48.7 | 48.7 | 0.0 | 32.4 | 32.4 | 16.2 | 31.6 | 9.1 | 9.1 | 44.3 | 20.4 | 20.4 |
| IncremntDel: | 8.6 | 8.6 | 0.0 | 0.6 | 0.6 | 0.3 | 0.6 | 0.1 | 0.1 | 0.7 | 0.3 | 0.3 |
| 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 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Delay/Veh: | 57.3 | 57.3 | 0.0 | 33.0 | 33.0 | 16.5 | 32.1 | 9.2 | 9.2 | 45.0 | 20.8 | 20.8 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 57.3 | 57.3 | 0.0 | 33.0 | 33.0 | 16.5 | 32.1 | 9.2 | 9.2 | 45.0 | 20.8 | 20.8 |
| LOS by Move: | E | E | A | C | C | B | C | A | A | D | C | C |
| HCM2kAvgQ: | 1 | 1 | 0 | 5 | 5 | 5 | 4 | 3 | 3 | 1 | 6 | 6 |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #50 Scott Rd (North)/ Street "A"

Cycle (sec): 100 Critical Vol./Cap. (X): 0.675
Loss Time (sec): 12 Average Delay (sec/veh): 26.2
Optimal Cycle: 56 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 | 0 2 | 0 1 | 1 | 0 2 | 0 1 | 1 | 0 1 | 0 1 | 1 | 0 1 | 0 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 26 | 978 | 85 | 195 | 841 | 146 | 131 | 177 | 33 | 72 | 145 | 172 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 26 | 978 | 85 | 195 | 841 | 146 | 131 | 177 | 33 | 72 | 145 | 172 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 28 | 1040 | 90 | 207 | 895 | 155 | 139 | 188 | 35 | 77 | 154 | 183 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 28 | 1040 | 90 | 207 | 895 | 155 | 139 | 188 | 35 | 77 | 154 | 183 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 28 | 1040 | 90 | 207 | 895 | 155 | 139 | 188 | 35 | 77 | 154 | 183 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.95 | 0.85 | 0.95 | 0.95 | 0.85 | 0.95 | 1.00 | 0.85 | 0.95 | 1.00 | 0.85 |
| Lanes: | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Sat.: | 1805 | 3610 | 1615 | 1805 | 3610 | 1615 | 1805 | 1900 | 1615 | 1805 | 1900 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.29 | 0.06 | 0.11 | 0.25 | 0.10 | 0.08 | 0.10 | 0.02 | 0.04 | 0.08 | 0.11 |
| Crit Moves: | | **** | | **** | | | **** | | | | | **** |
| Green/Cycle: | 0.03 | 0.43 | 0.43 | 0.17 | 0.56 | 0.56 | 0.11 | 0.20 | 0.20 | 0.08 | 0.17 | 0.17 |
| Volume/Cap: | 0.44 | 0.67 | 0.13 | 0.67 | 0.44 | 0.17 | 0.67 | 0.50 | 0.11 | 0.50 | 0.48 | 0.67 |
| Uniform Del: | 47.3 | 23.0 | 17.4 | 38.9 | 12.7 | 10.6 | 42.5 | 35.7 | 32.9 | 43.7 | 37.7 | 39.0 |
| IncremntDel: | 4.9 | 1.2 | 0.1 | 5.8 | 0.2 | 0.1 | 8.5 | 1.1 | 0.2 | 2.6 | 1.2 | 6.6 |
| 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: | 52.2 | 24.2 | 17.5 | 44.7 | 12.9 | 10.7 | 51.0 | 36.8 | 33.0 | 46.3 | 38.8 | 45.6 |
| 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: | 52.2 | 24.2 | 17.5 | 44.7 | 12.9 | 10.7 | 51.0 | 36.8 | 33.0 | 46.3 | 38.8 | 45.6 |
| LOS by Move: | D | C | B | D | B | B | D | D | C | D | D | D |
| HCM2kAvgQ: | 1 | 13 | 2 | 6 | 8 | 2 | 4 | 5 | 1 | 3 | 5 | 7 |

Note: Queue reported is the number of cars per lane.





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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #51 East Rd/Street "A"

Cycle (sec): 100 Critical Vol./Cap. (X): 0.362
Loss Time (sec): 12 Average Delay (sec/veh): 9.8
Optimal Cycle: 0 Level Of Service: A

| 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 0 | 1 0 | 1 | 0 0 | 1 0 | 1 | 0 0 | 1 0 | 1 | 0 0 | 1 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 32 | 10 | 8 | 41 | 13 | 37 | 40 | 207 | 32 | 8 | 171 | 18 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 32 | 10 | 8 | 41 | 13 | 37 | 40 | 207 | 32 | 8 | 171 | 18 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 34 | 11 | 9 | 44 | 14 | 39 | 43 | 220 | 34 | 9 | 182 | 19 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 34 | 11 | 9 | 44 | 14 | 39 | 43 | 220 | 34 | 9 | 182 | 19 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 34 | 11 | 9 | 44 | 14 | 39 | 43 | 220 | 34 | 9 | 182 | 19 |
| 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 | 0.56 | 0.44 | 1.00 | 0.26 | 0.74 | 1.00 | 0.87 | 0.13 | 1.00 | 0.90 | 0.10 |
| Final Sat.: | 529 | 333 | 267 | 537 | 164 | 468 | 626 | 608 | 94 | 614 | 619 | 65 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.06 | 0.03 | 0.03 | 0.08 | 0.08 | 0.08 | 0.07 | 0.36 | 0.36 | 0.01 | 0.29 | 0.29 |
| Crit Moves: | **** | | | | | **** | | | **** | | **** | |
| Delay/Veh: | 9.5 | 8.4 | 8.4 | 9.5 | 8.4 | 8.4 | 8.7 | 10.5 | 10.5 | 8.5 | 9.9 | 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: | 9.5 | 8.4 | 8.4 | 9.5 | 8.4 | 8.4 | 8.7 | 10.5 | 10.5 | 8.5 | 9.9 | 9.9 |
| LOS by Move: | A | A | A | A | A | A | A | B | B | A | A | A |
| ApproachDel: | 9.1 | | | 8.9 | | | 10.2 | | | 9.8 | | |
| Delay Adj: | 1.00 | | | 1.00 | | | 1.00 | | | 1.00 | | |
| ApprAdjDel: | 9.1 | | | 8.9 | | | 10.2 | | | 9.8 | | |
| LOS by Appr: | A | | | A | | | B | | | A | | |
| AllWayAvgQ: | 0.1 | 0.0 | 0.0 | 0.1 | 0.1 | 0.1 | 0.1 | 0.5 | 0.5 | 0.0 | 0.4 | 0.4 |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #52 Placerville Rd/ Street "A"

Cycle (sec): 100 Critical Vol./Cap. (X): 0.504
Loss Time (sec): 12 Average Delay (sec/veh): 24.1
Optimal Cycle: 41 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 0 | 1 0 | 1 | 0 | 0 | 1 0 | 1 | 0 | 0 | 1 0 | 1 | 0 | 0 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 103 | 477 | 20 | | 131 | 297 | 1 | | 1 | 59 | 64 | | 20 | 45 | 78 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 103 | 477 | 20 | | 131 | 297 | 1 | | 1 | 59 | 64 | | 20 | 45 | 78 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 110 | 507 | 21 | | 139 | 316 | 1 | | 1 | 63 | 68 | | 21 | 48 | 83 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 110 | 507 | 21 | | 139 | 316 | 1 | | 1 | 63 | 68 | | 21 | 48 | 83 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 110 | 507 | 21 | | 139 | 316 | 1 | | 1 | 63 | 68 | | 21 | 48 | 83 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.99 | 0.99 | | 0.95 | 1.00 | 1.00 | | 0.95 | 0.92 | 0.92 | | 0.95 | 0.91 | 0.91 | |
| Lanes: | 1.00 | 0.96 | 0.04 | | 1.00 | 0.99 | 0.01 | | 1.00 | 0.48 | 0.52 | | 1.00 | 0.37 | 0.63 | |
| Final Sat.: | 1805 | 1813 | 76 | | 1805 | 1894 | 6 | | 1805 | 840 | 912 | | 1805 | 629 | 1090 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.06 | 0.28 | 0.28 | | 0.08 | 0.17 | 0.17 | | 0.00 | 0.07 | 0.07 | | 0.01 | 0.08 | 0.08 | |
| Crit Moves: | | **** | | | **** | | | | | **** | | | **** | | | |
| Green/Cycle: | 0.19 | 0.56 | 0.56 | | 0.15 | 0.52 | 0.52 | | 0.00 | 0.15 | 0.15 | | 0.02 | 0.17 | 0.17 | |
| Volume/Cap: | 0.32 | 0.50 | 0.50 | | 0.50 | 0.32 | 0.32 | | 0.45 | 0.50 | 0.50 | | 0.50 | 0.45 | 0.45 | |
| Uniform Del: | 35.0 | 13.7 | 13.7 | | 38.9 | 13.9 | 13.9 | | 49.9 | 39.2 | 39.2 | | 48.3 | 37.3 | 37.3 | |
| IncremntDel: | 0.5 | 0.4 | 0.4 | | 1.5 | 0.2 | 0.2 | | 96.8 | 1.6 | 1.6 | | 9.4 | 1.1 | 1.1 | |
| 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: | 35.6 | 14.1 | 14.1 | | 40.3 | 14.0 | 14.0 | | 146.7 | 40.8 | 40.8 | | 57.7 | 38.4 | 38.4 | |
| 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: | 35.6 | 14.1 | 14.1 | | 40.3 | 14.0 | 14.0 | | 146.7 | 40.8 | 40.8 | | 57.7 | 38.4 | 38.4 | |
| LOS by Move: | D | B | B | | D | B | B | | F | D | D | | E | D | D | |
| HCM2kAvgQ: | 3 | 10 | 10 | | 5 | 6 | 6 | | 0 | 4 | 4 | | 1 | 4 | 4 | |

Note: Queue reported is the number of cars per lane.





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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #53 Empire Ranch Rd/Street "A"

Cycle (sec): 100 Critical Vol./Cap. (X): 0.310
Loss Time (sec): 12 Average Delay (sec/veh): 13.7
Optimal Cycle: 31 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 1 | 1 0 | 1 | 0 | 1 | 1 0 | 1 | 0 | 0 | 1 0 | 1 | 0 | 0 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 23 | 622 | 18 | | 41 | 543 | 72 | | 60 | 19 | 22 | | 11 | 12 | 26 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 23 | 622 | 18 | | 41 | 543 | 72 | | 60 | 19 | 22 | | 11 | 12 | 26 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 24 | 662 | 19 | | 44 | 578 | 77 | | 64 | 20 | 23 | | 12 | 13 | 28 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 24 | 662 | 19 | | 44 | 578 | 77 | | 64 | 20 | 23 | | 12 | 13 | 28 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 24 | 662 | 19 | | 44 | 578 | 77 | | 64 | 20 | 23 | | 12 | 13 | 28 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.95 | 0.95 | | 0.95 | 0.93 | 0.93 | | 0.95 | 0.92 | 0.92 | | 0.95 | 0.90 | 0.90 | |
| Lanes: | 1.00 | 1.94 | 0.06 | | 1.00 | 1.77 | 0.23 | | 1.00 | 0.46 | 0.54 | | 1.00 | 0.32 | 0.68 | |
| Final Sat.: | 1805 | 3494 | 101 | | 1805 | 3130 | 415 | | 1805 | 809 | 937 | | 1805 | 538 | 1166 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.19 | 0.19 | | 0.02 | 0.18 | 0.18 | | 0.04 | 0.02 | 0.02 | | 0.01 | 0.02 | 0.02 | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.05 | 0.61 | 0.61 | | 0.08 | 0.64 | 0.64 | | 0.11 | 0.15 | 0.15 | | 0.04 | 0.08 | 0.08 | |
| Volume/Cap: | 0.29 | 0.31 | 0.31 | | 0.31 | 0.29 | 0.29 | | 0.31 | 0.16 | 0.16 | | 0.16 | 0.31 | 0.31 | |
| Uniform Del: | 46.0 | 9.3 | 9.3 | | 43.6 | 7.9 | 7.9 | | 40.7 | 36.9 | 36.9 | | 46.4 | 43.7 | 43.7 | |
| IncremntDel: | 1.9 | 0.1 | 0.1 | | 1.3 | 0.1 | 0.1 | | 0.9 | 0.3 | 0.3 | | 1.1 | 1.4 | 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: | 47.9 | 9.4 | 9.4 | | 44.8 | 7.9 | 7.9 | | 41.5 | 37.2 | 37.2 | | 47.5 | 45.0 | 45.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 47.9 | 9.4 | 9.4 | | 44.8 | 7.9 | 7.9 | | 41.5 | 37.2 | 37.2 | | 47.5 | 45.0 | 45.0 | |
| LOS by Move: | D | A | A | | D | A | A | | D | D | D | | D | D | D | |
| HCM2kAvgQ: | 1 | 5 | 5 | | 1 | 5 | 5 | | 2 | 1 | 1 | | 1 | 1 | 1 | |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #54 Scott Rd (North)/South Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.522
Loss Time (sec): 12 Average Delay (sec/veh): 19.0
Optimal Cycle: 42 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 0 | 2 0 | 1 | 1 0 | 2 0 | 1 | 0 1 | 0 0 | 1 | 0 1 | 0 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 32 | 912 | 93 | 126 | 763 | 57 | 39 | 3 | 17 | 95 | 4 | 139 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 32 | 912 | 93 | 126 | 763 | 57 | 39 | 3 | 17 | 95 | 4 | 139 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 34 | 970 | 99 | 134 | 812 | 61 | 41 | 3 | 18 | 101 | 4 | 148 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 34 | 970 | 99 | 134 | 812 | 61 | 41 | 3 | 18 | 101 | 4 | 148 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 34 | 970 | 99 | 134 | 812 | 61 | 41 | 3 | 18 | 101 | 4 | 148 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.95 | 0.85 | 0.95 | 0.95 | 0.85 | 0.96 | 0.96 | 0.85 | 0.95 | 0.95 | 0.85 |
| Lanes: | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 0.93 | 0.07 | 1.00 | 0.96 | 0.04 | 1.00 |
| Final Sat.: | 1805 | 3610 | 1615 | 1805 | 3610 | 1615 | 1687 | 130 | 1615 | 1739 | 73 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.27 | 0.06 | 0.07 | 0.22 | 0.04 | 0.02 | 0.02 | 0.01 | 0.06 | 0.06 | 0.09 |
| Crit Moves: | | **** | | **** | | | **** | | | | | **** |
| Green/Cycle: | 0.05 | 0.52 | 0.52 | 0.14 | 0.61 | 0.61 | 0.05 | 0.07 | 0.07 | 0.16 | 0.18 | 0.18 |
| Volume/Cap: | 0.37 | 0.52 | 0.12 | 0.52 | 0.37 | 0.06 | 0.52 | 0.37 | 0.17 | 0.37 | 0.33 | 0.52 |
| Uniform Del: | 45.9 | 16.1 | 12.5 | 39.7 | 10.0 | 8.0 | 46.5 | 44.7 | 44.1 | 37.8 | 36.1 | 37.4 |
| IncremntDel: | 2.5 | 0.3 | 0.1 | 1.9 | 0.1 | 0.0 | 5.7 | 1.9 | 0.8 | 0.8 | 0.6 | 1.8 |
| 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: | 48.4 | 16.3 | 12.6 | 41.7 | 10.1 | 8.1 | 52.2 | 46.6 | 44.8 | 38.6 | 36.7 | 39.2 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 48.4 | 16.3 | 12.6 | 41.7 | 10.1 | 8.1 | 52.2 | 46.6 | 44.8 | 38.6 | 36.7 | 39.2 |
| LOS by Move: | D | B | B | D | B | A | D | D | D | D | D | D |
| HCM2kAvgQ: | 1 | 10 | 1 | 4 | 6 | 1 | 2 | 2 | 1 | 3 | 3 | 5 |

Note: Queue reported is the number of cars per lane.





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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #55 Oak Ave Pkwy/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.836
Loss Time (sec): 9 Average Delay (sec/veh): 27.0
Optimal Cycle: 78 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Permitted | | | Permitted | | | Protected | | | Protected | | |
| Rights: | Include | | | Ovl | | | Include | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 0 0 | 0 0 | 0 | 2 0 | 0 0 | 1 | 2 0 | 2 0 | 0 | 0 0 | 3 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 275 | 0 | 606 | 303 | 1367 | 0 | 0 | 1765 | 293 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 275 | 0 | 606 | 303 | 1367 | 0 | 0 | 1765 | 293 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 0 | 0 | 0 | 293 | 0 | 645 | 322 | 1454 | 0 | 0 | 1878 | 312 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 293 | 0 | 645 | 322 | 1454 | 0 | 0 | 1878 | 312 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 0 | 0 | 293 | 0 | 645 | 322 | 1454 | 0 | 0 | 1878 | 312 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 0.59 | 1.00 | 0.85 | 0.92 | 0.95 | 1.00 | 1.00 | 0.91 | 0.85 |
| Lanes: | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 1.00 | 2.00 | 2.00 | 0.00 | 0.00 | 3.00 | 1.00 |
| Final Sat.: | 0 | 0 | 0 | 2234 | 0 | 1615 | 3502 | 3610 | 0 | 0 | 5187 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.13 | 0.00 | 0.40 | 0.09 | 0.40 | 0.00 | 0.00 | 0.36 | 0.19 |
| Crit Moves: | | | | | | **** | **** | | | | **** | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | 0.37 | 0.00 | 0.48 | 0.11 | 0.54 | 0.00 | 0.00 | 0.43 | 0.43 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.36 | 0.00 | 0.84 | 0.84 | 0.74 | 0.00 | 0.00 | 0.84 | 0.45 |
| Uniform Del: | 0.0 | 0.0 | 0.0 | 23.0 | 0.0 | 22.7 | 43.6 | 17.5 | 0.0 | 0.0 | 25.2 | 19.9 |
| IncremntDel: | 0.0 | 0.0 | 0.0 | 0.3 | 0.0 | 8.0 | 14.7 | 1.6 | 0.0 | 0.0 | 2.9 | 0.5 |
| 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: | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 23.3 | 0.0 | 30.7 | 58.3 | 19.1 | 0.0 | 0.0 | 28.1 | 20.4 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 23.3 | 0.0 | 30.7 | 58.3 | 19.1 | 0.0 | 0.0 | 28.1 | 20.4 |
| LOS by Move: | A | A | A | C | A | C | E | B | A | A | C | C |
| HCM2kAvgQ: | 0 | 0 | 0 | 3 | 0 | 18 | 5 | 18 | 0 | 0 | 19 | 6 |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #56 Empire Ranch Rd/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.747
Loss Time (sec): 9 Average Delay (sec/veh): 19.0
Optimal Cycle: 58 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Permitted | | | Permitted | | | Protected | | | Protected | | |
| Rights: | | Ovl | | | Ovl | | | Ovl | | | Ovl | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 526 | 0 | 15 | 14 | 1329 | 0 | 0 | 1909 | 643 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 526 | 0 | 15 | 14 | 1329 | 0 | 0 | 1909 | 643 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 0 | 0 | 0 | 560 | 0 | 16 | 15 | 1414 | 0 | 0 | 2031 | 684 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 560 | 0 | 16 | 15 | 1414 | 0 | 0 | 2031 | 684 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 0 | 0 | 0 | 560 | 0 | 16 | 15 | 1414 | 0 | 0 | 2031 | 684 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 0.59 | 1.00 | 0.85 | 0.95 | 0.95 | 1.00 | 1.00 | 0.91 | 0.85 |
| Lanes: | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 1.00 | 1.00 | 2.00 | 0.00 | 0.00 | 3.00 | 1.00 |
| Final Sat.: | 0 | 0 | 0 | 2256 | 0 | 1615 | 1805 | 3610 | 0 | 0 | 5187 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.25 | 0.00 | 0.01 | 0.01 | 0.39 | 0.00 | 0.00 | 0.39 | 0.42 |
| Crit Moves: | | | | **** | | | **** | | | | | **** |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | 0.33 | 0.00 | 0.34 | 0.01 | 0.58 | 0.00 | 0.00 | 0.57 | 0.57 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.75 | 0.00 | 0.03 | 0.75 | 0.68 | 0.00 | 0.00 | 0.69 | 0.75 |
| Uniform Del: | 0.0 | 0.0 | 0.0 | 29.7 | 0.0 | 21.8 | 49.3 | 14.6 | 0.0 | 0.0 | 15.4 | 16.3 |
| IncremntDel: | 0.0 | 0.0 | 0.0 | 4.2 | 0.0 | 0.0 | 90.2 | 0.9 | 0.0 | 0.0 | 0.7 | 3.4 |
| 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: | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 33.8 | 0.0 | 21.8 | 139.5 | 15.5 | 0.0 | 0.0 | 16.1 | 19.7 |
| 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: | 0.0 | 0.0 | 0.0 | 33.8 | 0.0 | 21.8 | 139.5 | 15.5 | 0.0 | 0.0 | 16.1 | 19.7 |
| LOS by Move: | A | A | A | C | A | C | F | B | A | A | B | B |
| HCM2kAvgQ: | 0 | 0 | 0 | 8 | 0 | 0 | 1 | 16 | 0 | 0 | 15 | 15 |

Note: Queue reported is the number of cars per lane.





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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #57 Hazel Blvd/ Gold Country

Cycle (sec): 100 Critical Vol./Cap. (X): 1.264
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Split Phase | | | Split Phase | | |
| Rights: | | Ovl | | | Include | | | Include | | | Include | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 2 | 0 | 3 | 0 | 1 | 1 | 0 | 3 | 1 | 0 | 2 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 82 | 4956 | 48 | 16 | 2865 | 230 | 401 | 18 | 216 | 24 | 14 | 13 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 82 | 4956 | 48 | 16 | 2865 | 230 | 401 | 18 | 216 | 24 | 14 | 13 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 82 | 4956 | 48 | 16 | 2865 | 230 | 401 | 18 | 216 | 24 | 14 | 13 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 82 | 4956 | 48 | 16 | 2865 | 230 | 401 | 18 | 216 | 24 | 14 | 13 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 82 | 4956 | 48 | 16 | 2865 | 230 | 401 | 18 | 216 | 24 | 14 | 13 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 |
| 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: | 2.00 | 3.00 | 1.00 | 1.00 | 3.70 | 0.30 | 2.00 | 0.15 | 1.85 | 1.00 | 0.52 | 0.48 |
| Final Sat.: | 3000 | 4500 | 1500 | 1500 | 5554 | 446 | 3000 | 231 | 2769 | 1500 | 778 | 722 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 1.10 | 0.03 | 0.01 | 0.52 | 0.52 | 0.13 | 0.08 | 0.08 | 0.02 | 0.02 | 0.02 |
| Crit Volume: | | 1652 | | 16 | | | 201 | | | | | 27 |
| Crit Moves: | | **** | | **** | | | **** | | | | | **** |

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #58 Hazel Ave/ Folsom Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.831
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 135 Level Of Service: D

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 2 | 0 1 | 2 | 0 | 2 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 380 | 1944 | 0 | 0 | 2018 | 520 | 851 | 0 | 220 | 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: | 380 | 1944 | 0 | 0 | 2018 | 520 | 851 | 0 | 220 | 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: | 380 | 1944 | 0 | 0 | 2018 | 520 | 851 | 0 | 220 | 0 | 0 | 0 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 380 | 1944 | 0 | 0 | 2018 | 520 | 851 | 0 | 220 | 0 | 0 | 0 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| FinalVolume: | 380 | 1944 | 0 | 0 | 2018 | 520 | 851 | 0 | 220 | 0 | 0 | 0 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | | | | |
| 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: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 | | | | |
| Final Sat.: | 3100 | 4650 | 1550 | 3100 | 4650 | 1550 | 3100 | 3100 | 1550 | 3100 | 3100 | 1550 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.12 | 0.42 | 0.00 | 0.00 | 0.43 | 0.34 | 0.27 | 0.00 | 0.14 | 0.00 | 0.00 | 0.00 | | | | |
| Crit Volume: | 190 | | | | 673 | | 426 | | | | 0 | | | | | |
| Crit Moves: | **** | | | | **** | | **** | | | | | | | | | |





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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #59 Grant Line Rd/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.965
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 0 | 0 2 | 0 | 0 | 0 | 0 0 | 0 | 0 | 2 | 0 1 | 2 | 0 | 2 | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 1579 | 0 | 0 | 0 | 0 | 862 | 123 | 2130 | 660 | 0 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 0 | 0 | 1579 | 0 | 0 | 0 | 0 | 862 | 123 | 2130 | 660 | 0 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Volume: | 0 | 0 | 1579 | 0 | 0 | 0 | 0 | 862 | 123 | 2130 | 660 | 0 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 0 | 0 | 1579 | 0 | 0 | 0 | 0 | 862 | 123 | 2130 | 660 | 0 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| FinalVolume: | 0 | 0 | 1579 | 0 | 0 | 0 | 0 | 862 | 123 | 2130 | 660 | 0 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | | | | |
| 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 | 0.00 | 2.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 | 1.00 | 2.00 | 2.00 | 0.00 | | | | |
| Final Sat.: | 1550 | 0 | 3100 | 0 | 0 | 0 | 0 | 3100 | 1550 | 3100 | 3100 | 0 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.51 | 0.00 | 0.00 | 0.00 | 0.00 | 0.28 | 0.08 | 0.69 | 0.21 | 0.00 | | | | |
| Crit Volume: | 0 | | | | 0 | | | 431 | | 1065 | | | | | | |
| Crit Moves: | **** | | | | | | | **** | | **** | | | | | | |

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #60 Grant Line Rd/ Sunrise Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.701
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 76 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Split Phase | | | Split Phase | | | Protected | | | Protected | | |
| Rights: | | Ovl | | | Ovl | | | Ovl | | | Ovl | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 0 | 0 | 1! 0 | 0 | 1 | 0 0 | 2 | 0 | 2 0 | 1 | 0 | 2 0 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 6 | 1 | 22 | 8 | 16 | 1092 | 203 | 987 | 246 | 29 | 954 | 5 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 6 | 1 | 22 | 8 | 16 | 1092 | 203 | 987 | 246 | 29 | 954 | 5 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 6 | 1 | 22 | 8 | 16 | 1092 | 203 | 987 | 246 | 29 | 954 | 5 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 6 | 1 | 22 | 8 | 16 | 1092 | 203 | 987 | 246 | 29 | 954 | 5 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 6 | 1 | 22 | 8 | 16 | 1092 | 203 | 987 | 246 | 29 | 954 | 5 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 |
| 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: | 0.21 | 0.03 | 0.76 | 0.33 | 0.67 | 2.00 | 2.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 310 | 52 | 1138 | 500 | 1000 | 3000 | 3000 | 3000 | 1500 | 1500 | 3000 | 1500 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.02 | 0.02 | 0.02 | 0.02 | 0.36 | 0.07 | 0.33 | 0.16 | 0.02 | 0.32 | 0.00 |
| Crit Volume: | | 29 | | | | 546 | 0 | | | | 477 | |
| Crit Moves: | | **** | | | | **** | **** | | | | **** | |





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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #61 Hazel Ave/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.704
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 77 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Split Phase | | | Split Phase | | | Protected | | | Protected | | |
| Rights: | | Ovl | | | Ovl | | | Ovl | | | Ovl | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 | 0 | 1 0 1 | 2 | 0 | 1 0 1 | 2 | 0 | 3 0 1 | 1 | 0 | 3 0 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 189 | 132 | 123 | 701 | 118 | 401 | 259 | 1060 | 137 | 105 | 1162 | 503 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 189 | 132 | 123 | 701 | 118 | 401 | 259 | 1060 | 137 | 105 | 1162 | 503 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 189 | 132 | 123 | 701 | 118 | 401 | 259 | 1060 | 137 | 105 | 1162 | 503 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 189 | 132 | 123 | 701 | 118 | 401 | 259 | 1060 | 137 | 105 | 1162 | 503 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 189 | 132 | 123 | 701 | 118 | 401 | 259 | 1060 | 137 | 105 | 1162 | 503 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 |
| 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 | 2.00 | 1.00 | 1.00 | 2.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 |
| Final Sat.: | 1500 | 1500 | 1500 | 3000 | 1500 | 1500 | 3000 | 4500 | 1500 | 1500 | 4500 | 1500 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.13 | 0.09 | 0.08 | 0.23 | 0.08 | 0.27 | 0.09 | 0.24 | 0.09 | 0.07 | 0.26 | 0.34 |
| Crit Volume: | 189 | | | 351 | | | 130 | | | | 387 | |
| Crit Moves: | **** | | | **** | | | **** | | | | **** | |

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #62 Aerojet Road/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.740
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 88 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Ovl | | | Ovl | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 0 | 1 0 | 1 | 1 0 | 1 0 | 1 | 1 0 | 3 0 | 1 | 1 0 | 3 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 97 | 48 | 247 | 452 | 72 | 42 | 15 | 1001 | 130 | 276 | 689 | 348 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 97 | 48 | 247 | 452 | 72 | 42 | 15 | 1001 | 130 | 276 | 689 | 348 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 97 | 48 | 247 | 452 | 72 | 42 | 15 | 1001 | 130 | 276 | 689 | 348 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 97 | 48 | 247 | 452 | 72 | 42 | 15 | 1001 | 130 | 276 | 689 | 348 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 97 | 48 | 247 | 452 | 72 | 42 | 15 | 1001 | 130 | 276 | 689 | 348 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 |
| 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 | 1.00 | 1.00 | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 |
| Final Sat.: | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 4500 | 1500 | 1500 | 4500 | 1500 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.06 | 0.03 | 0.16 | 0.30 | 0.05 | 0.03 | 0.01 | 0.22 | 0.09 | 0.18 | 0.15 | 0.23 |
| Crit Volume: | | 48 | | 452 | | | | 334 | | 276 | | |
| Crit Moves: | | **** | | **** | | | | **** | | **** | | |





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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #63 Alabama Ave/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.382
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Ovl | | | Ovl | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 0 | 1 0 | 1 | 1 0 | 1 0 | 1 | 1 0 | 3 0 | 1 | 1 0 | 3 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 10 | 10 | 20 | 19 | 10 | 167 | 129 | 1545 | 10 | 10 | 1129 | 14 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 10 | 10 | 20 | 19 | 10 | 167 | 129 | 1545 | 10 | 10 | 1129 | 14 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 10 | 10 | 20 | 19 | 10 | 167 | 129 | 1545 | 10 | 10 | 1129 | 14 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 10 | 10 | 20 | 19 | 10 | 167 | 129 | 1545 | 10 | 10 | 1129 | 14 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 10 | 10 | 20 | 19 | 10 | 167 | 129 | 1545 | 10 | 10 | 1129 | 14 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 |
| 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 | 1.00 | 1.00 | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 |
| Final Sat.: | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 4500 | 1500 | 1500 | 4500 | 1500 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.01 | 0.01 | 0.01 | 0.01 | 0.11 | 0.09 | 0.34 | 0.01 | 0.01 | 0.25 | 0.01 |
| Crit Volume: | 10 | | | | | 167 | | 515 | | 10 | | |
| Crit Moves: | **** | | | | | **** | | **** | | **** | | |

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #64 Glenborough Rd/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.484
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Ovl | | | Ovl | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 0 | 1 0 | 1 | 1 0 | 1 0 | 1 | 1 0 | 3 0 | 1 | 1 0 | 3 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 19 | 7 | 11 | 210 | 17 | 61 | 71 | 1478 | 21 | 16 | 1071 | 122 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 19 | 7 | 11 | 210 | 17 | 61 | 71 | 1478 | 21 | 16 | 1071 | 122 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 19 | 7 | 11 | 210 | 17 | 61 | 71 | 1478 | 21 | 16 | 1071 | 122 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 19 | 7 | 11 | 210 | 17 | 61 | 71 | 1478 | 21 | 16 | 1071 | 122 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 19 | 7 | 11 | 210 | 17 | 61 | 71 | 1478 | 21 | 16 | 1071 | 122 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 |
| 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 | 1.00 | 1.00 | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 |
| Final Sat.: | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 4500 | 1500 | 1500 | 4500 | 1500 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.00 | 0.01 | 0.14 | 0.01 | 0.04 | 0.05 | 0.33 | 0.01 | 0.01 | 0.24 | 0.08 |
| Crit Volume: | | 7 | | 210 | | | | 493 | | 16 | | |
| Crit Moves: | | **** | | **** | | | | **** | | **** | | |





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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #65 Sunrise Blvd/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.657
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 66 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Ovl | | | Ovl | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 2 0 | 3 0 | 1 | 2 0 | 3 0 | 1 | 2 0 | 3 0 | 1 | 2 0 | 3 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 4 | 791 | 323 | 77 | 1463 | 100 | 394 | 821 | 135 | 443 | 476 | 131 |
| Growth Adj: | 1.00 | 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 | 791 | 323 | 77 | 1463 | 100 | 394 | 821 | 135 | 443 | 476 | 131 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 4 | 791 | 323 | 77 | 1463 | 100 | 394 | 821 | 135 | 443 | 476 | 131 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 4 | 791 | 323 | 77 | 1463 | 100 | 394 | 821 | 135 | 443 | 476 | 131 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 4 | 791 | 323 | 77 | 1463 | 100 | 394 | 821 | 135 | 443 | 476 | 131 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 |
| 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: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3000 | 4500 | 1500 | 3000 | 4500 | 1500 | 3000 | 4500 | 1500 | 3000 | 4500 | 1500 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.18 | 0.22 | 0.03 | 0.33 | 0.07 | 0.13 | 0.18 | 0.09 | 0.15 | 0.11 | 0.09 |
| Crit Volume: | 2 | | | | 488 | | | 274 | | 222 | | |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #66 Fitzgerald Road / White Rock Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.334
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 | 1! | 0 0 | 0 | 0 | 1! | 0 0 | 1 | 0 | 3 | 0 1 | 1 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 173 | 38 | 38 | 25 | 13 | 48 | 19 | 712 | 65 | 7 | 290 | 26 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 173 | 38 | 38 | 25 | 13 | 48 | 19 | 712 | 65 | 7 | 290 | 26 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Volume: | 173 | 38 | 38 | 25 | 13 | 48 | 19 | 712 | 65 | 7 | 290 | 26 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 173 | 38 | 38 | 25 | 13 | 48 | 19 | 712 | 65 | 7 | 290 | 26 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| 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: | 173 | 38 | 38 | 25 | 13 | 48 | 19 | 712 | 65 | 7 | 290 | 26 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | | | | |
| 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: | 0.70 | 0.15 | 0.15 | 0.29 | 0.15 | 0.56 | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 | | | | |
| Final Sat.: | 1077 | 237 | 237 | 451 | 234 | 865 | 1550 | 4650 | 1550 | 1550 | 4650 | 1550 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.16 | 0.16 | 0.16 | 0.06 | 0.06 | 0.06 | 0.01 | 0.15 | 0.04 | 0.00 | 0.06 | 0.02 | | | | |
| Crit Volume: | 249 | | | 25 | | | | 237 | | 7 | | | | | | |
| Crit Moves: | **** | | | **** | | | | **** | | **** | | | | | | |





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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #67 Sunrise Blvd/ Douglas Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.807
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 118 Level Of Service: D

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 21 | 593 | 379 | 229 | 1557 | 20 | 11 | 824 | 335 | 712 | 371 | 185 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 21 | 593 | 379 | 229 | 1557 | 20 | 11 | 824 | 335 | 712 | 371 | 185 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Volume: | 21 | 593 | 379 | 229 | 1557 | 20 | 11 | 824 | 335 | 712 | 371 | 185 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 21 | 593 | 379 | 229 | 1557 | 20 | 11 | 824 | 335 | 712 | 371 | 185 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| FinalVolume: | 21 | 593 | 379 | 229 | 1557 | 20 | 11 | 824 | 335 | 712 | 371 | 185 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | | | | |
| 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: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | | | | |
| Final Sat.: | 3000 | 4500 | 1500 | 3000 | 4500 | 1500 | 3000 | 4500 | 1500 | 3000 | 4500 | 1500 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.13 | 0.25 | 0.08 | 0.35 | 0.01 | 0.00 | 0.18 | 0.22 | 0.24 | 0.08 | 0.12 | | | | |
| Crit Volume: | 0 | | | | 519 | | | | 335 | 356 | | | | | | |
| Crit Moves: | **** | | | | **** | | | | **** | **** | | | | | | |

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #68 Grant Line Rd/ Douglas Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.633
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 2 | 0 0 | 0 | 0 | 2 | 0 1 | 2 | 0 | 0 | 0 2 | 0 | 0 | 0 | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 159 | 1140 | 0 | 0 | 1546 | 325 | 257 | 0 | 392 | 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: | 159 | 1140 | 0 | 0 | 1546 | 325 | 257 | 0 | 392 | 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: | 159 | 1140 | 0 | 0 | 1546 | 325 | 257 | 0 | 392 | 0 | 0 | 0 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 159 | 1140 | 0 | 0 | 1546 | 325 | 257 | 0 | 392 | 0 | 0 | 0 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| FinalVolume: | 159 | 1140 | 0 | 0 | 1546 | 325 | 257 | 0 | 392 | 0 | 0 | 0 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | | | | |
| 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: | 2.00 | 2.00 | 0.00 | 0.00 | 2.00 | 1.00 | 2.00 | 0.00 | 2.00 | 0.00 | 0.00 | 0.00 | | | | |
| Final Sat.: | 3100 | 3100 | 0 | 0 | 3100 | 1550 | 3100 | 0 | 3100 | 0 | 0 | 0 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.05 | 0.37 | 0.00 | 0.00 | 0.50 | 0.21 | 0.08 | 0.00 | 0.13 | 0.00 | 0.00 | 0.00 | | | | |
| Crit Volume: | 80 | | | | 773 | | 129 | | | | 0 | | | | | |
| Crit Moves: | **** | | | | **** | | **** | | | | | | | | | |





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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #69 Grant Line Rd/ Kiefer Boulevard

Cycle (sec): 100 Critical Vol./Cap. (X): 0.641
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 64 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 2 | 0 1 | 1 | 0 | 2 | 0 1 | 1 | 0 | 2 | 0 1 | 1 | 0 | 2 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 262 | 1096 | 25 | 185 | 1167 | 127 | 139 | 343 | 300 | 27 | 180 | 95 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 262 | 1096 | 25 | 185 | 1167 | 127 | 139 | 343 | 300 | 27 | 180 | 95 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Volume: | 262 | 1096 | 25 | 185 | 1167 | 127 | 139 | 343 | 300 | 27 | 180 | 95 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 262 | 1096 | 25 | 185 | 1167 | 127 | 139 | 343 | 300 | 27 | 180 | 95 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| 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: | 262 | 1096 | 25 | 185 | 1167 | 127 | 139 | 343 | 300 | 27 | 180 | 95 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | | | | |
| 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: | 2.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | | | | |
| Final Sat.: | 3000 | 3000 | 1500 | 1500 | 3000 | 1500 | 1500 | 3000 | 1500 | 1500 | 3000 | 1500 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.09 | 0.37 | 0.02 | 0.12 | 0.39 | 0.08 | 0.09 | 0.11 | 0.20 | 0.02 | 0.06 | 0.06 | | | | |
| Crit Volume: | 548 | | | 185 | | | 139 | | | | 90 | | | | | |
| Crit Moves: | **** | | | **** | | | **** | | | | **** | | | | | |

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #70 Rancho Cordova Pkwy/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.966
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 3 | 0 | 2 | 2 | 0 | 3 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 2 | 0 | 1 | 0 | 2 |
| Volume Module: | | | | | | | | | | | | | | | | | | | | |
| Base Vol: | 60 | 1247 | 955 | | 611 | 1355 | 142 | | 178 | 68 | 74 | | 1319 | 59 | 1144 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 60 | 1247 | 955 | | 611 | 1355 | 142 | | 178 | 68 | 74 | | 1319 | 59 | 1144 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Volume: | 60 | 1247 | 955 | | 611 | 1355 | 142 | | 178 | 68 | 74 | | 1319 | 59 | 1144 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 60 | 1247 | 955 | | 611 | 1355 | 142 | | 178 | 68 | 74 | | 1319 | 59 | 1144 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 60 | 1247 | 955 | | 611 | 1355 | 142 | | 178 | 68 | 74 | | 1319 | 59 | 1144 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | |
| 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 | 3.00 | 2.00 | | 2.00 | 3.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 2.00 | 1.00 | 2.00 | |
| Final Sat.: | 1500 | 4500 | 3000 | | 3000 | 4500 | 1500 | | 1500 | 1500 | 1500 | | 3000 | 1500 | 3000 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.28 | 0.32 | | 0.20 | 0.30 | 0.09 | | 0.12 | 0.05 | 0.05 | | 0.44 | 0.04 | 0.38 | |
| Crit Volume: | | 416 | | | 306 | | | | | 68 | | | 660 | | | |
| Crit Moves: | | **** | | | **** | | | | | **** | | | **** | | | |





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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #71 Rancho Cordova Pkwy/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.870
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 175 Level Of Service: D

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 3 | 0 | 1 | 1 | 0 | 3 | 0 | 1 | 2 | 0 | 3 | 0 | 1 | 1 | 0 | 3 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | | | | | |
| Base Vol: | 313 | 1075 | 0 | | 22 | 1499 | 462 | | 1004 | 925 | 170 | | 0 | 439 | 22 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 313 | 1075 | 0 | | 22 | 1499 | 462 | | 1004 | 925 | 170 | | 0 | 439 | 22 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Volume: | 313 | 1075 | 0 | | 22 | 1499 | 462 | | 1004 | 925 | 170 | | 0 | 439 | 22 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 313 | 1075 | 0 | | 22 | 1499 | 462 | | 1004 | 925 | 170 | | 0 | 439 | 22 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 313 | 1075 | 0 | | 22 | 1499 | 462 | | 1004 | 925 | 170 | | 0 | 439 | 22 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | |
| 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: | 2.00 | 3.00 | 1.00 | | 1.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 1.00 | 3.00 | 1.00 | |
| Final Sat.: | 3000 | 4500 | 1500 | | 1500 | 4500 | 1500 | | 3000 | 4500 | 1500 | | 1500 | 4500 | 1500 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.10 | 0.24 | 0.00 | | 0.01 | 0.33 | 0.31 | | 0.33 | 0.21 | 0.11 | | 0.00 | 0.10 | 0.01 | |
| Crit Volume: | 157 | | | | | 500 | | | 502 | | | | | 146 | | |
| Crit Moves: | **** | | | | | **** | | | **** | | | | | **** | | |

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #72 International Drive/White Rock Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.686
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 73 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 2 | 0 1 | 2 | 0 | 2 | 0 1 | 1 | 0 | 2 | 0 1 | 1 | 0 | 2 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 226 | 427 | 122 | 102 | 723 | 0 | 0 | 482 | 462 | 92 | 234 | 89 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 226 | 427 | 122 | 102 | 723 | 0 | 0 | 482 | 462 | 92 | 234 | 89 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Volume: | 226 | 427 | 122 | 102 | 723 | 0 | 0 | 482 | 462 | 92 | 234 | 89 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 226 | 427 | 122 | 102 | 723 | 0 | 0 | 482 | 462 | 92 | 234 | 89 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| 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: | 226 | 427 | 122 | 102 | 723 | 0 | 0 | 482 | 462 | 92 | 234 | 89 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | | | | |
| 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: | 2.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | | | | |
| Final Sat.: | 3000 | 3000 | 1500 | 3000 | 3000 | 1500 | 1500 | 3000 | 1500 | 1500 | 3000 | 1500 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.08 | 0.14 | 0.08 | 0.03 | 0.24 | 0.00 | 0.00 | 0.16 | 0.31 | 0.06 | 0.08 | 0.06 | | | | |
| Crit Volume: | 113 | | | | 362 | | | | 462 | 92 | | | | | | |
| Crit Moves: | **** | | | | **** | | | | **** | **** | | | | | | |





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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #73 Rio Del Oro Prky/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.365
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 1 | 0 | 0 1 | 0 | 1 | 0 | 0 1 | 1 | 0 | 1 | 1 0 | 1 | 0 | 1 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 53 | 86 | 95 | 135 | 242 | 166 | 457 | 83 | 65 | 172 | 42 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 0 | 53 | 86 | 95 | 135 | 242 | 166 | 457 | 83 | 65 | 172 | 42 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Volume: | 0 | 53 | 86 | 95 | 135 | 242 | 166 | 457 | 83 | 65 | 172 | 42 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 0 | 53 | 86 | 95 | 135 | 242 | 166 | 457 | 83 | 65 | 172 | 42 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| FinalVolume: | 0 | 53 | 86 | 95 | 135 | 242 | 166 | 457 | 83 | 65 | 172 | 42 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | | | | |
| 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: | 0.00 | 1.00 | 1.00 | 0.41 | 0.59 | 1.00 | 1.00 | 1.69 | 0.31 | 1.00 | 1.61 | 0.39 | | | | |
| Final Sat.: | 0 | 1550 | 1550 | 640 | 910 | 1550 | 1550 | 2624 | 476 | 1550 | 2492 | 608 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.03 | 0.06 | 0.15 | 0.15 | 0.16 | 0.11 | 0.17 | 0.17 | 0.04 | 0.07 | 0.07 | | | | |
| Crit Volume: | 0 | | | | 230 | | | | 270 | 65 | | | | | | |
| Crit Moves: | **** | | | | **** | | | | **** | **** | | | | | | |

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #74 Villagio Prky/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.518
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 0 | 0 1 | 0 | 0 | 0 | 0 0 | 0 | 0 | 1 | 1 0 | 1 | 0 | 2 | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 40 | 0 | 268 | | 0 | 0 | 0 | | 0 | 607 | 74 | | 423 | 292 | 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: | 40 | 0 | 268 | | 0 | 0 | 0 | | 0 | 607 | 74 | | 423 | 292 | 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: | 40 | 0 | 268 | | 0 | 0 | 0 | | 0 | 607 | 74 | | 423 | 292 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 40 | 0 | 268 | | 0 | 0 | 0 | | 0 | 607 | 74 | | 423 | 292 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 40 | 0 | 268 | | 0 | 0 | 0 | | 0 | 607 | 74 | | 423 | 292 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1550 | 1550 | 1550 | | 1550 | 1550 | 1550 | | 1550 | 1550 | 1550 | | 1550 | 1550 | 1550 | |
| 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 | 0.00 | 1.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 1.78 | 0.22 | | 1.00 | 2.00 | 0.00 | |
| Final Sat.: | 1550 | 0 | 1550 | | 0 | 0 | 0 | | 0 | 2763 | 337 | | 1550 | 3100 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.00 | 0.17 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.22 | 0.22 | | 0.27 | 0.09 | 0.00 | |
| Crit Volume: | 40 | | | | | | 0 | | | | 341 | | 423 | | | |
| Crit Moves: | **** | | | | | | | | | | **** | | **** | | | |





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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #75 Sunrise Rd/ International Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.711
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 79 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 411 | 410 | 10 | | 470 | 1220 | 351 | | 288 | 1240 | 588 | | 7 | 930 | 232 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 411 | 410 | 10 | | 470 | 1220 | 351 | | 288 | 1240 | 588 | | 7 | 930 | 232 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Volume: | 411 | 410 | 10 | | 470 | 1220 | 351 | | 288 | 1240 | 588 | | 7 | 930 | 232 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 411 | 410 | 10 | | 470 | 1220 | 351 | | 288 | 1240 | 588 | | 7 | 930 | 232 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 411 | 410 | 10 | | 470 | 1220 | 351 | | 288 | 1240 | 588 | | 7 | 930 | 232 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | |
| 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: | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | |
| Final Sat.: | 3000 | 4500 | 1500 | | 3000 | 4500 | 1500 | | 3000 | 4500 | 1500 | | 3000 | 4500 | 1500 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.14 | 0.09 | 0.01 | | 0.16 | 0.27 | 0.23 | | 0.10 | 0.28 | 0.39 | | 0.00 | 0.21 | 0.15 | |
| Crit Volume: | 206 | | | | | 407 | | | 144 | | | | | 310 | | |
| Crit Moves: | **** | | | | | **** | | | **** | | | | | **** | | |

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #76 Villagio Prky/Americanos Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.613
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 59 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - | R | L | - T | - | R | L | - T | - | R | L | - T | - | R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 2 | 0 | 1 | 1 | 0 | 2 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | | | |
| Base Vol: | 17 | 250 | 0 | 61 | 343 | 30 | 47 | 1059 | 47 | 0 | 466 | 31 | | | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | | | |
| Initial Bse: | 17 | 250 | 0 | 61 | 343 | 30 | 47 | 1059 | 47 | 0 | 466 | 31 | | | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | | | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | | | |
| PHF Volume: | 17 | 250 | 0 | 61 | 343 | 30 | 47 | 1059 | 47 | 0 | 466 | 31 | | | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | |
| Reduced Vol: | 17 | 250 | 0 | 61 | 343 | 30 | 47 | 1059 | 47 | 0 | 466 | 31 | | | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | | | |
| 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: | 17 | 250 | 0 | 61 | 343 | 30 | 47 | 1059 | 47 | 0 | 466 | 31 | | | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | | | | | | |
| 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 | 0.00 | 1.00 | 0.92 | 0.08 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | | | | | | |
| Final Sat.: | 1500 | 1500 | 0 | 1500 | 1379 | 121 | 1500 | 3000 | 1500 | 1500 | 3000 | 1500 | | | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.17 | 0.00 | 0.04 | 0.25 | 0.25 | 0.03 | 0.35 | 0.03 | 0.00 | 0.16 | 0.02 | | | | | | |
| Crit Volume: | 17 | | | | | 373 | | 530 | | 0 | | | | | | | | |
| Crit Moves: | **** | | | | | **** | | **** | | **** | | | | | | | | |





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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #77 Grant Line Rd/Centenial

Cycle (sec): 100 Critical Vol./Cap. (X): 0.731
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 69 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - | R | L | - T | - | R | L | - T | - | R | L | - T | - | R |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Ovl | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | | | |
| Base Vol: | 46 | 1354 | 0 | 0 | 1804 | 195 | 185 | 0 | 73 | 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: | 46 | 1354 | 0 | 0 | 1804 | 195 | 185 | 0 | 73 | 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: | 46 | 1354 | 0 | 0 | 1804 | 195 | 185 | 0 | 73 | 0 | 0 | 0 | | | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | |
| Reduced Vol: | 46 | 1354 | 0 | 0 | 1804 | 195 | 185 | 0 | 73 | 0 | 0 | 0 | | | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | | | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | | | |
| FinalVolume: | 46 | 1354 | 0 | 0 | 1804 | 195 | 185 | 0 | 73 | 0 | 0 | 0 | | | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | | | | | | |
| 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 | 2.00 | 0.00 | 0.00 | 2.00 | 1.00 | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | | | | | | |
| Final Sat.: | 1550 | 3100 | 0 | 0 | 3100 | 1550 | 1550 | 0 | 1550 | 0 | 0 | 0 | | | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.44 | 0.00 | 0.00 | 0.58 | 0.13 | 0.12 | 0.00 | 0.05 | 0.00 | 0.00 | 0.00 | | | | | | |
| Crit Volume: | 46 | | | | 902 | | 185 | | | | 0 | | | | | | | |
| Crit Moves: | **** | | | | **** | | **** | | | | | | | | | | | |

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #78 Villagio Prky/ Rancho Cordova Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.526
Loss Time (sec): 0 Average Delay (sec/veh): 22.9
Optimal Cycle: 48 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 1 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 142 | 364 | 1 | 155 | 344 | 68 | 40 | 809 | 422 | 1 | 320 | 61 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 142 | 364 | 1 | 155 | 344 | 68 | 40 | 809 | 422 | 1 | 320 | 61 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Volume: | 142 | 364 | 1 | 155 | 344 | 68 | 40 | 809 | 422 | 1 | 320 | 61 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 142 | 364 | 1 | 155 | 344 | 68 | 40 | 809 | 422 | 1 | 320 | 61 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| 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: | 142 | 364 | 1 | 155 | 344 | 68 | 40 | 809 | 422 | 1 | 320 | 61 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 0.95 | 1.00 | 1.00 | 0.95 | 0.98 | 0.98 | 0.95 | 0.95 | 0.85 | 0.95 | 0.95 | 0.85 | | | | |
| Lanes: | 1.00 | 0.99 | 0.01 | 1.00 | 0.83 | 0.17 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | | | | |
| Final Sat.: | 1805 | 1895 | 5 | 1805 | 1547 | 306 | 1805 | 3610 | 1615 | 1805 | 3610 | 1615 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.08 | 0.19 | 0.19 | 0.09 | 0.22 | 0.22 | 0.02 | 0.22 | 0.26 | 0.00 | 0.09 | 0.04 | | | | |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | | | | | |
| Green/Cycle: | 0.15 | 0.40 | 0.40 | 0.18 | 0.42 | 0.42 | 0.09 | 0.43 | 0.58 | 0.00 | 0.34 | 0.52 | | | | |
| Volume/Cap: | 0.53 | 0.49 | 0.49 | 0.49 | 0.53 | 0.53 | 0.26 | 0.53 | 0.45 | 0.53 | 0.26 | 0.07 | | | | |
| Uniform Del: | 39.2 | 22.6 | 22.6 | 37.1 | 21.4 | 21.4 | 42.8 | 21.2 | 12.2 | 49.9 | 23.8 | 12.0 | | | | |
| IncremntDel: | 1.9 | 0.5 | 0.5 | 1.2 | 0.7 | 0.7 | 0.9 | 0.3 | 0.4 | 157.6 | 0.1 | 0.0 | | | | |
| 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: | 41.2 | 23.1 | 23.1 | 38.2 | 22.1 | 22.1 | 43.7 | 21.6 | 12.5 | 207.5 | 23.9 | 12.1 | | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| AdjDel/Veh: | 41.2 | 23.1 | 23.1 | 38.2 | 22.1 | 22.1 | 43.7 | 21.6 | 12.5 | 207.5 | 23.9 | 12.1 | | | | |
| LOS by Move: | D | C | C | D | C | C | D | C | B | F | C | B | | | | |
| HCM2kAvgQ: | 4 | 8 | 8 | 5 | 10 | 10 | 1 | 10 | 8 | 0 | 4 | 1 | | | | |

Note: Queue reported is the number of cars per lane.





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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #79 Rancho Cordova Pkwy/ Douglas Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.762
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 96 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Ovl | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 2 | 0 | 1 | 1 | 0 | 2 | 0 | 1 | 1 | 0 | 3 | 0 | 1 | 1 | 0 | 3 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 410 | 347 | 100 | 45 | 939 | 13 | 10 | 551 | 630 | 43 | 224 | 14 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 410 | 347 | 100 | 45 | 939 | 13 | 10 | 551 | 630 | 43 | 224 | 14 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Volume: | 410 | 347 | 100 | 45 | 939 | 13 | 10 | 551 | 630 | 43 | 224 | 14 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 410 | 347 | 100 | 45 | 939 | 13 | 10 | 551 | 630 | 43 | 224 | 14 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| 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: | 410 | 347 | 100 | 45 | 939 | 13 | 10 | 551 | 630 | 43 | 224 | 14 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | | | | |
| 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: | 2.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 | | | | |
| Final Sat.: | 3000 | 3000 | 1500 | 1500 | 3000 | 1500 | 1500 | 4500 | 1500 | 1500 | 4500 | 1500 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.14 | 0.12 | 0.07 | 0.03 | 0.31 | 0.01 | 0.01 | 0.12 | 0.42 | 0.03 | 0.05 | 0.01 | | | | |
| Crit Volume: | 0 | | | | 470 | | | | 630 | 43 | | | | | | |
| Crit Moves: | **** | | | | **** | | | | **** | **** | | | | | | |

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #80 Americanos Blvd/ Douglas Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.681
Loss Time (sec): 0 Average Delay (sec/veh): 30.3
Optimal Cycle: 72 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 2 | 0 2 | 0 1 | 1 | 0 2 | 0 1 | 1 | 0 3 | 0 1 | 2 | 0 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 201 | 482 | 191 | 198 | 1048 | 59 | 82 | 265 | 397 | 308 | 70 | 112 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 201 | 482 | 191 | 198 | 1048 | 59 | 82 | 265 | 397 | 308 | 70 | 112 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 201 | 482 | 191 | 198 | 1048 | 59 | 82 | 265 | 397 | 308 | 70 | 112 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 201 | 482 | 191 | 198 | 1048 | 59 | 82 | 265 | 397 | 308 | 70 | 112 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 201 | 482 | 191 | 198 | 1048 | 59 | 82 | 265 | 397 | 308 | 70 | 112 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.95 | 0.85 | 0.95 | 0.95 | 0.85 | 0.95 | 0.91 | 0.85 | 0.92 | 0.91 | 0.85 |
| Lanes: | 2.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3502 | 3610 | 1615 | 1805 | 3610 | 1615 | 1805 | 5187 | 1615 | 3502 | 5187 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.06 | 0.13 | 0.12 | 0.11 | 0.29 | 0.04 | 0.05 | 0.05 | 0.25 | 0.09 | 0.01 | 0.07 |
| Crit Moves: | **** | | | | **** | | | | **** | **** | | |
| Green/Cycle: | 0.08 | 0.28 | 0.28 | 0.23 | 0.43 | 0.43 | 0.19 | 0.36 | 0.36 | 0.13 | 0.30 | 0.30 |
| Volume/Cap: | 0.68 | 0.48 | 0.42 | 0.48 | 0.68 | 0.09 | 0.23 | 0.14 | 0.68 | 0.68 | 0.05 | 0.23 |
| Uniform Del: | 44.5 | 29.9 | 29.4 | 33.3 | 23.2 | 17.1 | 34.0 | 21.5 | 27.1 | 41.6 | 25.1 | 26.6 |
| IncremntDel: | 6.4 | 0.4 | 0.6 | 0.9 | 1.3 | 0.1 | 0.3 | 0.0 | 3.3 | 4.2 | 0.0 | 0.3 |
| 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: | 50.9 | 30.3 | 30.0 | 34.2 | 24.5 | 17.2 | 34.4 | 21.6 | 30.4 | 45.8 | 25.1 | 26.9 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 50.9 | 30.3 | 30.0 | 34.2 | 24.5 | 17.2 | 34.4 | 21.6 | 30.4 | 45.8 | 25.1 | 26.9 |
| LOS by Move: | D | C | C | C | C | B | C | C | C | D | C | C |
| HCM2kAvgQ: | 4 | 7 | 5 | 6 | 14 | 1 | 2 | 2 | 10 | 5 | 1 | 2 |

Note: Queue reported is the number of cars per lane.





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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #81 Grant Line Rd/ Chrysanthy Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.646
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 64 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Ovl | | | Ovl | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 2 | 0 2 | 0 1 | 2 | 0 2 | 0 1 | 2 | 0 2 | 0 1 | 1 | 0 2 | 0 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 107 | 844 | 149 | 88 | 1084 | 380 | 252 | 482 | 129 | 133 | 431 | 63 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 107 | 844 | 149 | 88 | 1084 | 380 | 252 | 482 | 129 | 133 | 431 | 63 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 107 | 844 | 149 | 88 | 1084 | 380 | 252 | 482 | 129 | 133 | 431 | 63 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 107 | 844 | 149 | 88 | 1084 | 380 | 252 | 482 | 129 | 133 | 431 | 63 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 107 | 844 | 149 | 88 | 1084 | 380 | 252 | 482 | 129 | 133 | 431 | 63 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 |
| 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: | 2.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 3000 | 3000 | 1500 | 3000 | 3000 | 1500 | 3000 | 3000 | 1500 | 1500 | 3000 | 1500 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.28 | 0.10 | 0.03 | 0.36 | 0.25 | 0.08 | 0.16 | 0.09 | 0.09 | 0.14 | 0.04 |
| Crit Volume: | 53 | | | | 542 | | | 241 | | 133 | | |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #82 Grant Line Rd/ Rancho Cordova Parkway

Cycle (sec): 100 Critical Vol./Cap. (X): 0.404
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Ovl | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 2 | 0 0 | 0 | 0 | 2 | 0 1 | 2 | 0 | 0 | 0 1 | 0 | 0 | 0 | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 36 | 870 | 0 | 0 | 779 | 434 | 311 | 0 | 16 | 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: | 36 | 870 | 0 | 0 | 779 | 434 | 311 | 0 | 16 | 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: | 36 | 870 | 0 | 0 | 779 | 434 | 311 | 0 | 16 | 0 | 0 | 0 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 36 | 870 | 0 | 0 | 779 | 434 | 311 | 0 | 16 | 0 | 0 | 0 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| FinalVolume: | 36 | 870 | 0 | 0 | 779 | 434 | 311 | 0 | 16 | 0 | 0 | 0 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | | | | |
| 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 | 2.00 | 0.00 | 0.00 | 2.00 | 1.00 | 2.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | | | | |
| Final Sat.: | 1550 | 3100 | 0 | 0 | 3100 | 1550 | 3100 | 0 | 1550 | 0 | 0 | 0 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.28 | 0.00 | 0.00 | 0.25 | 0.28 | 0.10 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | | | | |
| Crit Volume: | 36 | | | | | 434 | 156 | | | | 0 | | | | | |
| Crit Moves: | **** | | | | | **** | **** | | | | | | | | | |





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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #83 White Rock Rd/ Carson Crossing Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 1.042
Loss Time (sec): 12 Average Delay (sec/veh): 46.8
Optimal Cycle: 180 Level Of Service: D

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Split Phase | | | | Split Phase | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Include | | | | Ovl | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 1 | 0 | 0 1 | 0 | 0 | 1! | 0 0 | 1 | 0 | 2 | 0 1 | 1 | 0 | 1 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 1569 | 4 | 106 | 3 | 2 | 5 | 8 | 455 | 1311 | 80 | 1212 | 5 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 1569 | 4 | 106 | 3 | 2 | 5 | 8 | 455 | 1311 | 80 | 1212 | 5 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | | | | |
| PHF Volume: | 1669 | 4 | 113 | 3 | 2 | 5 | 9 | 484 | 1395 | 85 | 1289 | 5 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 1669 | 4 | 113 | 3 | 2 | 5 | 9 | 484 | 1395 | 85 | 1289 | 5 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| FinalVolume: | 1669 | 4 | 113 | 3 | 2 | 5 | 9 | 484 | 1395 | 85 | 1289 | 5 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 0.95 | 0.95 | 0.85 | 0.92 | 0.92 | 0.92 | 0.95 | 0.95 | 0.85 | 0.95 | 0.95 | 0.95 | | | | |
| Lanes: | 1.99 | 0.01 | 1.00 | 0.30 | 0.20 | 0.50 | 1.00 | 2.00 | 1.00 | 1.00 | 1.99 | 0.01 | | | | |
| Final Sat.: | 3612 | 9 | 1615 | 524 | 349 | 873 | 1805 | 3610 | 1615 | 1805 | 3592 | 15 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.46 | 0.46 | 0.07 | 0.01 | 0.01 | 0.01 | 0.00 | 0.13 | 0.86 | 0.05 | 0.36 | 0.36 | | | | |
| Crit Moves: | **** | | | | **** | | | | **** | **** | | | | | | |
| Green/Cycle: | 0.44 | 0.44 | 0.49 | 0.01 | 0.01 | 0.01 | 0.01 | 0.39 | 0.83 | 0.05 | 0.43 | 0.43 | | | | |
| Volume/Cap: | 1.04 | 1.04 | 0.14 | 1.04 | 1.04 | 1.04 | 0.84 | 0.35 | 1.04 | 1.04 | 0.84 | 0.84 | | | | |
| Uniform Del: | 27.8 | 27.8 | 14.0 | 49.7 | 49.7 | 49.7 | 49.7 | 21.8 | 8.6 | 47.7 | 25.8 | 25.8 | | | | |
| IncremntDel: | 34.2 | 34.2 | 0.1 | 297.0 | 297 | 297.0 | 193.6 | 0.2 | 36.2 | 111.5 | 4.5 | 4.5 | | | | |
| 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: | 62.0 | 62.0 | 14.1 | 346.8 | 347 | 346.8 | 243.3 | 22.0 | 44.8 | 159.2 | 30.3 | 30.3 | | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| AdjDel/Veh: | 62.0 | 62.0 | 14.1 | 346.8 | 347 | 346.8 | 243.3 | 22.0 | 44.8 | 159.2 | 30.3 | 30.3 | | | | |
| LOS by Move: | E | E | B | F | F | F | F | C | D | F | C | C | | | | |
| HCM2kAvgQ: | 36 | 36 | 2 | 1 | 1 | 1 | 0 | 5 | 53 | 4 | 20 | 20 | | | | |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #84 White Rock Rd/ Stonebriar Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.485
Loss Time (sec): 12 Average Delay (sec/veh): 10.5
Optimal Cycle: 40 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Split Phase | | | Split Phase | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 0 | 1 | 1 0 | 1 0 | 2 0 | 1 | 1 0 | 0 | 1 0 | 0 0 | 1! 0 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 54 | 561 | 22 | 42 | 1176 | 70 | 40 | 3 | 28 | 15 | 2 | 23 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 54 | 561 | 22 | 42 | 1176 | 70 | 40 | 3 | 28 | 15 | 2 | 23 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 57 | 597 | 23 | 45 | 1251 | 74 | 43 | 3 | 30 | 16 | 2 | 24 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 57 | 597 | 23 | 45 | 1251 | 74 | 43 | 3 | 30 | 16 | 2 | 24 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 57 | 597 | 23 | 45 | 1251 | 74 | 43 | 3 | 30 | 16 | 2 | 24 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.94 | 0.94 | 0.95 | 0.95 | 0.85 | 0.95 | 0.87 | 0.87 | 0.91 | 0.91 | 0.91 |
| Lanes: | 1.00 | 1.92 | 0.08 | 1.00 | 2.00 | 1.00 | 1.00 | 0.10 | 0.90 | 0.38 | 0.05 | 0.57 |
| Final Sat.: | 1805 | 3453 | 135 | 1805 | 3610 | 1615 | 1805 | 159 | 1484 | 645 | 86 | 989 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.17 | 0.17 | 0.02 | 0.35 | 0.05 | 0.02 | 0.02 | 0.02 | 0.02 | 0.02 | 0.02 |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | |
| Green/Cycle: | 0.07 | 0.68 | 0.68 | 0.10 | 0.71 | 0.71 | 0.05 | 0.05 | 0.05 | 0.05 | 0.05 | 0.05 |
| Volume/Cap: | 0.48 | 0.25 | 0.25 | 0.25 | 0.48 | 0.06 | 0.48 | 0.41 | 0.41 | 0.48 | 0.48 | 0.48 |
| Uniform Del: | 45.1 | 6.1 | 6.1 | 41.7 | 6.2 | 4.3 | 46.3 | 46.2 | 46.2 | 46.2 | 46.2 | 46.2 |
| IncremntDel: | 3.1 | 0.1 | 0.1 | 0.8 | 0.1 | 0.0 | 4.2 | 3.4 | 3.4 | 4.2 | 4.2 | 4.2 |
| 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: | 48.2 | 6.1 | 6.1 | 42.5 | 6.4 | 4.3 | 50.5 | 49.6 | 49.6 | 50.3 | 50.3 | 50.3 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 48.2 | 6.1 | 6.1 | 42.5 | 6.4 | 4.3 | 50.5 | 49.6 | 49.6 | 50.3 | 50.3 | 50.3 |
| LOS by Move: | D | A | A | D | A | A | D | D | D | D | D | D |
| HCM2kAvgQ: | 2 | 4 | 4 | 1 | 9 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |

Note: Queue reported is the number of cars per lane.





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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #85 White Rock Rd/ Windfield Way

Cycle (sec): 100 Critical Vol./Cap. (X): 0.835
Loss Time (sec): 9 Average Delay (sec/veh): 31.6
Optimal Cycle: 77 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Permitted | | | Permitted | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Ovl | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 0 1 | 0 | 0 1 | 0 1 | 0 | 0 1 | 1 0 | 1 | 1 0 | 1 0 | 1 | 1 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 494 | 52 | 176 | 0 | 55 | 122 | 35 | 159 | 226 | 292 | 690 | 3 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 494 | 52 | 176 | 0 | 55 | 122 | 35 | 159 | 226 | 292 | 690 | 3 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 526 | 55 | 187 | 0 | 59 | 130 | 37 | 169 | 240 | 311 | 734 | 3 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 526 | 55 | 187 | 0 | 59 | 130 | 37 | 169 | 240 | 311 | 734 | 3 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 526 | 55 | 187 | 0 | 59 | 130 | 37 | 169 | 240 | 311 | 734 | 3 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.69 | 0.69 | 0.85 | 1.00 | 1.00 | 0.85 | 0.95 | 0.87 | 0.87 | 0.95 | 0.95 | 0.95 |
| Lanes: | 0.90 | 0.10 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.99 | 0.01 |
| Final Sat.: | 1190 | 125 | 1615 | 0 | 1900 | 1615 | 1805 | 1646 | 1646 | 1805 | 3591 | 16 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.44 | 0.44 | 0.12 | 0.00 | 0.03 | 0.08 | 0.02 | 0.10 | 0.15 | 0.17 | 0.20 | 0.20 |
| Crit Moves: | | **** | | | | | | | **** | **** | | |
| Green/Cycle: | 0.53 | 0.53 | 0.74 | 0.00 | 0.53 | 0.56 | 0.03 | 0.17 | 0.17 | 0.21 | 0.35 | 0.35 |
| Volume/Cap: | 0.84 | 0.84 | 0.16 | 0.00 | 0.06 | 0.14 | 0.59 | 0.59 | 0.84 | 0.84 | 0.59 | 0.59 |
| Uniform Del: | 19.9 | 19.9 | 4.0 | 0.0 | 11.4 | 10.3 | 47.5 | 37.9 | 39.9 | 38.1 | 26.9 | 26.9 |
| IncremntDel: | 8.6 | 8.6 | 0.1 | 0.0 | 0.0 | 0.1 | 14.0 | 1.3 | 11.8 | 15.0 | 0.8 | 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 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Delay/Veh: | 28.5 | 28.5 | 4.0 | 0.0 | 11.5 | 10.4 | 61.5 | 39.3 | 51.7 | 53.1 | 27.6 | 27.6 |
| 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: | 28.5 | 28.5 | 4.0 | 0.0 | 11.5 | 10.4 | 61.5 | 39.3 | 51.7 | 53.1 | 27.6 | 27.6 |
| LOS by Move: | C | C | A | A | B | B | E | D | D | D | C | C |
| HCM2kAvgQ: | 18 | 18 | 2 | 0 | 1 | 2 | 1 | 5 | 8 | 10 | 10 | 10 |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #86 White Rock Rd/ Latrobe Rd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.794
Loss Time (sec): 12 Average Delay (sec/veh): 30.1
Optimal Cycle: 80 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Ovl | | | Include | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 2 0 | 4 0 | 1 | 2 0 | 3 0 | 1 | 2 0 | 1 1 | 0 | 2 0 | 2 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 126 | 1678 | 742 | 309 | 897 | 386 | 30 | 411 | 31 | 349 | 444 | 208 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 126 | 1678 | 742 | 309 | 897 | 386 | 30 | 411 | 31 | 349 | 444 | 208 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 134 | 1785 | 789 | 329 | 954 | 411 | 32 | 437 | 33 | 371 | 472 | 221 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 134 | 1785 | 789 | 329 | 954 | 411 | 32 | 437 | 33 | 371 | 472 | 221 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 134 | 1785 | 789 | 329 | 954 | 411 | 32 | 437 | 33 | 371 | 472 | 221 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.91 | 0.85 | 0.92 | 0.91 | 0.85 | 0.92 | 0.94 | 0.94 | 0.92 | 0.95 | 0.85 |
| Lanes: | 2.00 | 4.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 1.86 | 0.14 | 2.00 | 2.00 | 1.00 |
| Final Sat.: | 3502 | 6916 | 1615 | 3502 | 5187 | 1615 | 3502 | 3323 | 251 | 3502 | 3610 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.26 | 0.49 | 0.09 | 0.18 | 0.25 | 0.01 | 0.13 | 0.13 | 0.11 | 0.13 | 0.14 |
| Crit Moves: | | | **** | **** | | | | **** | | **** | | |
| Green/Cycle: | 0.08 | 0.48 | 0.62 | 0.12 | 0.52 | 0.54 | 0.02 | 0.17 | 0.17 | 0.13 | 0.28 | 0.40 |
| Volume/Cap: | 0.47 | 0.54 | 0.79 | 0.79 | 0.35 | 0.47 | 0.47 | 0.79 | 0.79 | 0.79 | 0.47 | 0.34 |
| Uniform Del: | 52.7 | 21.7 | 17.3 | 51.5 | 17.0 | 17.1 | 58.2 | 48.1 | 48.1 | 50.4 | 35.8 | 25.2 |
| IncremntDel: | 1.2 | 0.2 | 4.5 | 10.1 | 0.1 | 0.4 | 5.0 | 7.3 | 7.3 | 9.0 | 0.3 | 0.3 |
| 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: | 53.9 | 21.8 | 21.8 | 61.6 | 17.1 | 17.5 | 63.2 | 55.3 | 55.3 | 59.4 | 36.1 | 25.5 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 53.9 | 21.8 | 21.8 | 61.6 | 17.1 | 17.5 | 63.2 | 55.3 | 55.3 | 59.4 | 36.1 | 25.5 |
| LOS by Move: | D | C | C | E | B | B | E | E | E | E | D | C |
| HCM2kAvgQ: | 3 | 13 | 23 | 6 | 7 | 9 | 1 | 9 | 9 | 7 | 7 | 5 |

Note: Queue reported is the number of cars per lane.





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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #87 White Rock Rd/ Valley View Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 1.055
Loss Time (sec): 12 Average Delay (sec/veh): 62.5
Optimal Cycle: 180 Level Of Service: E

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Split Phase | | | Split Phase | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 0 1 | 0 0 | 1 | 1 0 | 0 1 | 0 | 1 0 | 1 1 | 0 | 1 0 | 1 1 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 155 | 23 | 618 | 180 | 39 | 53 | 61 | 1184 | 195 | 441 | 827 | 85 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 155 | 23 | 618 | 180 | 39 | 53 | 61 | 1184 | 195 | 441 | 827 | 85 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 165 | 24 | 657 | 191 | 41 | 56 | 65 | 1260 | 207 | 469 | 880 | 90 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 165 | 24 | 657 | 191 | 41 | 56 | 65 | 1260 | 207 | 469 | 880 | 90 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 165 | 24 | 657 | 191 | 41 | 56 | 65 | 1260 | 207 | 469 | 880 | 90 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.96 | 0.96 | 0.85 | 0.95 | 0.91 | 0.91 | 0.95 | 0.93 | 0.93 | 0.95 | 0.94 | 0.94 |
| Lanes: | 0.87 | 0.13 | 1.00 | 1.00 | 0.42 | 0.58 | 1.00 | 1.72 | 0.28 | 1.00 | 1.81 | 0.19 |
| Final Sat.: | 1585 | 235 | 1615 | 1805 | 736 | 1000 | 1805 | 3034 | 500 | 1805 | 3228 | 332 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.10 | 0.10 | 0.41 | 0.11 | 0.06 | 0.06 | 0.04 | 0.42 | 0.42 | 0.26 | 0.27 | 0.27 |
| Crit Moves: | | | **** | **** | | | | **** | | **** | | |
| Green/Cycle: | 0.14 | 0.14 | 0.39 | 0.10 | 0.10 | 0.10 | 0.07 | 0.39 | 0.39 | 0.25 | 0.57 | 0.57 |
| Volume/Cap: | 0.75 | 0.75 | 1.05 | 1.05 | 0.56 | 0.56 | 0.48 | 1.05 | 1.05 | 1.05 | 0.48 | 0.48 |
| Uniform Del: | 41.3 | 41.3 | 30.7 | 45.0 | 42.9 | 42.9 | 44.4 | 30.3 | 30.3 | 37.7 | 13.0 | 13.0 |
| IncremntDel: | 11.4 | 11.4 | 51.4 | 82.0 | 4.1 | 4.1 | 2.7 | 40.0 | 40.0 | 57.9 | 0.2 | 0.2 |
| 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: | 52.7 | 52.7 | 82.1 | 127.0 | 46.9 | 46.9 | 47.1 | 70.4 | 70.4 | 95.6 | 13.2 | 13.2 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 52.7 | 52.7 | 82.1 | 127.0 | 46.9 | 46.9 | 47.1 | 70.4 | 70.4 | 95.6 | 13.2 | 13.2 |
| LOS by Move: | D | D | F | F | D | D | D | E | E | F | B | B |
| HCM2kAvgQ: | 7 | 7 | 30 | 11 | 4 | 4 | 2 | 30 | 30 | 20 | 9 | 9 |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #88 El Dorado Hills Blvd/Serrano Prky

Cycle (sec): 100 Critical Vol./Cap. (X): 0.818
Loss Time (sec): 12 Average Delay (sec/veh): 26.1
Optimal Cycle: 81 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Split Phase | | | | Split Phase | | | |
| Rights: | Ignore | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 2 | 0 1 | 1 | 0 | 1 | 1 0 | 1 | 0 | 0 | 1 0 | 1 | 0 | 1! | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 134 | 1632 | 717 | | 25 | 926 | 36 | | 29 | 48 | 42 | | 402 | 36 | 50 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 134 | 1632 | 717 | | 25 | 926 | 36 | | 29 | 48 | 42 | | 402 | 36 | 50 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 143 | 1736 | 0 | | 27 | 985 | 38 | | 31 | 51 | 45 | | 428 | 38 | 53 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 143 | 1736 | 0 | | 27 | 985 | 38 | | 31 | 51 | 45 | | 428 | 38 | 53 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 143 | 1736 | 0 | | 27 | 985 | 38 | | 31 | 51 | 45 | | 428 | 38 | 53 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.95 | 1.00 | | 0.95 | 0.94 | 0.94 | | 0.95 | 0.93 | 0.93 | | 0.95 | 0.95 | 0.95 | |
| Lanes: | 1.00 | 2.00 | 1.00 | | 1.00 | 1.93 | 0.07 | | 1.00 | 0.53 | 0.47 | | 1.70 | 0.13 | 0.17 | |
| Final Sat.: | 1805 | 3610 | 1900 | | 1805 | 3454 | 134 | | 1805 | 942 | 825 | | 3055 | 225 | 313 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.08 | 0.48 | 0.00 | | 0.01 | 0.29 | 0.29 | | 0.02 | 0.05 | 0.05 | | 0.14 | 0.17 | 0.17 | |
| Crit Moves: | | **** | | | **** | | | | | **** | | | | | **** | |
| Green/Cycle: | 0.13 | 0.59 | 0.00 | | 0.02 | 0.47 | 0.47 | | 0.07 | 0.07 | 0.07 | | 0.21 | 0.21 | 0.21 | |
| Volume/Cap: | 0.60 | 0.82 | 0.00 | | 0.82 | 0.60 | 0.60 | | 0.26 | 0.82 | 0.82 | | 0.67 | 0.82 | 0.82 | |
| Uniform Del: | 41.0 | 16.4 | 0.0 | | 48.9 | 19.3 | 19.3 | | 44.4 | 46.1 | 46.1 | | 36.5 | 37.8 | 37.8 | |
| IncremntDel: | 4.3 | 2.6 | 0.0 | | 86.0 | 0.6 | 0.6 | | 1.1 | 34.5 | 34.5 | | 2.4 | 8.2 | 8.2 | |
| 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 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Delay/Veh: | 45.2 | 19.0 | 0.0 | | 134.9 | 19.9 | 19.9 | | 45.5 | 80.6 | 80.6 | | 38.9 | 46.0 | 46.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 45.2 | 19.0 | 0.0 | | 134.9 | 19.9 | 19.9 | | 45.5 | 80.6 | 80.6 | | 38.9 | 46.0 | 46.0 | |
| LOS by Move: | D | B | A | | F | B | B | | D | F | F | | D | D | D | |
| HCM2kAvgQ: | 4 | 22 | 0 | | 2 | 12 | 12 | | 1 | 5 | 5 | | 8 | 11 | 11 | |

Note: Queue reported is the number of cars per lane.





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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #89 El Dorado Hills Blvd/Saratoga Way

Cycle (sec): 100 Critical Vol./Cap. (X): 0.917
Loss Time (sec): 12 Average Delay (sec/veh): 42.4
Optimal Cycle: 118 Level Of Service: D

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Split Phase | | | | Split Phase | | | |
| Rights: | Include | | | | Include | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 2 | 1 0 | 1 | 0 | 2 | 1 0 | 1 | 1 | 0 | 0 2 | 0 | 1 | 0 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 731 | 1305 | 0 | | 261 | 911 | 225 | | 801 | 49 | 450 | | 0 | 46 | 378 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 731 | 1305 | 0 | | 261 | 911 | 225 | | 801 | 49 | 450 | | 0 | 46 | 378 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 778 | 1388 | 0 | | 278 | 969 | 239 | | 852 | 52 | 479 | | 0 | 49 | 402 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 778 | 1388 | 0 | | 278 | 969 | 239 | | 852 | 52 | 479 | | 0 | 49 | 402 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 778 | 1388 | 0 | | 278 | 969 | 239 | | 852 | 52 | 479 | | 0 | 49 | 402 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.91 | 0.91 | | 0.95 | 0.88 | 0.88 | | 0.96 | 0.96 | 0.75 | | 1.00 | 1.00 | 0.85 | |
| Lanes: | 2.00 | 3.00 | 0.00 | | 1.00 | 2.41 | 0.59 | | 1.88 | 0.12 | 2.00 | | 0.00 | 1.00 | 1.00 | |
| Final Sat.: | 3502 | 5187 | 0 | | 1805 | 4035 | 997 | | 3420 | 209 | 2842 | | 0 | 1900 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.22 | 0.27 | 0.00 | | 0.15 | 0.24 | 0.24 | | 0.25 | 0.25 | 0.17 | | 0.00 | 0.03 | 0.25 | |
| Crit Moves: | **** | | | | | **** | | | **** | | | | | | **** | |
| Green/Cycle: | 0.24 | 0.32 | 0.00 | | 0.18 | 0.26 | 0.26 | | 0.27 | 0.27 | 0.51 | | 0.00 | 0.10 | 0.29 | |
| Volume/Cap: | 0.92 | 0.84 | 0.00 | | 0.84 | 0.92 | 0.92 | | 0.92 | 0.92 | 0.33 | | 0.00 | 0.25 | 0.86 | |
| Uniform Del: | 36.9 | 31.5 | 0.0 | | 39.3 | 35.8 | 35.8 | | 35.3 | 35.3 | 14.2 | | 0.0 | 41.2 | 33.8 | |
| IncremntDel: | 14.6 | 3.9 | 0.0 | | 16.6 | 10.2 | 10.2 | | 12.9 | 12.9 | 0.1 | | 0.0 | 0.7 | 15.5 | |
| 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 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 0.00 | 1.00 | 1.00 | |
| Delay/Veh: | 51.5 | 35.4 | 0.0 | | 55.9 | 46.1 | 46.1 | | 48.2 | 48.2 | 14.3 | | 0.0 | 41.9 | 49.2 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 51.5 | 35.4 | 0.0 | | 55.9 | 46.1 | 46.1 | | 48.2 | 48.2 | 14.3 | | 0.0 | 41.9 | 49.2 | |
| LOS by Move: | D | D | A | | E | D | D | | D | D | B | | A | D | D | |
| HCM2kAvgQ: | 13 | 15 | 0 | | 9 | 15 | 15 | | 13 | 13 | 4 | | 0 | 2 | 15 | |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #90 El Dorado Hills Blvd/Park Drive

Cycle (sec): 100 Critical Vol./Cap. (X): 0.782
Loss Time (sec): 12 Average Delay (sec/veh): 26.6
Optimal Cycle: 73 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Split Phase | | | | Split Phase | | | |
| Rights: | Include | | | | Ovl | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 2 | 1 0 | 1 | 0 | 3 | 0 1 | 1 | 1 | 0 | 0 2 | 1 | 1 | 1 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 1109 | 1683 | 336 | | 82 | 693 | 410 | | 176 | 18 | 53 | | 245 | 51 | 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: | 1109 | 1683 | 336 | | 82 | 693 | 410 | | 176 | 18 | 53 | | 245 | 51 | 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: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 1180 | 1790 | 357 | | 87 | 737 | 436 | | 187 | 19 | 56 | | 261 | 54 | 131 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 1180 | 1790 | 357 | | 87 | 737 | 436 | | 187 | 19 | 56 | | 261 | 54 | 131 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 1180 | 1790 | 357 | | 87 | 737 | 436 | | 187 | 19 | 56 | | 261 | 54 | 131 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.89 | 0.89 | | 0.95 | 0.91 | 0.85 | | 0.96 | 0.96 | 0.75 | | 0.91 | 0.91 | 0.85 | |
| Lanes: | 2.00 | 2.50 | 0.50 | | 1.00 | 3.00 | 1.00 | | 1.81 | 0.19 | 2.00 | | 2.00 | 1.00 | 1.00 | |
| Final Sat.: | 3502 | 4216 | 842 | | 1805 | 5187 | 1615 | | 3299 | 337 | 2842 | | 3466 | 1733 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.34 | 0.42 | 0.42 | | 0.05 | 0.14 | 0.27 | | 0.06 | 0.06 | 0.02 | | 0.08 | 0.03 | 0.08 | |
| Crit Moves: | **** | | | | | | **** | | | **** | | | | | **** | |
| Green/Cycle: | 0.43 | 0.63 | 0.63 | | 0.07 | 0.27 | 0.35 | | 0.07 | 0.07 | 0.07 | | 0.10 | 0.10 | 0.10 | |
| Volume/Cap: | 0.78 | 0.67 | 0.67 | | 0.67 | 0.52 | 0.78 | | 0.78 | 0.78 | 0.27 | | 0.73 | 0.30 | 0.78 | |
| Uniform Del: | 24.4 | 11.8 | 11.8 | | 45.3 | 30.8 | 29.3 | | 45.6 | 45.6 | 43.9 | | 43.4 | 41.5 | 43.7 | |
| IncremntDel: | 2.7 | 0.6 | 0.6 | | 12.9 | 0.3 | 7.1 | | 14.0 | 14.0 | 0.7 | | 6.0 | 0.2 | 20.8 | |
| 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: | 27.1 | 12.3 | 12.3 | | 58.2 | 31.2 | 36.4 | | 59.6 | 59.6 | 44.6 | | 49.5 | 41.6 | 64.5 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 27.1 | 12.3 | 12.3 | | 58.2 | 31.2 | 36.4 | | 59.6 | 59.6 | 44.6 | | 49.5 | 41.6 | 64.5 | |
| LOS by Move: | C | B | B | | E | C | D | | E | E | D | | D | D | E | |
| HCM2kAvgQ: | 16 | 15 | 15 | | 2 | 7 | 11 | | 5 | 5 | 1 | | 6 | 2 | 6 | |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #91 Latrobe Rd/ Town Center Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 1.102
Loss Time (sec): 12 Average Delay (sec/veh): 74.3
Optimal Cycle: 180 Level Of Service: E

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 4 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 1 | 1 0 | 1 | 0 | 0 | 1 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 47 | 1946 | 67 | | 586 | 1341 | 236 | | 773 | 86 | 157 | | 163 | 22 | 764 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 47 | 1946 | 67 | | 586 | 1341 | 236 | | 773 | 86 | 157 | | 163 | 22 | 764 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 50 | 2070 | 71 | | 623 | 1427 | 251 | | 822 | 91 | 167 | | 173 | 23 | 813 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 50 | 2070 | 71 | | 623 | 1427 | 251 | | 822 | 91 | 167 | | 173 | 23 | 813 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 50 | 2070 | 71 | | 623 | 1427 | 251 | | 822 | 91 | 167 | | 173 | 23 | 813 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.91 | 0.85 | | 0.92 | 0.91 | 0.85 | | 0.92 | 0.86 | 0.86 | | 0.95 | 0.85 | 0.85 | |
| Lanes: | 2.00 | 4.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 1.00 | 1.00 | | 1.00 | 0.06 | 1.94 | |
| Final Sat.: | 3502 | 6916 | 1615 | | 3502 | 5187 | 1615 | | 3502 | 1630 | 1630 | | 1805 | 91 | 3154 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.30 | 0.04 | | 0.18 | 0.28 | 0.16 | | 0.23 | 0.06 | 0.10 | | 0.10 | 0.26 | 0.26 | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.02 | 0.27 | 0.27 | | 0.16 | 0.41 | 0.41 | | 0.21 | 0.23 | 0.23 | | 0.22 | 0.23 | 0.23 | |
| Volume/Cap: | 0.67 | 1.10 | 0.16 | | 1.10 | 0.67 | 0.38 | | 1.10 | 0.24 | 0.44 | | 0.44 | 1.10 | 1.10 | |
| Uniform Del: | 48.6 | 36.4 | 27.8 | | 41.9 | 23.9 | 20.5 | | 39.3 | 31.4 | 33.0 | | 34.0 | 38.3 | 38.3 | |
| IncremntDel: | 20.8 | 54.7 | 0.2 | | 68.9 | 0.8 | 0.4 | | 64.5 | 0.1 | 0.5 | | 0.8 | 64.3 | 64.3 | |
| 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: | 69.3 | 91.1 | 27.9 | | 110.8 | 24.7 | 20.8 | | 103.9 | 31.5 | 33.5 | | 34.8 | 103 | 102.6 | |
| 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: | 69.3 | 91.1 | 27.9 | | 110.8 | 24.7 | 20.8 | | 103.9 | 31.5 | 33.5 | | 34.8 | 103 | 102.6 | |
| LOS by Move: | E | F | C | | F | C | C | | F | C | C | | C | F | F | |
| HCM2kAvgQ: | 1 | 25 | 2 | | 15 | 13 | 5 | | 22 | 2 | 5 | | 5 | 22 | 22 | |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #92 Hazel Blvd/ Tributary- WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 1.261
Loss Time (sec): 9 Average Delay (sec/veh): 100.1
Optimal Cycle: 180 Level Of Service: F

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Ignore | | | | Include | | | | Ovl | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 3 | 0 | 1 | 0 | 0 3 | 1 | 0 | 0 | 0 0 | 0 | 1 | 1 | 1 0 | 0 | 2 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 208 | 3928 | 323 | | 0 | 2438 | 82 | | 0 | 0 | 626 | | 84 | 221 | 956 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 208 | 3928 | 323 | | 0 | 2438 | 82 | | 0 | 0 | 626 | | 84 | 221 | 956 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 221 | 4179 | 0 | | 0 | 2594 | 87 | | 0 | 0 | 666 | | 89 | 235 | 1017 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 221 | 4179 | 0 | | 0 | 2594 | 87 | | 0 | 0 | 666 | | 89 | 235 | 1017 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 221 | 4179 | 0 | | 0 | 2594 | 87 | | 0 | 0 | 666 | | 89 | 235 | 1017 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.91 | 1.00 | | 1.00 | 0.91 | 0.91 | | 1.00 | 1.00 | 0.87 | | 0.87 | 0.87 | 0.75 | |
| Lanes: | 2.00 | 3.00 | 1.00 | | 0.00 | 3.87 | 0.13 | | 0.00 | 0.00 | 1.00 | | 1.00 | 1.00 | 2.00 | |
| Final Sat.: | 3502 | 5187 | 1900 | | 0 | 6658 | 224 | | 0 | 0 | 1644 | | 1647 | 1647 | 2842 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.06 | 0.81 | 0.00 | | 0.00 | 0.39 | 0.39 | | 0.00 | 0.00 | 0.41 | | 0.05 | 0.14 | 0.36 | |
| Crit Moves: | | **** | | | **** | | | | | | **** | | | | | |
| Green/Cycle: | 0.09 | 0.64 | 0.00 | | 0.00 | 0.55 | 0.55 | | 0.00 | 0.00 | 0.36 | | 0.27 | 0.27 | 0.27 | |
| Volume/Cap: | 0.71 | 1.26 | 0.00 | | 0.00 | 0.71 | 0.71 | | 0.00 | 0.00 | 1.12 | | 0.20 | 0.53 | 1.32 | |
| Uniform Del: | 44.3 | 18.1 | 0.0 | | 0.0 | 16.6 | 16.6 | | 0.0 | 0.0 | 32.0 | | 28.1 | 31.0 | 36.4 | |
| IncremntDel: | 7.3 | 120 | 0.0 | | 0.0 | 0.6 | 0.6 | | 0.0 | 0.0 | 76.2 | | 0.1 | 0.8 | 152.8 | |
| 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 | 0.00 | | 0.00 | 1.00 | 1.00 | | 0.00 | 0.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Delay/Veh: | 51.6 | 138 | 0.0 | | 0.0 | 17.2 | 17.2 | | 0.0 | 0.0 | 108.2 | | 28.1 | 31.8 | 189.2 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 51.6 | 138 | 0.0 | | 0.0 | 17.2 | 17.2 | | 0.0 | 0.0 | 108.2 | | 28.1 | 31.8 | 189.2 | |
| LOS by Move: | D | F | A | | A | B | B | | A | A | F | | C | C | F | |
| HCM2kAvgQ: | 3 | 82 | 0 | | 0 | 16 | 16 | | 0 | 0 | 33 | | 2 | 7 | 37 | |

Note: Queue reported is the number of cars per lane.





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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #93 Hazel Ave/ EB US-50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 1.391
Loss Time (sec): 6 Average Delay (sec/veh): 150.6
Optimal Cycle: 180 Level Of Service: F

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Ignore | | | | Ignore | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 3 | 0 | 1 | 0 | 0 3 | 0 | 1 | 3 | 0 0 | 0 | 2 | 0 | 0 0 | 0 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 2287 | 230 | | 0 | 1096 | 1036 | | 2165 | 0 | 825 | | 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 | 2287 | 230 | | 0 | 1096 | 1036 | | 2165 | 0 | 825 | | 0 | 0 | 0 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 0 | 2433 | 0 | | 0 | 1166 | 0 | | 2303 | 0 | 878 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 2433 | 0 | | 0 | 1166 | 0 | | 2303 | 0 | 878 | | 0 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 2433 | 0 | | 0 | 1166 | 0 | | 2303 | 0 | 878 | | 0 | 0 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.91 | 1.00 | | 1.00 | 0.91 | 1.00 | | 0.48 | 1.00 | 0.75 | | 1.00 | 1.00 | 1.00 | |
| Lanes: | 0.00 | 3.00 | 1.00 | | 0.00 | 3.00 | 1.00 | | 3.00 | 0.00 | 2.00 | | 0.00 | 0.00 | 0.00 | |
| Final Sat.: | 0 | 5187 | 1900 | | 0 | 5187 | 1900 | | 2748 | 0 | 2842 | | 0 | 0 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.47 | 0.00 | | 0.00 | 0.22 | 0.00 | | 0.84 | 0.00 | 0.31 | | 0.00 | 0.00 | 0.00 | |
| Crit Moves: | | **** | | | | | | | **** | | | | | | | |
| Green/Cycle: | 0.00 | 0.34 | 0.00 | | 0.00 | 0.34 | 0.00 | | 0.60 | 0.00 | 0.60 | | 0.00 | 0.00 | 0.00 | |
| Volume/Cap: | 0.00 | 1.39 | 0.00 | | 0.00 | 0.67 | 0.00 | | 1.39 | 0.00 | 0.51 | | 0.00 | 0.00 | 0.00 | |
| Uniform Del: | 0.0 | 33.1 | 0.0 | | 0.0 | 28.3 | 0.0 | | 19.9 | 0.0 | 11.4 | | 0.0 | 0.0 | 0.0 | |
| IncremntDel: | 0.0 | 179 | 0.0 | | 0.0 | 1.0 | 0.0 | | 179.6 | 0.0 | 0.3 | | 0.0 | 0.0 | 0.0 | |
| 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: | 0.00 | 1.00 | 0.00 | | 0.00 | 1.00 | 0.00 | | 1.00 | 0.00 | 1.00 | | 0.00 | 0.00 | 0.00 | |
| Delay/Veh: | 0.0 | 213 | 0.0 | | 0.0 | 29.3 | 0.0 | | 199.4 | 0.0 | 11.7 | | 0.0 | 0.0 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 213 | 0.0 | | 0.0 | 29.3 | 0.0 | | 199.4 | 0.0 | 11.7 | | 0.0 | 0.0 | 0.0 | |
| LOS by Move: | A | F | A | | A | C | A | | F | A | B | | A | A | A | |
| HCM2kAvgQ: | 0 | 57 | 0 | | 0 | 11 | 0 | | 53 | 0 | 9 | | 0 | 0 | 0 | |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #94 Folsom Blvd/ WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.581
Loss Time (sec): 9 Average Delay (sec/veh): 10.8
Optimal Cycle: 39 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Permitted | | | Permitted | | |
| Rights: | Include | | | Ignore | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 0 | 3 0 | 0 | 0 0 | 3 0 | 1 | 1 0 | 1! 0 | 1 | 0 0 | 0 0 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 112 | 2184 | 0 | 0 | 982 | 1723 | 166 | 0 | 147 | 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: | 112 | 2184 | 0 | 0 | 982 | 1723 | 166 | 0 | 147 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.00 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 119 | 2323 | 0 | 0 | 1045 | 0 | 177 | 0 | 156 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 119 | 2323 | 0 | 0 | 1045 | 0 | 177 | 0 | 156 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 119 | 2323 | 0 | 0 | 1045 | 0 | 177 | 0 | 156 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.91 | 1.00 | 1.00 | 0.91 | 1.00 | 0.75 | 1.00 | 0.75 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 3.00 | 0.00 | 0.00 | 3.00 | 1.00 | 1.53 | 0.00 | 1.47 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 1805 | 5187 | 0 | 0 | 5187 | 1900 | 2182 | 0 | 2096 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.07 | 0.45 | 0.00 | 0.00 | 0.20 | 0.00 | 0.08 | 0.00 | 0.07 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | | **** | | **** | | | **** | | | | | |
| Green/Cycle: | 0.19 | 0.77 | 0.00 | 0.00 | 0.58 | 0.00 | 0.14 | 0.00 | 0.14 | 0.00 | 0.00 | 0.00 |
| Volume/Cap: | 0.35 | 0.58 | 0.00 | 0.00 | 0.35 | 0.00 | 0.58 | 0.00 | 0.54 | 0.00 | 0.00 | 0.00 |
| Uniform Del: | 35.1 | 4.8 | 0.0 | 0.0 | 11.0 | 0.0 | 40.3 | 0.0 | 40.0 | 0.0 | 0.0 | 0.0 |
| IncremntDel: | 0.6 | 0.2 | 0.0 | 0.0 | 0.1 | 0.0 | 1.5 | 0.0 | 0.9 | 0.0 | 0.0 | 0.0 |
| 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 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 35.7 | 5.0 | 0.0 | 0.0 | 11.1 | 0.0 | 41.8 | 0.0 | 41.0 | 0.0 | 0.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 35.7 | 5.0 | 0.0 | 0.0 | 11.1 | 0.0 | 41.8 | 0.0 | 41.0 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | D | A | A | A | B | A | D | A | D | A | A | A |
| HCM2kAvgQ: | 3 | 11 | 0 | 0 | 6 | 0 | 4 | 0 | 4 | 0 | 0 | 0 |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #95 Folsom Blvd/ EB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.679
Loss Time (sec): 12 Average Delay (sec/veh): 26.4
Optimal Cycle: 57 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Ignore | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 0 | 2 0 | 1 | 1 0 | 2 0 | 1 | 3 0 | 1 0 | 1 | 1 0 | 0 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 866 | 105 | 116 | 776 | 238 | 1171 | 136 | 25 | 120 | 0 | 160 |
| Growth Adj: | 1.00 | 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 | 866 | 105 | 116 | 776 | 238 | 1171 | 136 | 25 | 120 | 0 | 160 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.00 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 0 | 921 | 112 | 123 | 826 | 253 | 1246 | 145 | 0 | 128 | 0 | 170 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 921 | 112 | 123 | 826 | 253 | 1246 | 145 | 0 | 128 | 0 | 170 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 921 | 112 | 123 | 826 | 253 | 1246 | 145 | 0 | 128 | 0 | 170 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 0.95 | 0.85 | 0.95 | 0.95 | 0.85 | 0.92 | 1.00 | 1.00 | 0.95 | 1.00 | 0.85 |
| Lanes: | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 3.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Final Sat.: | 1900 | 3610 | 1615 | 1805 | 3610 | 1615 | 5253 | 1900 | 1900 | 1805 | 0 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.26 | 0.07 | 0.07 | 0.23 | 0.16 | 0.24 | 0.08 | 0.00 | 0.07 | 0.00 | 0.11 |
| Crit Moves: | | **** | | **** | | | **** | | | | | **** |
| Green/Cycle: | 0.00 | 0.38 | 0.38 | 0.10 | 0.48 | 0.48 | 0.35 | 0.21 | 0.00 | 0.19 | 0.00 | 0.30 |
| Volume/Cap: | 0.00 | 0.68 | 0.18 | 0.68 | 0.48 | 0.33 | 0.68 | 0.36 | 0.00 | 0.36 | 0.00 | 0.36 |
| Uniform Del: | 0.0 | 26.2 | 20.9 | 43.4 | 17.8 | 16.3 | 27.8 | 33.8 | 0.0 | 34.9 | 0.0 | 27.8 |
| IncremntDel: | 0.0 | 1.4 | 0.1 | 10.0 | 0.2 | 0.3 | 1.0 | 0.6 | 0.0 | 0.6 | 0.0 | 0.5 |
| 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: | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 0.00 | 1.00 |
| Delay/Veh: | 0.0 | 27.6 | 21.1 | 53.4 | 18.0 | 16.5 | 28.8 | 34.4 | 0.0 | 35.6 | 0.0 | 28.2 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 27.6 | 21.1 | 53.4 | 18.0 | 16.5 | 28.8 | 34.4 | 0.0 | 35.6 | 0.0 | 28.2 |
| LOS by Move: | A | C | C | D | B | B | C | C | A | D | A | C |
| HCM2kAvgQ: | 0 | 13 | 2 | 4 | 9 | 5 | 11 | 4 | 0 | 3 | 0 | 4 |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #96 Prairie City/ WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.585
Loss Time (sec): 6 Average Delay (sec/veh): 12.6
Optimal Cycle: 32 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Ignore | | | | Ignore | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1349 | 344 | | 0 | 964 | 486 | | 0 | 0 | 0 | | 95 | 0 | 407 | |
| Growth Adj: | 1.00 | 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 | 1349 | 344 | | 0 | 964 | 486 | | 0 | 0 | 0 | | 95 | 0 | 407 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 0 | 1435 | 0 | | 0 | 1026 | 0 | | 0 | 0 | 0 | | 101 | 0 | 433 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 1435 | 0 | | 0 | 1026 | 0 | | 0 | 0 | 0 | | 101 | 0 | 433 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 1435 | 0 | | 0 | 1026 | 0 | | 0 | 0 | 0 | | 101 | 0 | 433 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.95 | 1.00 | | 1.00 | 0.95 | 1.00 | | 1.00 | 1.00 | 1.00 | | 0.61 | 1.00 | 0.75 | |
| Lanes: | 0.00 | 2.00 | 1.00 | | 0.00 | 2.00 | 1.00 | | 0.00 | 0.00 | 0.00 | | 2.00 | 0.00 | 2.00 | |
| Final Sat.: | 0 | 3610 | 1900 | | 0 | 3610 | 1900 | | 0 | 0 | 0 | | 2330 | 0 | 2842 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.40 | 0.00 | | 0.00 | 0.28 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.04 | 0.00 | 0.15 | |
| Crit Moves: | | **** | | | | | | | | | | | | | **** | |
| Green/Cycle: | 0.00 | 0.68 | 0.00 | | 0.00 | 0.68 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.26 | 0.00 | 0.26 | |
| Volume/Cap: | 0.00 | 0.58 | 0.00 | | 0.00 | 0.42 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.17 | 0.00 | 0.58 | |
| Uniform Del: | 0.0 | 8.5 | 0.0 | | 0.0 | 7.2 | 0.0 | | 0.0 | 0.0 | 0.0 | | 28.6 | 0.0 | 32.3 | |
| IncremntDel: | 0.0 | 0.4 | 0.0 | | 0.0 | 0.1 | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.1 | 0.0 | 1.2 | |
| 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: | 0.00 | 1.00 | 0.00 | | 0.00 | 1.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 1.00 | 0.00 | 1.00 | |
| Delay/Veh: | 0.0 | 8.9 | 0.0 | | 0.0 | 7.3 | 0.0 | | 0.0 | 0.0 | 0.0 | | 28.7 | 0.0 | 33.5 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 8.9 | 0.0 | | 0.0 | 7.3 | 0.0 | | 0.0 | 0.0 | 0.0 | | 28.7 | 0.0 | 33.5 | |
| LOS by Move: | A | A | A | | A | A | A | | A | A | A | | C | A | C | |
| HCM2kAvgQ: | 0 | 12 | 0 | | 0 | 7 | 0 | | 0 | 0 | 0 | | 1 | 0 | 7 | |

Note: Queue reported is the number of cars per lane.





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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #97 Prairie City/ EB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.619
Loss Time (sec): 6 Average Delay (sec/veh): 13.6
Optimal Cycle: 34 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 2 | 0 | 1 | 1 | 1 | 0 | 0 | 2 | |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1451 | 318 | | 0 | 1059 | 0 | | 498 | 2 | 302 | | 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 | 1451 | 318 | | 0 | 1059 | 0 | | 498 | 2 | 302 | | 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: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 0 | 1544 | 338 | | 0 | 1127 | 0 | | 530 | 2 | 321 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 1544 | 338 | | 0 | 1127 | 0 | | 530 | 2 | 321 | | 0 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 1544 | 338 | | 0 | 1127 | 0 | | 530 | 2 | 321 | | 0 | 0 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.95 | 0.85 | | 1.00 | 0.95 | 1.00 | | 0.91 | 0.91 | 0.75 | | 1.00 | 1.00 | 1.00 | |
| Lanes: | 0.00 | 2.00 | 1.00 | | 0.00 | 2.00 | 1.00 | | 1.99 | 0.01 | 2.00 | | 0.00 | 0.00 | 0.00 | |
| Final Sat.: | 0 | 3610 | 1615 | | 0 | 3610 | 1900 | | 3433 | 14 | 2842 | | 0 | 0 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.43 | 0.21 | | 0.00 | 0.31 | 0.00 | | 0.15 | 0.15 | 0.11 | | 0.00 | 0.00 | 0.00 | |
| Crit Moves: | | **** | | | | | | | | **** | | | | | | |
| Green/Cycle: | 0.00 | 0.69 | 0.69 | | 0.00 | 0.69 | 0.00 | | 0.25 | 0.25 | 0.25 | | 0.00 | 0.00 | 0.00 | |
| Volume/Cap: | 0.00 | 0.62 | 0.30 | | 0.00 | 0.45 | 0.00 | | 0.62 | 0.62 | 0.45 | | 0.00 | 0.00 | 0.00 | |
| Uniform Del: | 0.0 | 8.4 | 6.1 | | 0.0 | 7.0 | 0.0 | | 33.3 | 33.3 | 31.8 | | 0.0 | 0.0 | 0.0 | |
| IncremntDel: | 0.0 | 0.5 | 0.2 | | 0.0 | 0.1 | 0.0 | | 1.4 | 1.4 | 0.5 | | 0.0 | 0.0 | 0.0 | |
| 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: | 0.00 | 1.00 | 1.00 | | 0.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 0.00 | 0.00 | 0.00 | |
| Delay/Veh: | 0.0 | 8.8 | 6.2 | | 0.0 | 7.1 | 0.0 | | 34.7 | 34.7 | 32.2 | | 0.0 | 0.0 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 8.8 | 6.2 | | 0.0 | 7.1 | 0.0 | | 34.7 | 34.7 | 32.2 | | 0.0 | 0.0 | 0.0 | |
| LOS by Move: | A | A | A | | A | A | A | | C | C | C | | A | A | A | |
| HCM2kAvgQ: | 0 | 13 | 4 | | 0 | 8 | 0 | | 8 | 8 | 5 | | 0 | 0 | 0 | |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #98 East Bidwell St/ WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.730
Loss Time (sec): 6 Average Delay (sec/veh): 21.7
Optimal Cycle: 46 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Ignore | | | | Ignore | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1698 | 451 | | 0 | 1734 | 592 | | 0 | 0 | 0 | | 389 | 0 | 882 | |
| Growth Adj: | 1.00 | 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 | 1698 | 451 | | 0 | 1734 | 592 | | 0 | 0 | 0 | | 389 | 0 | 882 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 0 | 1806 | 0 | | 0 | 1845 | 0 | | 0 | 0 | 0 | | 414 | 0 | 938 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 1806 | 0 | | 0 | 1845 | 0 | | 0 | 0 | 0 | | 414 | 0 | 938 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 1806 | 0 | | 0 | 1845 | 0 | | 0 | 0 | 0 | | 414 | 0 | 938 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.91 | 1.00 | | 1.00 | 0.91 | 1.00 | | 1.00 | 1.00 | 1.00 | | 0.59 | 1.00 | 0.75 | |
| Lanes: | 0.00 | 3.00 | 1.00 | | 0.00 | 3.00 | 1.00 | | 0.00 | 0.00 | 0.00 | | 2.00 | 0.00 | 2.00 | |
| Final Sat.: | 0 | 5187 | 1900 | | 0 | 5187 | 1900 | | 0 | 0 | 0 | | 2237 | 0 | 2842 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.35 | 0.00 | | 0.00 | 0.36 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.18 | 0.00 | 0.33 | |
| Crit Moves: | | | | | | **** | | | | | | | | | **** | |
| Green/Cycle: | 0.00 | 0.49 | 0.00 | | 0.00 | 0.49 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.45 | 0.00 | 0.45 | |
| Volume/Cap: | 0.00 | 0.71 | 0.00 | | 0.00 | 0.73 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.41 | 0.00 | 0.73 | |
| Uniform Del: | 0.0 | 20.2 | 0.0 | | 0.0 | 20.4 | 0.0 | | 0.0 | 0.0 | 0.0 | | 18.4 | 0.0 | 22.4 | |
| IncremntDel: | 0.0 | 1.0 | 0.0 | | 0.0 | 1.1 | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.3 | 0.0 | 2.2 | |
| 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: | 0.00 | 1.00 | 0.00 | | 0.00 | 1.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 1.00 | 0.00 | 1.00 | |
| Delay/Veh: | 0.0 | 21.1 | 0.0 | | 0.0 | 21.5 | 0.0 | | 0.0 | 0.0 | 0.0 | | 18.7 | 0.0 | 24.5 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 21.1 | 0.0 | | 0.0 | 21.5 | 0.0 | | 0.0 | 0.0 | 0.0 | | 18.7 | 0.0 | 24.5 | |
| LOS by Move: | A | C | A | | A | C | A | | A | A | A | | B | A | C | |
| HCM2kAvgQ: | 0 | 16 | 0 | | 0 | 16 | 0 | | 0 | 0 | 0 | | 5 | 0 | 15 | |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #99 East Bidwell St/ EB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.709
Loss Time (sec): 6 Average Delay (sec/veh): 20.4
Optimal Cycle: 43 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Ignore | | | | Ignore | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 3 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1487 | 867 | | 0 | 1714 | 408 | | 663 | 0 | 294 | | 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 | 1487 | 867 | | 0 | 1714 | 408 | | 663 | 0 | 294 | | 0 | 0 | 0 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 0 | 1582 | 0 | | 0 | 1823 | 0 | | 705 | 0 | 313 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 1582 | 0 | | 0 | 1823 | 0 | | 705 | 0 | 313 | | 0 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 1582 | 0 | | 0 | 1823 | 0 | | 705 | 0 | 313 | | 0 | 0 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.91 | 1.00 | | 1.00 | 0.91 | 1.00 | | 0.59 | 1.00 | 0.75 | | 1.00 | 1.00 | 1.00 | |
| Lanes: | 0.00 | 3.00 | 1.00 | | 0.00 | 3.00 | 1.00 | | 2.00 | 0.00 | 2.00 | | 0.00 | 0.00 | 0.00 | |
| Final Sat.: | 0 | 5187 | 1900 | | 0 | 5187 | 1900 | | 2237 | 0 | 2842 | | 0 | 0 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.30 | 0.00 | | 0.00 | 0.35 | 0.00 | | 0.32 | 0.00 | 0.11 | | 0.00 | 0.00 | 0.00 | |
| Crit Moves: | | | | | | **** | | | **** | | | | | | | |
| Green/Cycle: | 0.00 | 0.50 | 0.00 | | 0.00 | 0.50 | 0.00 | | 0.44 | 0.00 | 0.44 | | 0.00 | 0.00 | 0.00 | |
| Volume/Cap: | 0.00 | 0.62 | 0.00 | | 0.00 | 0.71 | 0.00 | | 0.71 | 0.00 | 0.25 | | 0.00 | 0.00 | 0.00 | |
| Uniform Del: | 0.0 | 18.3 | 0.0 | | 0.0 | 19.6 | 0.0 | | 22.5 | 0.0 | 17.3 | | 0.0 | 0.0 | 0.0 | |
| IncremntDel: | 0.0 | 0.5 | 0.0 | | 0.0 | 0.9 | 0.0 | | 2.4 | 0.0 | 0.1 | | 0.0 | 0.0 | 0.0 | |
| 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: | 0.00 | 1.00 | 0.00 | | 0.00 | 1.00 | 0.00 | | 1.00 | 0.00 | 1.00 | | 0.00 | 0.00 | 0.00 | |
| Delay/Veh: | 0.0 | 18.8 | 0.0 | | 0.0 | 20.6 | 0.0 | | 24.9 | 0.0 | 17.4 | | 0.0 | 0.0 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 18.8 | 0.0 | | 0.0 | 20.6 | 0.0 | | 24.9 | 0.0 | 17.4 | | 0.0 | 0.0 | 0.0 | |
| LOS by Move: | A | B | A | | A | C | A | | C | A | B | | A | A | A | |
| HCM2kAvgQ: | 0 | 12 | 0 | | 0 | 15 | 0 | | 10 | 0 | 3 | | 0 | 0 | 0 | |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #100 El Dorado Hills Blvd/ WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.662
Loss Time (sec): 0 Average Delay (sec/veh): 0.2
Optimal Cycle: 43 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 3229 | 0 | | 0 | 1179 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 0 | 3229 | 0 | | 0 | 1179 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 0 | 3435 | 0 | | 0 | 1254 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 3435 | 0 | | 0 | 1254 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 3435 | 0 | | 0 | 1254 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.91 | 1.00 | | 1.00 | 0.91 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Lanes: | 0.00 | 3.00 | 0.00 | | 0.00 | 3.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | |
| Final Sat.: | 0 | 5187 | 0 | | 0 | 5187 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.66 | 0.00 | | 0.00 | 0.24 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | |
| Crit Moves: | | **** | | | | | | | | | | | | | | |
| Green/Cycle: | 0.00 | 1.00 | 0.00 | | 0.00 | 1.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | |
| Volume/Cap: | 0.00 | 0.66 | 0.00 | | 0.00 | 0.24 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | |
| Uniform Del: | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | |
| IncremntDel: | 0.0 | 0.3 | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | |
| 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: | 0.00 | 1.00 | 0.00 | | 0.00 | 1.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | |
| Delay/Veh: | 0.0 | 0.3 | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 0.3 | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | |
| LOS by Move: | A | A | A | | A | A | A | | A | A | A | | A | A | A | |
| HCM2kAvgQ: | 0 | 1 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #101 El Dorado Hills Blvd/ EB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.743
Loss Time (sec): 6 Average Delay (sec/veh): 4.1
Optimal Cycle: 48 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Ignore | | | | Ignore | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 3 | 0 | 1 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 3088 | 241 | | 110 | 1075 | 0 | | 0 | 0 | 1154 | | 0 | 0 | 759 | |
| Growth Adj: | 1.00 | 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 | 3088 | 241 | | 110 | 1075 | 0 | | 0 | 0 | 1154 | | 0 | 0 | 759 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.00 | |
| PHF Volume: | 0 | 3285 | 256 | | 117 | 1144 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 3285 | 256 | | 117 | 1144 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| FinalVolume: | 0 | 3285 | 256 | | 117 | 1144 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.97 | 0.91 | 0.85 | | 0.95 | 0.91 | 1.00 | | 1.00 | 1.00 | 0.88 | | 1.00 | 1.00 | 1.00 | |
| Lanes: | 2.00 | 3.00 | 1.00 | | 1.00 | 3.00 | 0.00 | | 0.00 | 0.00 | 2.00 | | 0.00 | 0.00 | 1.00 | |
| Final Sat.: | 3686 | 5187 | 1615 | | 1805 | 5187 | 0 | | 0 | 0 | 3344 | | 0 | 0 | 1900 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.63 | 0.16 | | 0.06 | 0.22 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | |
| Crit Moves: | | **** | | | **** | | | | | | | | | | | |
| Green/Cycle: | 0.00 | 0.85 | 0.85 | | 0.09 | 0.94 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | |
| Volume/Cap: | 0.00 | 0.74 | 0.19 | | 0.74 | 0.23 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | |
| Uniform Del: | 0.0 | 3.0 | 1.3 | | 44.5 | 0.2 | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | |
| IncremntDel: | 0.0 | 0.7 | 0.1 | | 17.2 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | |
| 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: | 0.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | |
| Delay/Veh: | 0.0 | 3.7 | 1.4 | | 61.8 | 0.3 | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 3.7 | 1.4 | | 61.8 | 0.3 | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | |
| LOS by Move: | A | A | A | | E | A | A | | A | A | A | | A | A | A | |
| HCM2kAvgQ: | 0 | 14 | 1 | | 4 | 1 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #102 Sunrise Rd/ Jackson Hwy-SR16

Cycle (sec): 100 Critical Vol./Cap. (X): 0.830
Loss Time (sec): 12 Average Delay (sec/veh): 30.2
Optimal Cycle: 85 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 3 | 0 | 1 | 2 | 0 3 | 0 | 1 | 2 | 0 2 | 0 | 1 | 2 | 0 2 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 4 | 418 | 234 | | 131 | 1231 | 104 | | 111 | 1424 | 15 | | 188 | 725 | 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: | 4 | 418 | 234 | | 131 | 1231 | 104 | | 111 | 1424 | 15 | | 188 | 725 | 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: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 4 | 445 | 249 | | 139 | 1310 | 111 | | 118 | 1515 | 16 | | 200 | 771 | 55 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 4 | 445 | 249 | | 139 | 1310 | 111 | | 118 | 1515 | 16 | | 200 | 771 | 55 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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 | 445 | 249 | | 139 | 1310 | 111 | | 118 | 1515 | 16 | | 200 | 771 | 55 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.91 | 0.85 | | 0.92 | 0.91 | 0.85 | | 0.92 | 0.95 | 0.85 | | 0.92 | 0.95 | 0.85 | |
| Lanes: | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 2.00 | 1.00 | | 2.00 | 2.00 | 1.00 | |
| Final Sat.: | 3502 | 5187 | 1615 | | 3502 | 5187 | 1615 | | 3502 | 3610 | 1615 | | 3502 | 3610 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.09 | 0.15 | | 0.04 | 0.25 | 0.07 | | 0.03 | 0.42 | 0.01 | | 0.06 | 0.21 | 0.03 | |
| Crit Moves: | **** | | | | | **** | | | | **** | | | **** | | | |
| Green/Cycle: | 0.00 | 0.22 | 0.29 | | 0.09 | 0.30 | 0.38 | | 0.08 | 0.51 | 0.51 | | 0.07 | 0.50 | 0.58 | |
| Volume/Cap: | 0.83 | 0.40 | 0.54 | | 0.45 | 0.83 | 0.18 | | 0.43 | 0.83 | 0.02 | | 0.83 | 0.43 | 0.06 | |
| Uniform Del: | 49.9 | 33.6 | 30.2 | | 43.2 | 32.4 | 20.5 | | 44.0 | 21.1 | 12.3 | | 46.0 | 16.1 | 8.9 | |
| IncremntDel: | 273.1 | 0.2 | 1.3 | | 1.0 | 3.9 | 0.1 | | 1.1 | 3.4 | 0.0 | | 20.9 | 0.2 | 0.0 | |
| 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: | 323.0 | 33.8 | 31.5 | | 44.3 | 36.2 | 20.6 | | 45.0 | 24.4 | 12.3 | | 66.9 | 16.3 | 8.9 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 323.0 | 33.8 | 31.5 | | 44.3 | 36.2 | 20.6 | | 45.0 | 24.4 | 12.3 | | 66.9 | 16.3 | 8.9 | |
| LOS by Move: | F | C | C | | D | D | C | | D | C | B | | E | B | A | |
| HCM2kAvgQ: | 0 | 4 | 6 | | 2 | 14 | 2 | | 2 | 23 | 0 | | 4 | 8 | 1 | |

Note: Queue reported is the number of cars per lane.





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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #103 Grant Line Rd/ Jackson Rd- SR16

Cycle (sec): 100 Critical Vol./Cap. (X): 0.609
Loss Time (sec): 12 Average Delay (sec/veh): 26.2
Optimal Cycle: 49 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 2 | 0 | 1 | 2 | 0 2 | 0 | 2 | 2 | 0 2 | 0 | 2 | 2 | 0 2 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 186 | 757 | 83 | | 1 | 742 | 80 | | 132 | 790 | 171 | | 93 | 394 | 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: | 186 | 757 | 83 | | 1 | 742 | 80 | | 132 | 790 | 171 | | 93 | 394 | 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: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 198 | 805 | 88 | | 1 | 789 | 85 | | 140 | 840 | 182 | | 99 | 419 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 198 | 805 | 88 | | 1 | 789 | 85 | | 140 | 840 | 182 | | 99 | 419 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 198 | 805 | 88 | | 1 | 789 | 85 | | 140 | 840 | 182 | | 99 | 419 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.95 | 0.85 | | 0.92 | 0.95 | 0.75 | | 0.92 | 0.95 | 0.75 | | 0.92 | 0.95 | 1.00 | |
| Lanes: | 2.00 | 2.00 | 1.00 | | 2.00 | 2.00 | 2.00 | | 2.00 | 2.00 | 2.00 | | 2.00 | 2.00 | 1.00 | |
| Final Sat.: | 3502 | 3610 | 1615 | | 3502 | 3610 | 2842 | | 3502 | 3610 | 2842 | | 3502 | 3610 | 1900 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.06 | 0.22 | 0.05 | | 0.00 | 0.22 | 0.03 | | 0.04 | 0.23 | 0.06 | | 0.03 | 0.12 | 0.00 | |
| Crit Moves: | **** | | | | | **** | | | | **** | | | **** | | | |
| Green/Cycle: | 0.09 | 0.45 | 0.50 | | 0.00 | 0.36 | 0.47 | | 0.11 | 0.38 | 0.47 | | 0.05 | 0.32 | 0.00 | |
| Volume/Cap: | 0.61 | 0.49 | 0.11 | | 0.49 | 0.61 | 0.06 | | 0.36 | 0.61 | 0.13 | | 0.61 | 0.36 | 0.00 | |
| Uniform Del: | 43.6 | 19.4 | 13.4 | | 50.0 | 26.3 | 14.5 | | 41.3 | 24.9 | 14.7 | | 46.8 | 26.3 | 0.0 | |
| IncremntDel: | 3.4 | 0.2 | 0.1 | | 118.5 | 0.9 | 0.0 | | 0.6 | 0.8 | 0.0 | | 6.6 | 0.2 | 0.0 | |
| 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 | 0.00 | |
| Delay/Veh: | 47.0 | 19.6 | 13.4 | | 168.5 | 27.2 | 14.6 | | 41.8 | 25.7 | 14.8 | | 53.4 | 26.5 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 47.0 | 19.6 | 13.4 | | 168.5 | 27.2 | 14.6 | | 41.8 | 25.7 | 14.8 | | 53.4 | 26.5 | 0.0 | |
| LOS by Move: | D | B | B | | F | C | B | | D | C | B | | D | C | A | |
| HCM2kAvgQ: | 4 | 9 | 1 | | 0 | 10 | 1 | | 2 | 11 | 2 | | 2 | 5 | 0 | |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #104 Oak Ave Pkwy/ WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.639
Loss Time (sec): 6 Average Delay (sec/veh): 10.8
Optimal Cycle: 36 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Permitted | | | Permitted | | | Permitted | | | Permitted | | |
| Rights: | Ignore | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 0 0 | 2 | 0 1 | 0 0 | 2 | 0 1 | 0 0 | 0 | 0 0 | 2 0 | 0 | 0 2 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 1562 | 265 | 0 | 1117 | 693 | 0 | 0 | 0 | 302 | 0 | 161 |
| Growth Adj: | 1.00 | 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 | 1562 | 265 | 0 | 1117 | 693 | 0 | 0 | 0 | 302 | 0 | 161 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.00 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 0 | 1662 | 0 | 0 | 1188 | 737 | 0 | 0 | 0 | 321 | 0 | 171 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 1662 | 0 | 0 | 1188 | 737 | 0 | 0 | 0 | 321 | 0 | 171 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 1662 | 0 | 0 | 1188 | 737 | 0 | 0 | 0 | 321 | 0 | 171 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 0.85 | 1.00 | 1.00 | 1.00 | 0.60 | 1.00 | 0.75 |
| Lanes: | 0.00 | 2.00 | 1.00 | 0.00 | 2.00 | 1.00 | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 2.00 |
| Final Sat.: | 0 | 3610 | 1900 | 0 | 3610 | 1615 | 0 | 0 | 0 | 2285 | 0 | 2842 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.46 | 0.00 | 0.00 | 0.33 | 0.46 | 0.00 | 0.00 | 0.00 | 0.14 | 0.00 | 0.06 |
| Crit Moves: | | **** | | | | | | | | **** | | |
| Green/Cycle: | 0.00 | 0.72 | 0.00 | 0.00 | 0.72 | 0.72 | 0.00 | 0.00 | 0.00 | 0.22 | 0.00 | 0.22 |
| Volume/Cap: | 0.00 | 0.64 | 0.00 | 0.00 | 0.46 | 0.63 | 0.00 | 0.00 | 0.00 | 0.64 | 0.00 | 0.27 |
| Uniform Del: | 0.0 | 7.3 | 0.0 | 0.0 | 5.8 | 7.2 | 0.0 | 0.0 | 0.0 | 35.4 | 0.0 | 32.4 |
| IncremntDel: | 0.0 | 0.5 | 0.0 | 0.0 | 0.1 | 1.2 | 0.0 | 0.0 | 0.0 | 2.8 | 0.0 | 0.2 |
| 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: | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 |
| Delay/Veh: | 0.0 | 7.8 | 0.0 | 0.0 | 6.0 | 8.4 | 0.0 | 0.0 | 0.0 | 38.2 | 0.0 | 32.6 |
| 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: | 0.0 | 7.8 | 0.0 | 0.0 | 6.0 | 8.4 | 0.0 | 0.0 | 0.0 | 38.2 | 0.0 | 32.6 |
| LOS by Move: | A | A | A | A | A | A | A | A | A | D | A | C |
| HCM2kAvgQ: | 0 | 14 | 0 | 0 | 8 | 11 | 0 | 0 | 0 | 6 | 0 | 3 |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #105 Oak Ave Pkwy/ EB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.818
Loss Time (sec): 6 Average Delay (sec/veh): 27.3
Optimal Cycle: 62 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Permitted | | | Permitted | | | Permitted | | | Permitted | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 0 0 | 2 | 0 1 | 0 0 | 2 | 0 1 | 2 0 | 0 | 0 2 | 0 0 | 0 | 0 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 753 | 311 | 0 | 869 | 127 | 1073 | 0 | 186 | 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 | 753 | 311 | 0 | 869 | 127 | 1073 | 0 | 186 | 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: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 0 | 801 | 331 | 0 | 924 | 135 | 1141 | 0 | 198 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 801 | 331 | 0 | 924 | 135 | 1141 | 0 | 198 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 801 | 331 | 0 | 924 | 135 | 1141 | 0 | 198 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 0.95 | 0.85 | 1.00 | 0.95 | 0.85 | 0.59 | 1.00 | 0.75 | 1.00 | 1.00 | 1.00 |
| Lanes: | 0.00 | 2.00 | 1.00 | 0.00 | 2.00 | 1.00 | 2.00 | 0.00 | 2.00 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 0 | 3610 | 1615 | 0 | 3610 | 1615 | 2226 | 0 | 2842 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.22 | 0.20 | 0.00 | 0.26 | 0.08 | 0.51 | 0.00 | 0.07 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | | | | | **** | | **** | | | | | |
| Green/Cycle: | 0.00 | 0.31 | 0.31 | 0.00 | 0.31 | 0.31 | 0.63 | 0.00 | 0.63 | 0.00 | 0.00 | 0.00 |
| Volume/Cap: | 0.00 | 0.71 | 0.65 | 0.00 | 0.82 | 0.27 | 0.82 | 0.00 | 0.11 | 0.00 | 0.00 | 0.00 |
| Uniform Del: | 0.0 | 30.3 | 29.7 | 0.0 | 31.7 | 25.7 | 14.3 | 0.0 | 7.5 | 0.0 | 0.0 | 0.0 |
| IncremntDel: | 0.0 | 2.1 | 3.1 | 0.0 | 4.8 | 0.3 | 3.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 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: | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 32.4 | 32.8 | 0.0 | 36.5 | 26.0 | 18.2 | 0.0 | 7.5 | 0.0 | 0.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 32.4 | 32.8 | 0.0 | 36.5 | 26.0 | 18.2 | 0.0 | 7.5 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | A | C | C | A | D | C | B | A | A | A | A | A |
| HCM2kAvgQ: | 0 | 12 | 9 | 0 | 14 | 3 | 16 | 0 | 1 | 0 | 0 | 0 |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #106 Empire Ranch Rd/ WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.561
Loss Time (sec): 6 Average Delay (sec/veh): 15.7
Optimal Cycle: 30 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Permitted | | | Permitted | | | Permitted | | | Permitted | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 0 0 | 3 | 0 1 | 0 0 | 3 | 0 1 | 0 0 | 0 | 0 0 | 2 0 | 0 | 0 2 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 1311 | 475 | 0 | 1370 | 300 | 0 | 0 | 0 | 247 | 0 | 572 |
| Growth Adj: | 1.00 | 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 | 1311 | 475 | 0 | 1370 | 300 | 0 | 0 | 0 | 247 | 0 | 572 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 0 | 1395 | 505 | 0 | 1457 | 319 | 0 | 0 | 0 | 263 | 0 | 609 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 1395 | 505 | 0 | 1457 | 319 | 0 | 0 | 0 | 263 | 0 | 609 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 0 | 1395 | 505 | 0 | 1457 | 319 | 0 | 0 | 0 | 263 | 0 | 609 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 0.91 | 0.85 | 1.00 | 0.91 | 0.85 | 1.00 | 1.00 | 1.00 | 0.59 | 1.00 | 0.75 |
| Lanes: | 0.00 | 3.00 | 1.00 | 0.00 | 3.00 | 1.00 | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 2.00 |
| Final Sat.: | 0 | 5187 | 1615 | 0 | 5187 | 1615 | 0 | 0 | 0 | 2245 | 0 | 2842 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.27 | 0.31 | 0.00 | 0.28 | 0.20 | 0.00 | 0.00 | 0.00 | 0.12 | 0.00 | 0.21 |
| Crit Moves: | | | **** | | | | | | | | | **** |
| Green/Cycle: | 0.00 | 0.56 | 0.56 | 0.00 | 0.56 | 0.56 | 0.00 | 0.00 | 0.00 | 0.38 | 0.00 | 0.38 |
| Volume/Cap: | 0.00 | 0.48 | 0.56 | 0.00 | 0.50 | 0.35 | 0.00 | 0.00 | 0.00 | 0.31 | 0.00 | 0.56 |
| Uniform Del: | 0.0 | 13.4 | 14.2 | 0.0 | 13.6 | 12.2 | 0.0 | 0.0 | 0.0 | 21.6 | 0.0 | 24.3 |
| IncremntDel: | 0.0 | 0.1 | 0.8 | 0.0 | 0.1 | 0.2 | 0.0 | 0.0 | 0.0 | 0.2 | 0.0 | 0.7 |
| 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: | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 |
| Delay/Veh: | 0.0 | 13.5 | 15.0 | 0.0 | 13.7 | 12.4 | 0.0 | 0.0 | 0.0 | 21.8 | 0.0 | 25.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 13.5 | 15.0 | 0.0 | 13.7 | 12.4 | 0.0 | 0.0 | 0.0 | 21.8 | 0.0 | 25.0 |
| LOS by Move: | A | B | B | A | B | B | A | A | A | C | A | C |
| HCM2kAvgQ: | 0 | 9 | 10 | 0 | 9 | 5 | 0 | 0 | 0 | 3 | 0 | 9 |

Note: Queue reported is the number of cars per lane.





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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #107 Empire Ranch Rd/ EB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.498
Loss Time (sec): 6 Average Delay (sec/veh): 18.9
Optimal Cycle: 27 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Permitted | | | Permitted | | | Permitted | | | Permitted | | |
| Rights: | Ignore | | | Ignore | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 0 0 | 3 | 0 1 | 0 0 | 3 | 0 1 | 2 0 | 0 | 0 2 | 0 0 | 0 | 0 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 1182 | 266 | 0 | 919 | 699 | 604 | 0 | 240 | 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 | 1182 | 266 | 0 | 919 | 699 | 604 | 0 | 240 | 0 | 0 | 0 |
| User Adj: | 0.94 | 0.94 | 0.00 | 0.94 | 0.94 | 0.00 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 1111 | 0 | 0 | 864 | 0 | 568 | 0 | 226 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 1111 | 0 | 0 | 864 | 0 | 568 | 0 | 226 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 1111 | 0 | 0 | 864 | 0 | 568 | 0 | 226 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 0.91 | 1.00 | 1.00 | 0.91 | 1.00 | 0.59 | 1.00 | 0.75 | 1.00 | 1.00 | 1.00 |
| Lanes: | 0.00 | 3.00 | 1.00 | 0.00 | 3.00 | 1.00 | 2.00 | 0.00 | 2.00 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 0 | 5187 | 1900 | 0 | 5187 | 1900 | 2234 | 0 | 2842 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.21 | 0.00 | 0.00 | 0.17 | 0.00 | 0.25 | 0.00 | 0.08 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | | **** | | | | | **** | | | | | |
| Green/Cycle: | 0.00 | 0.43 | 0.00 | 0.00 | 0.43 | 0.00 | 0.51 | 0.00 | 0.51 | 0.00 | 0.00 | 0.00 |
| Volume/Cap: | 0.00 | 0.50 | 0.00 | 0.00 | 0.39 | 0.00 | 0.50 | 0.00 | 0.16 | 0.00 | 0.00 | 0.00 |
| Uniform Del: | 0.0 | 20.7 | 0.0 | 0.0 | 19.5 | 0.0 | 16.1 | 0.0 | 13.0 | 0.0 | 0.0 | 0.0 |
| IncremntDel: | 0.0 | 0.2 | 0.0 | 0.0 | 0.1 | 0.0 | 0.3 | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 |
| 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: | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 20.9 | 0.0 | 0.0 | 19.6 | 0.0 | 16.4 | 0.0 | 13.1 | 0.0 | 0.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 20.9 | 0.0 | 0.0 | 19.6 | 0.0 | 16.4 | 0.0 | 13.1 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | A | C | A | A | B | A | B | A | B | A | A | A |
| HCM2kAvgQ: | 0 | 9 | 0 | 0 | 6 | 0 | 6 | 0 | 2 | 0 | 0 | 0 |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #108 Silva Way/ WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.869
Loss Time (sec): 6 Average Delay (sec/veh): 23.6
Optimal Cycle: 79 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Ignore | | | | Ignore | | | | Include | | | | Ignore | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 | 2 | 0 1 | 0 | 0 | 2 | 0 1 | 0 | 0 | 0 | 0 0 | 2 | 0 | 0 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1694 | 0 | 0 | 703 | 276 | 0 | 0 | 0 | 671 | 0 | 265 | | | | |
| Growth Adj: | 1.00 | 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 | 1694 | 0 | 0 | 703 | 276 | 0 | 0 | 0 | 671 | 0 | 265 | | | | |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | | | | |
| PHF Adj: | 0.94 | 0.94 | 0.00 | 0.94 | 0.94 | 0.00 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.00 | | | | |
| PHF Volume: | 0 | 1802 | 0 | 0 | 748 | 0 | 0 | 0 | 0 | 714 | 0 | 0 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 0 | 1802 | 0 | 0 | 748 | 0 | 0 | 0 | 0 | 714 | 0 | 0 | | | | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | | | | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | | | | |
| FinalVolume: | 0 | 1802 | 0 | 0 | 748 | 0 | 0 | 0 | 0 | 714 | 0 | 0 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 0.59 | 1.00 | 1.00 | | | | |
| Lanes: | 0.00 | 2.00 | 1.00 | 0.00 | 2.00 | 1.00 | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 1.00 | | | | |
| Final Sat.: | 0 | 3610 | 1900 | 0 | 3610 | 1900 | 0 | 0 | 0 | 2248 | 0 | 1900 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.50 | 0.00 | 0.00 | 0.21 | 0.00 | 0.00 | 0.00 | 0.00 | 0.32 | 0.00 | 0.00 | | | | |
| Crit Moves: | | **** | | | | | | | | **** | | | | | | |
| Green/Cycle: | 0.00 | 0.57 | 0.00 | 0.00 | 0.57 | 0.00 | 0.00 | 0.00 | 0.00 | 0.37 | 0.00 | 0.00 | | | | |
| Volume/Cap: | 0.00 | 0.87 | 0.00 | 0.00 | 0.36 | 0.00 | 0.00 | 0.00 | 0.00 | 0.87 | 0.00 | 0.00 | | | | |
| Uniform Del: | 0.0 | 18.1 | 0.0 | 0.0 | 11.4 | 0.0 | 0.0 | 0.0 | 0.0 | 29.5 | 0.0 | 0.0 | | | | |
| IncremntDel: | 0.0 | 4.2 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 9.8 | 0.0 | 0.0 | | | | |
| 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: | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 | | | | |
| Delay/Veh: | 0.0 | 22.3 | 0.0 | 0.0 | 11.5 | 0.0 | 0.0 | 0.0 | 0.0 | 39.3 | 0.0 | 0.0 | | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| AdjDel/Veh: | 0.0 | 22.3 | 0.0 | 0.0 | 11.5 | 0.0 | 0.0 | 0.0 | 0.0 | 39.3 | 0.0 | 0.0 | | | | |
| LOS by Move: | A | C | A | A | B | A | A | A | A | D | A | A | | | | |
| HCM2kAvgQ: | 0 | 25 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | | | | |

Note: Queue reported is the number of cars per lane.





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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #109 Silva Way/ EB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.773
Loss Time (sec): 6 Average Delay (sec/veh): 22.7
Optimal Cycle: 53 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Ignore | | | | Ignore | | | | Ignore | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 | 2 | 0 1 | 0 | 0 | 2 | 0 1 | 2 | 0 | 0 | 0 1 | 0 | 0 | 0 | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1333 | 649 | 0 | 1229 | 0 | 703 | 0 | 124 | 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 | 1333 | 649 | 0 | 1229 | 0 | 703 | 0 | 124 | 0 | 0 | 0 | | | | |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.94 | 0.94 | 0.00 | 0.94 | 0.94 | 0.00 | 0.94 | 0.94 | 0.00 | 0.94 | 0.94 | 0.94 | | | | |
| PHF Volume: | 0 | 1418 | 0 | 0 | 1307 | 0 | 748 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 0 | 1418 | 0 | 0 | 1307 | 0 | 748 | 0 | 0 | 0 | 0 | 0 | | | | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | | | | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | | | | |
| FinalVolume: | 0 | 1418 | 0 | 0 | 1307 | 0 | 748 | 0 | 0 | 0 | 0 | 0 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 0.59 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Lanes: | 0.00 | 2.00 | 1.00 | 0.00 | 2.00 | 1.00 | 2.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | | | | |
| Final Sat.: | 0 | 3610 | 1900 | 0 | 3610 | 1900 | 2241 | 0 | 1900 | 0 | 0 | 0 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.39 | 0.00 | 0.00 | 0.36 | 0.00 | 0.33 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | | | |
| Crit Moves: | | **** | | | | | **** | | | | | | | | | |
| Green/Cycle: | 0.00 | 0.51 | 0.00 | 0.00 | 0.51 | 0.00 | 0.43 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | | | |
| Volume/Cap: | 0.00 | 0.77 | 0.00 | 0.00 | 0.71 | 0.00 | 0.77 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | | | |
| Uniform Del: | 0.0 | 19.9 | 0.0 | 0.0 | 19.0 | 0.0 | 24.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | |
| IncremntDel: | 0.0 | 2.1 | 0.0 | 0.0 | 1.3 | 0.0 | 3.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | |
| 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: | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | | | |
| Delay/Veh: | 0.0 | 22.0 | 0.0 | 0.0 | 20.3 | 0.0 | 28.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| AdjDel/Veh: | 0.0 | 22.0 | 0.0 | 0.0 | 20.3 | 0.0 | 28.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | |
| LOS by Move: | A | C | A | A | C | A | C | A | A | A | A | A | | | | |
| HCM2kAvgQ: | 0 | 20 | 0 | 0 | 16 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | | | | |

Note: Queue reported is the number of cars per lane.

LEVEL OF SERVICE WORKSHEETS

# CUMULATIVE CONDITIONS
# CENTRALIZED DEVELOPMENT (CD) ALTERNATIVE
# AM PEAK HOUR

Impact Analysis Report
Level Of Service

| Intersection | Base LOS | Base Del/ Veh | Base V/ C | Future LOS | Future Del/ Veh | Future V/ C | Change in |
|---|---|---|---|---|---|---|---|
| # 1 Folsom Blvd/ Blue Ravine Rd | D | 50.3 | 0.985 | D | 50.3 | 0.985 | + 0.000 D/V |
| # 2 Sibly Street/ Blue Ravine Road | D | 54.8 | 1.030 | D | 54.8 | 1.030 | + 0.000 D/V |
| # 3 Oak Avenue Parkway/ Blue Ravin | D | 35.9 | 0.848 | D | 35.9 | 0.848 | + 0.000 D/V |
| # 4 Empire Ranch Road/ Natoma Stre | C | 25.2 | 0.848 | C | 25.2 | 0.848 | + 0.000 D/V |
| # 5 Oak Avenue Parkway/ Riley Stre | B | 19.7 | 0.728 | B | 19.7 | 0.728 | + 0.000 D/V |
| # 6 Oak Avenue Parkway/ East Bidwe | C | 32.1 | 0.726 | C | 32.1 | 0.726 | + 0.000 D/V |
| # 7 East Bidwell St/Nesmith Ct | C | 24.4 | 0.856 | C | 24.4 | 0.856 | + 0.000 D/V |
| # 8 East Bidwell St/Scholar Way | B | 12.6 | 0.561 | B | 12.6 | 0.561 | + 0.000 D/V |
| # 9 East Bidwell St/Power Center D | A | 7.1 | 0.554 | A | 7.1 | 0.554 | + 0.000 D/V |
| # 10 Broadstone Pkwy/ East Bidwell | C | 28.0 | 0.663 | C | 28.0 | 0.663 | + 0.000 D/V |
| # 11 Empire Ranch Road/ Broadstone | C | 20.1 | 0.614 | C | 20.1 | 0.614 | + 0.000 D/V |
| # 12 Oak Avenue Prky / Haverhill Dr | B | 14.9 | 0.606 | B | 14.9 | 0.606 | + 0.000 D/V |
| # 13 Oak Avenue Prky / Haldion Wy | B | 14.6 | 0.632 | B | 14.6 | 0.632 | + 0.000 D/V |
| # 14 Folsom Blvd/ Iron Point Road | C | 20.4 | 0.862 | C | 20.4 | 0.862 | + 0.000 D/V |
| # 15 Prairie City Rd/ Iron Point Rd | C | 25.1 | 0.699 | C | 25.1 | 0.699 | + 0.000 D/V |
| # 16 Grover Rd/ Iron Point Rd | B | 18.5 | 0.454 | B | 18.5 | 0.454 | + 0.000 D/V |
| # 17 McAdoo Dr/ Iron Point Rd | C | 20.9 | 0.513 | C | 20.9 | 0.513 | + 0.000 D/V |
| # 18 Oak Ave Pkwy/ Iron Point Rd | C | 33.1 | 0.723 | C | 33.1 | 0.723 | + 0.000 D/V |
| # 19 Rowberry Dr/ Iron Point Rd | C | 25.8 | 0.595 | C | 25.8 | 0.595 | + 0.000 D/V |
| # 20 Broadstone Pkwy/ Iron Point Rd | B | 18.6 | 0.328 | B | 18.6 | 0.328 | + 0.000 D/V |
| # 21 East Bidwell St/ Iron Point Rd | C | 30.0 | 0.800 | C | 30.0 | 0.800 | + 0.000 D/V |
| # 22 Cavitt Dr/ Iron Point Rd | B | 12.8 | 0.380 | B | 12.8 | 0.380 | + 0.000 D/V |
| # 23 Serpa Way / Iron Point Rd | C | 24.3 | 0.592 | C | 24.3 | 0.592 | + 0.000 D/V |
| # 24 Empire Ranch Road/ Iron Point | E | 72.7 | 1.046 | E | 72.7 | 1.046 | + 0.000 D/V |
| # 25 Prairie City Rd/ High School | C | 34.6 | 0.904 | C | 34.6 | 0.904 | + 0.000 D/V |

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| Intersection | Base LOS | Base Del/ Veh | Base V/ C | Future LOS | Future Del/ Veh | Future V/ C | Change in |
|---|---|---|---|---|---|---|---|
| # 26 East Bidwell St / Placerville | F | 233.3 | 1.410 | F | 233.3 | 1.410 | + 0.000 D/V |
| # 27 Prairie City Rd/ White Rock Rd | D | 40.8 | 1.040 | D | 40.8 | 1.040 | + 0.000 D/V |
| # 28 Scott Rd (South)/ White Rock R | C | 34.6 | 1.030 | C | 34.6 | 1.030 | + 0.000 D/V |
| # 29 Scott Rd (North)/ White Rock R | D | 35.4 | 0.870 | D | 35.4 | 0.870 | + 0.000 D/V |
| # 30 Placerville Rd/ White Rock Rd | B | 11.0 | 0.590 | B | 11.0 | 0.590 | + 0.000 D/V |
| # 31 Empire Ranch Rd/ North Rd | B | 14.5 | 0.302 | B | 14.5 | 0.302 | + 0.000 D/V |
| # 32 Prairie City Rd/ Easton Valley | C | 32.3 | 0.816 | C | 32.3 | 0.816 | + 0.000 D/V |
| # 33 Oak Ave Pkwy/ Easton Valley Pk | D | 37.5 | 0.913 | D | 37.5 | 0.913 | + 0.000 D/V |
| # 34 RowberryDr/ Easton Valley Pkwy | C | 20.6 | 0.554 | C | 20.6 | 0.554 | + 0.000 D/V |
| # 35 1st/ Easton Valley Pkwy | C | 27.1 | 0.625 | C | 27.1 | 0.625 | + 0.000 D/V |
| # 36 2nd St/ Easton Valley Pkwy | C | 22.3 | 0.475 | C | 22.3 | 0.475 | + 0.000 D/V |
| # 37 3rd St/ Easton Valley Pkwy | C | 23.0 | 0.388 | C | 23.0 | 0.388 | + 0.000 D/V |
| # 38 Scott Rd (North)/ Easton Valle | C | 32.4 | 0.759 | C | 32.4 | 0.759 | + 0.000 D/V |
| # 39 Placerville Rd / Easton Valley | C | 26.5 | 0.318 | C | 26.5 | 0.318 | + 0.000 D/V |
| # 40 4th St/ Easton Valley Pkwy | C | 23.7 | 0.367 | C | 23.7 | 0.367 | + 0.000 D/V |
| # 41 Hillside Dr/ Easton Valley Pkw | B | 16.6 | 0.339 | B | 16.6 | 0.339 | + 0.000 D/V |
| # 42 Empire Ranch Rd/ Easton Valley | A | 7.1 | 0.298 | A | 7.1 | 0.298 | + 0.000 D/V |
| # 43 Prairie City Rd/Middle Rd | A | 7.2 | 0.509 | A | 7.2 | 0.509 | + 0.000 D/V |
| # 44 Oak Ave Pkwy/Middle Rd | B | 14.6 | 0.449 | B | 14.6 | 0.449 | + 0.000 D/V |
| # 45 Scott Rd (North)/ Street "B" | C | 30.1 | 0.753 | C | 30.1 | 0.753 | + 0.000 D/V |
| # 46 Placerville Drive/Street "B" | C | 24.1 | 0.340 | C | 24.1 | 0.340 | + 0.000 D/V |
| # 47 Prairie City Rd/Street "A" | B | 11.4 | 0.694 | B | 11.4 | 0.694 | + 0.000 D/V |
| # 48 Oak Ave Pkwy/Street "A" | C | 25.8 | 0.599 | C | 25.8 | 0.599 | + 0.000 D/V |
| # 49 2nd St/Street "A" | C | 21.3 | 0.431 | C | 21.3 | 0.431 | + 0.000 D/V |
| # 50 Scott Rd (North)/ Street "A" | C | 27.6 | 0.663 | C | 27.6 | 0.663 | + 0.000 D/V |
| # 51 East Rd/Street "A" | B | 10.9 | 0.490 | B | 10.9 | 0.490 | + 0.000 V/C |

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| Intersection | Base LOS | Base Del/ Veh | Base V/ C | Future LOS | Future Del/ Veh | Future V/ C | Change in |
|---|---|---|---|---|---|---|---|
| # 52 Placerville Rd/ Street "A" | B | 19.2 | 0.425 | B | 19.2 | 0.425 | + 0.000 D/V |
| # 53 Empire Ranch Rd/Street "A" | A | 4.4 | 0.273 | A | 4.4 | 0.273 | + 0.000 D/V |
| # 54 Scott Rd (North)/South Rd | B | 19.1 | 0.487 | B | 19.1 | 0.487 | + 0.000 D/V |
| # 55 Oak Ave Pkwy/ White Rock Rd | C | 26.0 | 0.941 | C | 26.0 | 0.941 | + 0.000 D/V |
| # 56 Empire Ranch Rd/ White Rock Rd | C | 23.5 | 0.867 | C | 23.5 | 0.867 | + 0.000 D/V |
| # 57 Hazel Blvd/ Gold Country | F | xxxxx | 1.000 | F | xxxxx | 1.000 | + 0.000 V/C |
| # 58 Hazel Ave/ Folsom Blvd | C | xxxxx | 0.764 | C | xxxxx | 0.764 | + 0.000 V/C |
| # 59 Grant Line Rd/ White Rock Rd | F | xxxxx | 1.036 | F | xxxxx | 1.036 | + 0.000 V/C |
| # 60 Grant Line Rd/ Sunrise Rd | D | xxxxx | 0.824 | D | xxxxx | 0.824 | + 0.000 V/C |
| # 61 Hazel Ave/ Easton Valley Pkwy | A | xxxxx | 0.445 | A | xxxxx | 0.445 | + 0.000 V/C |
| # 62 Aerojet Road/ Easton Valley Pk | A | xxxxx | 0.399 | A | xxxxx | 0.399 | + 0.000 V/C |
| # 63 Alabama Ave/ Easton Valley Pkw | A | xxxxx | 0.392 | A | xxxxx | 0.392 | + 0.000 V/C |
| # 64 Glenborough Rd/ Easton Valley | A | xxxxx | 0.391 | A | xxxxx | 0.391 | + 0.000 V/C |
| # 65 Sunrise Blvd/ White Rock Rd | B | xxxxx | 0.633 | B | xxxxx | 0.633 | + 0.000 V/C |
| # 66 Fitzgerald Road / White Rock R | A | xxxxx | 0.308 | A | xxxxx | 0.308 | + 0.000 V/C |
| # 67 Sunrise Blvd/ Douglas Rd | B | xxxxx | 0.688 | B | xxxxx | 0.688 | + 0.000 V/C |
| # 68 Grant Line Rd/ Douglas Rd | C | xxxxx | 0.755 | C | xxxxx | 0.755 | + 0.000 V/C |
| # 69 Grant Line Rd/ Kiefer Boulevar | D | xxxxx | 0.863 | D | xxxxx | 0.863 | + 0.000 V/C |
| # 70 Rancho Cordova Pkwy/ Easton Va | C | xxxxx | 0.702 | C | xxxxx | 0.702 | + 0.000 V/C |
| # 71 Rancho Cordova Pkwy/ White Roc | F | xxxxx | 1.004 | F | xxxxx | 1.004 | + 0.000 V/C |
| # 72 International Drive/White Rock | A | xxxxx | 0.439 | A | xxxxx | 0.439 | + 0.000 V/C |
| # 73 Rio Del Oro Prky/ White Rock R | A | xxxxx | 0.543 | A | xxxxx | 0.543 | + 0.000 V/C |
| # 74 Villagio Prky/ White Rock Rd | A | xxxxx | 0.405 | A | xxxxx | 0.405 | + 0.000 V/C |
| # 75 Sunrise Rd/ International Dr | C | xxxxx | 0.757 | C | xxxxx | 0.757 | + 0.000 V/C |
| # 76 Villagio Prky/Americanos Blvd | A | xxxxx | 0.573 | A | xxxxx | 0.573 | + 0.000 V/C |
| # 77 Grant Line Rd/Centenial | D | xxxxx | 0.888 | D | xxxxx | 0.888 | + 0.000 V/C |





| Intersection | Base LOS | Base Del/ Veh | Base V/ C | Future LOS | Future Del/ Veh | Future V/ C | Change in |
|---|---|---|---|---|---|---|---|
| # 78 Villagio Prky/ Rancho Cordova | C | 27.4 | 0.665 | C | 27.4 | 0.665 | + 0.000 D/V |
| # 79 Rancho Cordova Pkwy/ Douglas R | A | xxxxx | 0.500 | A | xxxxx | 0.500 | + 0.000 V/C |
| # 80 Americanos Blvd/ Douglas Rd | C | 22.8 | 0.489 | C | 22.8 | 0.489 | + 0.000 D/V |
| # 81 Grant Line Rd/ Chrysanthy Blvd | D | xxxxx | 0.898 | D | xxxxx | 0.898 | + 0.000 V/C |
| # 82 Grant Line Rd/ Rancho Cordova | A | xxxxx | 0.548 | A | xxxxx | 0.548 | + 0.000 V/C |
| # 83 White Rock Rd/ Carson Crossing | F | 95.2 | 1.219 | F | 95.2 | 1.219 | + 0.000 D/V |
| # 84 White Rock Rd/ Stonebriar Rd | B | 15.4 | 0.402 | B | 15.4 | 0.402 | + 0.000 D/V |
| # 85 White Rock Rd/ Windfield Way | C | 23.5 | 0.637 | C | 23.5 | 0.637 | + 0.000 D/V |
| # 86 White Rock Rd/ Latrobe Rd | D | 37.1 | 0.846 | D | 37.1 | 0.846 | + 0.000 D/V |
| # 87 White Rock Rd/ Valley View Pkw | D | 42.7 | 0.977 | D | 42.7 | 0.977 | + 0.000 D/V |
| # 88 El Dorado Hills Blvd/Serrano P | D | 36.6 | 0.937 | D | 36.6 | 0.937 | + 0.000 D/V |
| # 89 El Dorado Hills Blvd/Saratoga | C | 31.4 | 0.847 | C | 31.4 | 0.847 | + 0.000 D/V |
| # 90 El Dorado Hills Blvd/Park Driv | C | 24.3 | 0.776 | C | 24.3 | 0.776 | + 0.000 D/V |
| # 91 Latrobe Rd/ Town Center Blvd | C | 34.3 | 1.003 | C | 34.3 | 1.003 | + 0.000 D/V |
| # 92 Hazel Blvd/ Tributary- WB US 5 | D | 46.1 | 1.047 | D | 46.1 | 1.047 | + 0.000 D/V |
| # 93 Hazel Ave/ EB US-50 Ramps | D | 36.0 | 0.959 | D | 36.0 | 0.959 | + 0.000 D/V |
| # 94 Folsom Blvd/ WB US 50 Ramps | A | 6.3 | 0.548 | A | 6.3 | 0.548 | + 0.000 D/V |
| # 95 Folsom Blvd/ EB US 50 Ramps | C | 25.1 | 0.681 | C | 25.1 | 0.681 | + 0.000 D/V |
| # 96 Prairie City/ WB US 50 Ramps | D | 36.9 | 0.994 | D | 36.9 | 0.994 | + 0.000 D/V |
| # 97 Prairie City/ EB US 50 Ramps | C | 21.5 | 0.872 | C | 21.5 | 0.872 | + 0.000 D/V |
| # 98 East Bidwell St/ WB US 50 Ramp | C | 29.0 | 0.891 | C | 29.0 | 0.891 | + 0.000 D/V |
| # 99 East Bidwell St/ EB US 50 Ramp | B | 17.7 | 0.763 | B | 17.7 | 0.763 | + 0.000 D/V |
| #100 El Dorado Hills Blvd/ WB US 50 | A | 0.0 | 0.437 | A | 0.0 | 0.437 | + 0.000 D/V |
| #101 El Dorado Hills Blvd/ EB US 50 | A | 3.7 | 0.407 | A | 3.7 | 0.407 | + 0.000 D/V |
| #102 Sunrise Rd/ Jackson Hwy-SR16 | C | 29.2 | 0.802 | C | 29.2 | 0.802 | + 0.000 D/V |
| #103 Grant Line Rd/ Jackson Rd- SR1 | C | 24.2 | 0.431 | C | 24.2 | 0.431 | + 0.000 D/V |

| Intersection | Base LOS | Base Del/ Veh | Base V/ C | Future LOS | Future Del/ Veh | Future V/ C | Change in |
|---|---|---|---|---|---|---|---|
| #104 Oak Ave Pkwy/ WB US 50 Ramps | B | 18.6 | 0.780 | B | 18.6 | 0.780 | + 0.000 D/V |
| #105 Oak Ave Pkwy/ EB US 50 Ramps | C | 28.0 | 0.872 | C | 28.0 | 0.872 | + 0.000 D/V |
| #106 Empire Ranch Rd/ WB US 50 Ramp | B | 15.6 | 0.609 | B | 15.6 | 0.609 | + 0.000 D/V |
| #107 Empire Ranch Rd/ EB US 50 Ramp | B | 14.8 | 0.398 | B | 14.8 | 0.398 | + 0.000 D/V |
| #108 Silva Way/ WB US 50 Ramps | D | 36.7 | 0.956 | D | 36.7 | 0.956 | + 0.000 D/V |
| #109 Silva Way/ EB US 50 Ramps | A | 8.2 | 0.720 | A | 8.2 | 0.720 | + 0.000 D/V |





Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #1 Folsom Blvd/ Blue Ravine Rd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.985
Loss Time (sec): 15 Average Delay (sec/veh): 50.3
Optimal Cycle: 180 Level Of Service: D

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Ovl | | | Ovl | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 0 | 2 0 | 1 | 1 0 | 2 0 | 1 | 1 0 | 1 0 | 1 | 2 0 | 1 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 289 | 1212 | 37 | 256 | 1619 | 53 | 34 | 54 | 50 | 408 | 265 | 276 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 289 | 1212 | 37 | 256 | 1619 | 53 | 34 | 54 | 50 | 408 | 265 | 276 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 325 | 1362 | 42 | 288 | 1819 | 60 | 38 | 61 | 56 | 458 | 298 | 310 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 325 | 1362 | 42 | 288 | 1819 | 60 | 38 | 61 | 56 | 458 | 298 | 310 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 325 | 1362 | 42 | 288 | 1819 | 60 | 38 | 61 | 56 | 458 | 298 | 310 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.95 | 0.85 | 0.95 | 0.95 | 0.85 | 0.95 | 1.00 | 0.85 | 0.92 | 1.00 | 0.85 |
| Lanes: | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 |
| Final Sat.: | 1805 | 3610 | 1615 | 1805 | 3610 | 1615 | 1805 | 1900 | 1615 | 3502 | 1900 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.18 | 0.38 | 0.03 | 0.16 | 0.50 | 0.04 | 0.02 | 0.03 | 0.03 | 0.13 | 0.16 | 0.19 |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | |
| Green/Cycle: | 0.18 | 0.49 | 0.63 | 0.21 | 0.51 | 0.53 | 0.02 | 0.04 | 0.22 | 0.15 | 0.16 | 0.37 |
| Volume/Cap: | 0.98 | 0.77 | 0.04 | 0.77 | 0.98 | 0.07 | 0.98 | 0.90 | 0.16 | 0.90 | 0.98 | 0.53 |
| Uniform Del: | 48.9 | 25.2 | 8.3 | 45.0 | 28.8 | 13.6 | 58.7 | 57.7 | 38.0 | 50.4 | 50.3 | 29.9 |
| IncremntDel: | 45.3 | 2.2 | 0.0 | 9.6 | 17.4 | 0.0 | 138.3 | 76.0 | 0.2 | 19.1 | 47.4 | 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: | 94.2 | 27.4 | 8.3 | 54.6 | 46.2 | 13.6 | 196.9 | 134 | 38.2 | 69.5 | 97.7 | 30.8 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 94.2 | 27.4 | 8.3 | 54.6 | 46.2 | 13.6 | 196.9 | 134 | 38.2 | 69.5 | 97.7 | 30.8 |
| LOS by Move: | F | C | A | D | D | B | F | F | D | E | F | C |
| HCM2kAvgQ: | 13 | 21 | 1 | 12 | 41 | 1 | 3 | 4 | 2 | 9 | 12 | 8 |

Note: Queue reported is the number of cars per lane.

AM Cumulative Centralized DFri May 8, 2009 17:37:11 Page 4-1

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #2 Sibly Street/ Blue Ravine Road

Cycle (sec): 100 Critical Vol./Cap. (X): 1.030
Loss Time (sec): 12 Average Delay (sec/veh): 54.8
Optimal Cycle: 180 Level Of Service: D

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Ovl | | | Ovl | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 0 | 2 0 | 1 | 1 0 | 2 0 | 1 | 2 0 | 2 0 | 1 | 2 0 | 1 1 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 546 | 646 | 279 | 44 | 944 | 286 | 217 | 270 | 340 | 589 | 457 | 40 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 546 | 646 | 279 | 44 | 944 | 286 | 217 | 270 | 340 | 589 | 457 | 40 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 613 | 726 | 313 | 49 | 1061 | 321 | 244 | 303 | 382 | 662 | 513 | 45 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 613 | 726 | 313 | 49 | 1061 | 321 | 244 | 303 | 382 | 662 | 513 | 45 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 613 | 726 | 313 | 49 | 1061 | 321 | 244 | 303 | 382 | 662 | 513 | 45 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.95 | 0.85 | 0.95 | 0.95 | 0.85 | 0.92 | 0.95 | 0.85 | 0.92 | 0.94 | 0.94 |
| Lanes: | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 | 2.00 | 1.84 | 0.16 |
| Final Sat.: | 1805 | 3610 | 1615 | 1805 | 3610 | 1615 | 3502 | 3610 | 1615 | 3502 | 3280 | 287 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.34 | 0.20 | 0.19 | 0.03 | 0.29 | 0.20 | 0.07 | 0.08 | 0.24 | 0.19 | 0.16 | 0.16 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green/Cycle: | 0.33 | 0.54 | 0.72 | 0.07 | 0.29 | 0.37 | 0.08 | 0.08 | 0.41 | 0.18 | 0.18 | 0.26 |
| Volume/Cap: | 1.03 | 0.37 | 0.27 | 0.37 | 1.03 | 0.54 | 0.85 | 1.03 | 0.57 | 1.03 | 0.85 | 0.61 |
| Uniform Del: | 33.5 | 13.2 | 4.7 | 44.1 | 35.7 | 25.0 | 45.3 | 45.9 | 22.7 | 40.8 | 39.5 | 32.7 |
| IncremntDel: | 44.9 | 0.1 | 0.1 | 1.7 | 36.1 | 1.0 | 21.3 | 60.5 | 1.2 | 43.5 | 10.6 | 1.2 |
| 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: | 78.4 | 13.3 | 4.8 | 45.9 | 71.9 | 26.1 | 66.6 | 106 | 23.9 | 84.4 | 50.1 | 33.9 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 78.4 | 13.3 | 4.8 | 45.9 | 71.9 | 26.1 | 66.6 | 106 | 23.9 | 84.4 | 50.1 | 33.9 |
| LOS by Move: | E | B | A | D | E | C | E | F | C | F | D | C |
| HCM2kAvgQ: | 24 | 6 | 3 | 2 | 25 | 8 | 4 | 6 | 8 | 13 | 9 | 8 |

Note: Queue reported is the number of cars per lane.





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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #3 Oak Avenue Parkway/ Blue Ravine Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.848
Loss Time (sec): 12 Average Delay (sec/veh): 35.9
Optimal Cycle: 90 Level Of Service: D

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Include | | | Ignore | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 0 | 3 0 | 1 | 1 0 | 2 1 | 0 | 2 0 | 2 0 | 1 | 2 0 | 1 1 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 207 | 631 | 313 | 39 | 1121 | 52 | 20 | 284 | 142 | 852 | 934 | 55 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 207 | 631 | 313 | 39 | 1121 | 52 | 20 | 284 | 142 | 852 | 934 | 55 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | 0.00 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.00 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 233 | 709 | 0 | 44 | 1260 | 58 | 22 | 319 | 0 | 957 | 1049 | 62 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 233 | 709 | 0 | 44 | 1260 | 58 | 22 | 319 | 0 | 957 | 1049 | 62 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 233 | 709 | 0 | 44 | 1260 | 58 | 22 | 319 | 0 | 957 | 1049 | 62 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.91 | 1.00 | 0.95 | 0.90 | 0.90 | 0.92 | 0.95 | 1.00 | 0.92 | 0.94 | 0.94 |
| Lanes: | 1.00 | 3.00 | 1.00 | 1.00 | 2.87 | 0.13 | 2.00 | 2.00 | 1.00 | 2.00 | 1.89 | 0.11 |
| Final Sat.: | 1805 | 5187 | 1900 | 1805 | 4922 | 228 | 3502 | 3610 | 1900 | 3502 | 3382 | 199 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.13 | 0.14 | 0.00 | 0.02 | 0.26 | 0.26 | 0.01 | 0.09 | 0.00 | 0.27 | 0.31 | 0.31 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green/Cycle: | 0.15 | 0.39 | 0.00 | 0.07 | 0.30 | 0.30 | 0.01 | 0.10 | 0.00 | 0.32 | 0.42 | 0.42 |
| Volume/Cap: | 0.85 | 0.35 | 0.00 | 0.35 | 0.85 | 0.85 | 0.74 | 0.85 | 0.00 | 0.85 | 0.74 | 0.74 |
| Uniform Del: | 41.3 | 21.9 | 0.0 | 44.5 | 32.8 | 32.8 | 49.5 | 44.0 | 0.0 | 31.6 | 24.6 | 24.6 |
| IncremntDel: | 21.2 | 0.1 | 0.0 | 1.8 | 4.6 | 4.6 | 65.7 | 16.4 | 0.0 | 6.2 | 2.0 | 2.0 |
| 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 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| Delay/Veh: | 62.5 | 22.0 | 0.0 | 46.2 | 37.4 | 37.4 | 115.2 | 60.4 | 0.0 | 37.8 | 26.6 | 26.6 |
| 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: | 62.5 | 22.0 | 0.0 | 46.2 | 37.4 | 37.4 | 115.2 | 60.4 | 0.0 | 37.8 | 26.6 | 26.6 |
| LOS by Move: | E | C | A | D | D | D | F | E | A | D | C | C |
| HCM2kAvgQ: | 7 | 5 | 0 | 2 | 17 | 17 | 0 | 5 | 0 | 17 | 16 | 16 |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #4 Empire Ranch Road/ Natoma Street

Cycle (sec): 100 Critical Vol./Cap. (X): 0.848
Loss Time (sec): 9 Average Delay (sec/veh): 25.2
Optimal Cycle: 81 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Permitted | | | Permitted | | |
| Rights: | Include | | | Include | | | Ovl | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 0 | 2 0 | 0 | 0 0 | 2 0 | 1 | 1 0 | 1 0 | 1 | 0 0 | 0 0 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 583 | 120 | 0 | 0 | 280 | 12 | 27 | 0 | 984 | 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: | 583 | 120 | 0 | 0 | 280 | 12 | 27 | 0 | 984 | 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: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 655 | 135 | 0 | 0 | 315 | 13 | 30 | 0 | 1106 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 655 | 135 | 0 | 0 | 315 | 13 | 30 | 0 | 1106 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 655 | 135 | 0 | 0 | 315 | 13 | 30 | 0 | 1106 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.95 | 1.00 | 1.00 | 0.95 | 0.85 | 0.87 | 1.00 | 0.85 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 2.00 | 0.00 | 0.00 | 2.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 1805 | 3610 | 0 | 0 | 3610 | 1615 | 1644 | 1900 | 1615 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.36 | 0.04 | 0.00 | 0.00 | 0.09 | 0.01 | 0.02 | 0.00 | 0.68 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | **** | | | | **** | | | | **** | | | |
| Green/Cycle: | 0.43 | 0.53 | 0.00 | 0.00 | 0.10 | 0.10 | 0.38 | 0.00 | 0.81 | 0.00 | 0.00 | 0.00 |
| Volume/Cap: | 0.85 | 0.07 | 0.00 | 0.00 | 0.85 | 0.08 | 0.05 | 0.00 | 0.85 | 0.00 | 0.00 | 0.00 |
| Uniform Del: | 25.7 | 11.4 | 0.0 | 0.0 | 44.1 | 40.6 | 19.6 | 0.0 | 5.9 | 0.0 | 0.0 | 0.0 |
| IncremntDel: | 8.7 | 0.0 | 0.0 | 0.0 | 16.5 | 0.2 | 0.0 | 0.0 | 5.4 | 0.0 | 0.0 | 0.0 |
| 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 | 0.00 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 34.4 | 11.5 | 0.0 | 0.0 | 60.6 | 40.8 | 19.7 | 0.0 | 11.3 | 0.0 | 0.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 34.4 | 11.5 | 0.0 | 0.0 | 60.6 | 40.8 | 19.7 | 0.0 | 11.3 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | C | B | A | A | E | D | B | A | B | A | A | A |
| HCM2kAvgQ: | 19 | 1 | 0 | 0 | 8 | 0 | 1 | 0 | 23 | 0 | 0 | 0 |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #5 Oak Avenue Parkway/ Riley Street

Cycle (sec): 100 Critical Vol./Cap. (X): 0.728
Loss Time (sec): 12 Average Delay (sec/veh): 19.7
Optimal Cycle: 63 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 0 | 2 1 | 0 | 1 0 | 1 1 | 0 | 1 0 | 1 0 | 1 | 1 0 | 0 1 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 110 | 953 | 36 | 9 | 1207 | 154 | 185 | 4 | 167 | 40 | 12 | 3 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 110 | 953 | 36 | 9 | 1207 | 154 | 185 | 4 | 167 | 40 | 12 | 3 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 124 | 1071 | 40 | 10 | 1356 | 173 | 208 | 4 | 188 | 45 | 13 | 3 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 124 | 1071 | 40 | 10 | 1356 | 173 | 208 | 4 | 188 | 45 | 13 | 3 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 124 | 1071 | 40 | 10 | 1356 | 173 | 208 | 4 | 188 | 45 | 13 | 3 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.91 | 0.91 | 0.95 | 0.93 | 0.93 | 0.95 | 1.00 | 0.85 | 0.95 | 0.97 | 0.97 |
| Lanes: | 1.00 | 2.89 | 0.11 | 1.00 | 1.77 | 0.23 | 1.00 | 1.00 | 1.00 | 1.00 | 0.80 | 0.20 |
| Final Sat.: | 1805 | 4973 | 188 | 1805 | 3147 | 402 | 1805 | 1900 | 1615 | 1805 | 1474 | 369 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.07 | 0.22 | 0.22 | 0.01 | 0.43 | 0.43 | 0.12 | 0.00 | 0.12 | 0.02 | 0.01 | 0.01 |
| Crit Moves: | **** | | | | **** | | | | **** | **** | | |
| Green/Cycle: | 0.09 | 0.67 | 0.67 | 0.02 | 0.59 | 0.59 | 0.18 | 0.16 | 0.16 | 0.03 | 0.01 | 0.01 |
| Volume/Cap: | 0.73 | 0.32 | 0.32 | 0.32 | 0.73 | 0.73 | 0.64 | 0.01 | 0.73 | 0.73 | 0.64 | 0.64 |
| Uniform Del: | 44.1 | 7.0 | 7.0 | 48.5 | 14.6 | 14.6 | 38.0 | 35.4 | 40.0 | 47.8 | 49.0 | 49.0 |
| IncremntDel: | 14.7 | 0.1 | 0.1 | 5.9 | 1.3 | 1.3 | 4.3 | 0.0 | 10.0 | 35.1 | 43.1 | 43.1 |
| 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: | 58.7 | 7.0 | 7.0 | 54.4 | 15.9 | 15.9 | 42.3 | 35.4 | 49.9 | 82.9 | 92.1 | 92.1 |
| 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: | 58.7 | 7.0 | 7.0 | 54.4 | 15.9 | 15.9 | 42.3 | 35.4 | 49.9 | 82.9 | 92.1 | 92.1 |
| LOS by Move: | E | A | A | D | B | B | D | D | D | F | F | F |
| HCM2kAvgQ: | 4 | 5 | 5 | 0 | 18 | 18 | 7 | 0 | 7 | 3 | 1 | 1 |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #6 Oak Avenue Parkway/ East Bidwell Street

Cycle (sec): 100 Critical Vol./Cap. (X): 0.726
Loss Time (sec): 12 Average Delay (sec/veh): 32.1
Optimal Cycle: 63 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Ignore | | | Ignore | | | Ignore | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 2 | 0 3 | 0 1 | 2 | 0 3 | 0 1 | 2 | 0 3 | 0 1 | 2 | 0 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 195 | 404 | 594 | 804 | 823 | 61 | 53 | 1045 | 174 | 208 | 966 | 532 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 195 | 404 | 594 | 804 | 823 | 61 | 53 | 1045 | 174 | 208 | 966 | 532 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 0.89 | 0.89 | 0.00 | 0.89 | 0.89 | 0.00 | 0.89 | 0.89 | 0.00 | 0.89 | 0.89 | 0.00 |
| PHF Volume: | 219 | 454 | 0 | 903 | 925 | 0 | 60 | 1174 | 0 | 234 | 1085 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 219 | 454 | 0 | 903 | 925 | 0 | 60 | 1174 | 0 | 234 | 1085 | 0 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| FinalVolume: | 219 | 454 | 0 | 903 | 925 | 0 | 60 | 1174 | 0 | 234 | 1085 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.91 | 1.00 | 0.92 | 0.91 | 1.00 | 0.92 | 0.91 | 1.00 | 0.92 | 0.91 | 1.00 |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3502 | 5187 | 1900 | 3502 | 5187 | 1900 | 3502 | 5187 | 1900 | 3502 | 5187 | 1900 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.06 | 0.09 | 0.00 | 0.26 | 0.18 | 0.00 | 0.02 | 0.23 | 0.00 | 0.07 | 0.21 | 0.00 |
| Crit Moves: | | **** | | **** | | | | **** | | **** | | |
| Green/Cycle: | 0.12 | 0.12 | 0.00 | 0.36 | 0.35 | 0.00 | 0.03 | 0.31 | 0.00 | 0.09 | 0.37 | 0.00 |
| Volume/Cap: | 0.51 | 0.73 | 0.00 | 0.73 | 0.51 | 0.00 | 0.56 | 0.73 | 0.00 | 0.73 | 0.56 | 0.00 |
| Uniform Del: | 41.0 | 42.4 | 0.0 | 28.0 | 25.5 | 0.0 | 47.8 | 30.6 | 0.0 | 44.2 | 24.8 | 0.0 |
| IncremntDel: | 1.0 | 4.2 | 0.0 | 2.2 | 0.2 | 0.0 | 6.6 | 1.7 | 0.0 | 8.0 | 0.4 | 0.0 |
| 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 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| Delay/Veh: | 41.9 | 46.6 | 0.0 | 30.2 | 25.7 | 0.0 | 54.4 | 32.3 | 0.0 | 52.2 | 25.2 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 41.9 | 46.6 | 0.0 | 30.2 | 25.7 | 0.0 | 54.4 | 32.3 | 0.0 | 52.2 | 25.2 | 0.0 |
| LOS by Move: | D | D | A | C | C | A | D | C | A | D | C | A |
| HCM2kAvgQ: | 3 | 5 | 0 | 12 | 8 | 0 | 2 | 13 | 0 | 4 | 9 | 0 |

Note: Queue reported is the number of cars per lane.





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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #7 East Bidwell St/Nesmith Ct

Cycle (sec): 100 Critical Vol./Cap. (X): 0.856
Loss Time (sec): 12 Average Delay (sec/veh): 24.4
Optimal Cycle: 92 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Split Phase | | | Split Phase | | |
| Rights: | Ovl | | | Include | | | Include | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 | 0 3 | 0 1 | 2 | 0 2 | 1 0 | 0 | 0 1! | 0 0 | 1 | 1 0 | 0 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 43 | 1352 | 612 | 953 | 1582 | 42 | 20 | 1 | 13 | 226 | 1 | 331 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 43 | 1352 | 612 | 953 | 1582 | 42 | 20 | 1 | 13 | 226 | 1 | 331 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 48 | 1519 | 688 | 1071 | 1778 | 47 | 22 | 1 | 15 | 254 | 1 | 372 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 48 | 1519 | 688 | 1071 | 1778 | 47 | 22 | 1 | 15 | 254 | 1 | 372 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 48 | 1519 | 688 | 1071 | 1778 | 47 | 22 | 1 | 15 | 254 | 1 | 372 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.91 | 0.85 | 0.92 | 0.91 | 0.91 | 0.92 | 0.92 | 0.92 | 0.95 | 0.95 | 0.85 |
| Lanes: | 1.00 | 3.00 | 1.00 | 2.00 | 2.92 | 0.08 | 0.59 | 0.03 | 0.38 | 1.99 | 0.01 | 1.00 |
| Final Sat.: | 1805 | 5187 | 1615 | 3502 | 5033 | 134 | 1029 | 51 | 669 | 3605 | 16 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.29 | 0.43 | 0.31 | 0.35 | 0.35 | 0.02 | 0.02 | 0.02 | 0.07 | 0.07 | 0.23 |
| Crit Moves: | | | **** | **** | | | | **** | | **** | | |
| Green/Cycle: | 0.05 | 0.42 | 0.50 | 0.36 | 0.72 | 0.72 | 0.03 | 0.03 | 0.03 | 0.08 | 0.08 | 0.44 |
| Volume/Cap: | 0.49 | 0.71 | 0.86 | 0.86 | 0.49 | 0.49 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.52 |
| Uniform Del: | 45.9 | 24.2 | 22.0 | 29.8 | 6.2 | 6.2 | 48.5 | 48.5 | 48.5 | 45.3 | 45.3 | 20.4 |
| IncremntDel: | 3.8 | 1.1 | 9.0 | 6.0 | 0.1 | 0.1 | 81.7 | 81.7 | 81.7 | 20.9 | 20.9 | 0.7 |
| 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: | 49.8 | 25.3 | 31.0 | 35.8 | 6.3 | 6.3 | 130.2 | 130 | 130.2 | 66.2 | 66.2 | 21.1 |
| 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: | 49.8 | 25.3 | 31.0 | 35.8 | 6.3 | 6.3 | 130.2 | 130 | 130.2 | 66.2 | 66.2 | 21.1 |
| LOS by Move: | D | C | C | D | A | A | F | F | F | E | E | C |
| HCM2kAvgQ: | 2 | 15 | 21 | 19 | 9 | 9 | 1 | 1 | 1 | 4 | 4 | 8 |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #8 East Bidwell St/Scholar Way

| | | | |
|---|---|---|---|
| Cycle (sec): | 100 | Critical Vol./Cap. (X): | 0.561 |
| Loss Time (sec): | 12 | Average Delay (sec/veh): | 12.6 |
| Optimal Cycle: | 45 | Level Of Service: | B |

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ignore | | | | Ignore | | | | Ignore | | | | Ignore | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 3 | 0 | 1 | 2 | 0 3 | 0 | 1 | 1 | 0 2 | 0 | 1 | 1 | 0 2 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 39 | 1712 | 265 | | 77 | 1640 | 108 | | 144 | 17 | 6 | | 94 | 27 | 144 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 39 | 1712 | 265 | | 77 | 1640 | 108 | | 144 | 17 | 6 | | 94 | 27 | 144 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.00 | |
| PHF Volume: | 44 | 1924 | 0 | | 87 | 1843 | 0 | | 162 | 19 | 0 | | 106 | 30 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 44 | 1924 | 0 | | 87 | 1843 | 0 | | 162 | 19 | 0 | | 106 | 30 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| FinalVolume: | 44 | 1924 | 0 | | 87 | 1843 | 0 | | 162 | 19 | 0 | | 106 | 30 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.91 | 1.00 | | 0.92 | 0.91 | 1.00 | | 0.95 | 0.95 | 1.00 | | 0.95 | 0.95 | 1.00 | |
| Lanes: | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 1.00 | 2.00 | 1.00 | | 1.00 | 2.00 | 1.00 | |
| Final Sat.: | 3502 | 5187 | 1900 | | 3502 | 5187 | 1900 | | 1805 | 3610 | 1900 | | 1805 | 3610 | 1900 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.37 | 0.00 | | 0.02 | 0.36 | 0.00 | | 0.09 | 0.01 | 0.00 | | 0.06 | 0.01 | 0.00 | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.02 | 0.66 | 0.00 | | 0.04 | 0.68 | 0.00 | | 0.16 | 0.01 | 0.00 | | 0.16 | 0.01 | 0.00 | |
| Volume/Cap: | 0.52 | 0.56 | 0.00 | | 0.56 | 0.52 | 0.00 | | 0.56 | 0.37 | 0.00 | | 0.37 | 0.56 | 0.00 | |
| Uniform Del: | 48.2 | 9.1 | 0.0 | | 46.8 | 7.9 | 0.0 | | 38.8 | 48.8 | 0.0 | | 37.4 | 48.9 | 0.0 | |
| IncremntDel: | 5.8 | 0.2 | 0.0 | | 4.6 | 0.1 | 0.0 | | 2.5 | 4.3 | 0.0 | | 0.8 | 12.7 | 0.0 | |
| 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 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| Delay/Veh: | 54.0 | 9.3 | 0.0 | | 51.5 | 8.0 | 0.0 | | 41.3 | 53.1 | 0.0 | | 38.2 | 61.6 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 54.0 | 9.3 | 0.0 | | 51.5 | 8.0 | 0.0 | | 41.3 | 53.1 | 0.0 | | 38.2 | 61.6 | 0.0 | |
| LOS by Move: | D | A | A | | D | A | A | | D | D | A | | D | E | A | |
| HCM2kAvgQ: | 1 | 12 | 0 | | 2 | 10 | 0 | | 4 | 0 | 0 | | 3 | 1 | 0 | |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #9 East Bidwell St/Power Center Dr

| | | | |
|---|---|---|---|
| Cycle (sec): | 100 | Critical Vol./Cap. (X): | 0.554 |
| Loss Time (sec): | 12 | Average Delay (sec/veh): | 7.1 |
| Optimal Cycle: | 45 | Level Of Service: | A |

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Split Phase | | | | Split Phase | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 3 | 0 | 1 | 1 | 0 3 | 0 | 1 | 1 | 1 0 | 0 | 1 | 0 | 1 0 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 15 | 1960 | 84 | | 19 | 1727 | 20 | | 43 | 6 | 43 | | 47 | 3 | 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: | 15 | 1960 | 84 | | 19 | 1727 | 20 | | 43 | 6 | 43 | | 47 | 3 | 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: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 17 | 2202 | 94 | | 21 | 1940 | 22 | | 48 | 7 | 48 | | 53 | 3 | 40 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 17 | 2202 | 94 | | 21 | 1940 | 22 | | 48 | 7 | 48 | | 53 | 3 | 40 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 17 | 2202 | 94 | | 21 | 1940 | 22 | | 48 | 7 | 48 | | 53 | 3 | 40 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.91 | 0.85 | | 0.95 | 0.91 | 0.85 | | 0.96 | 0.96 | 0.85 | | 0.96 | 0.96 | 0.85 | |
| Lanes: | 1.00 | 3.00 | 1.00 | | 1.00 | 3.00 | 1.00 | | 1.76 | 0.24 | 1.00 | | 0.94 | 0.06 | 1.00 | |
| Final Sat.: | 1805 | 5187 | 1615 | | 1805 | 5187 | 1615 | | 3195 | 446 | 1615 | | 1706 | 109 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.42 | 0.06 | | 0.01 | 0.37 | 0.01 | | 0.02 | 0.02 | 0.03 | | 0.03 | 0.03 | 0.03 | |
| Crit Moves: | | **** | | | **** | | | | | | **** | | | **** | | |
| Green/Cycle: | 0.02 | 0.77 | 0.82 | | 0.02 | 0.77 | 0.80 | | 0.04 | 0.04 | 0.06 | | 0.06 | 0.06 | 0.08 | |
| Volume/Cap: | 0.49 | 0.55 | 0.07 | | 0.55 | 0.49 | 0.02 | | 0.41 | 0.41 | 0.53 | | 0.55 | 0.55 | 0.32 | |
| Uniform Del: | 48.6 | 4.8 | 1.7 | | 48.5 | 4.3 | 1.9 | | 47.1 | 47.1 | 45.9 | | 46.0 | 46.0 | 43.7 | |
| IncremntDel: | 10.4 | 0.2 | 0.0 | | 16.5 | 0.1 | 0.0 | | 2.0 | 2.0 | 5.9 | | 6.6 | 6.6 | 1.5 | |
| 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: | 59.0 | 4.9 | 1.7 | | 65.0 | 4.4 | 1.9 | | 49.1 | 49.1 | 51.8 | | 52.6 | 52.6 | 45.2 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 59.0 | 4.9 | 1.7 | | 65.0 | 4.4 | 1.9 | | 49.1 | 49.1 | 51.8 | | 52.6 | 52.6 | 45.2 | |
| LOS by Move: | E | A | A | | E | A | A | | D | D | D | | D | D | D | |
| HCM2kAvgQ: | 1 | 10 | 1 | | 1 | 8 | 0 | | 1 | 1 | 1 | | 2 | 2 | 1 | |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #10 Broadstone Pkwy/ East Bidwell St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.663
Loss Time (sec): 12 Average Delay (sec/veh): 28.0
Optimal Cycle: 55 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ignore | | | | Ignore | | | | Ignore | | | | Ignore | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 3 | 0 | 1 | 2 | 0 3 | 0 | 1 | 2 | 0 3 | 0 | 1 | 2 | 0 3 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 15 | 852 | 14 | | 246 | 1178 | 133 | | 158 | 935 | 32 | | 50 | 1243 | 142 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 15 | 852 | 14 | | 246 | 1178 | 133 | | 158 | 935 | 32 | | 50 | 1243 | 142 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.00 | |
| PHF Volume: | 17 | 957 | 0 | | 276 | 1324 | 0 | | 178 | 1051 | 0 | | 56 | 1397 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 17 | 957 | 0 | | 276 | 1324 | 0 | | 178 | 1051 | 0 | | 56 | 1397 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| FinalVolume: | 17 | 957 | 0 | | 276 | 1324 | 0 | | 178 | 1051 | 0 | | 56 | 1397 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.91 | 1.00 | | 0.92 | 0.91 | 1.00 | | 0.92 | 0.91 | 1.00 | | 0.92 | 0.91 | 1.00 | |
| Lanes: | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | |
| Final Sat.: | 3502 | 5187 | 1900 | | 3502 | 5187 | 1900 | | 3502 | 5187 | 1900 | | 3502 | 5187 | 1900 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.18 | 0.00 | | 0.08 | 0.26 | 0.00 | | 0.05 | 0.20 | 0.00 | | 0.02 | 0.27 | 0.00 | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.01 | 0.28 | 0.00 | | 0.12 | 0.39 | 0.00 | | 0.08 | 0.45 | 0.00 | | 0.04 | 0.41 | 0.00 | |
| Volume/Cap: | 0.65 | 0.66 | 0.00 | | 0.66 | 0.65 | 0.00 | | 0.66 | 0.45 | 0.00 | | 0.45 | 0.66 | 0.00 | |
| Uniform Del: | 49.5 | 31.9 | 0.0 | | 42.1 | 25.0 | 0.0 | | 44.9 | 19.2 | 0.0 | | 47.3 | 24.1 | 0.0 | |
| IncremntDel: | 47.3 | 1.2 | 0.0 | | 4.0 | 0.8 | 0.0 | | 6.1 | 0.1 | 0.0 | | 2.6 | 0.8 | 0.0 | |
| 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 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| Delay/Veh: | 96.8 | 33.1 | 0.0 | | 46.1 | 25.8 | 0.0 | | 51.0 | 19.3 | 0.0 | | 49.9 | 24.9 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 96.8 | 33.1 | 0.0 | | 46.1 | 25.8 | 0.0 | | 51.0 | 19.3 | 0.0 | | 49.9 | 24.9 | 0.0 | |
| LOS by Move: | F | C | A | | D | C | A | | D | B | A | | D | C | A | |
| HCM2kAvgQ: | 0 | 9 | 0 | | 5 | 13 | 0 | | 3 | 8 | 0 | | 2 | 13 | 0 | |

Note: Queue reported is the number of cars per lane.





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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #11 Empire Ranch Road/ Broadstone Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.614
Loss Time (sec): 12 Average Delay (sec/veh): 20.1
Optimal Cycle: 50 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Split Phase | | | | Split Phase | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 2 | 1 | 0 | 1 | 0 2 | 1 | 0 | 2 | 0 1 | 0 | 1 | 0 | 0 1! | 0 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 114 | 716 | 3 | | 7 | 1288 | 100 | | 31 | 11 | 188 | | 15 | 22 | 18 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 114 | 716 | 3 | | 7 | 1288 | 100 | | 31 | 11 | 188 | | 15 | 22 | 18 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 128 | 804 | 3 | | 8 | 1447 | 112 | | 35 | 12 | 211 | | 17 | 25 | 20 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 128 | 804 | 3 | | 8 | 1447 | 112 | | 35 | 12 | 211 | | 17 | 25 | 20 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 128 | 804 | 3 | | 8 | 1447 | 112 | | 35 | 12 | 211 | | 17 | 25 | 20 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.91 | 0.91 | | 0.95 | 0.90 | 0.90 | | 0.92 | 1.00 | 0.85 | | 0.94 | 0.94 | 0.94 | |
| Lanes: | 1.00 | 2.99 | 0.01 | | 1.00 | 2.78 | 0.22 | | 2.00 | 1.00 | 1.00 | | 0.27 | 0.40 | 0.33 | |
| Final Sat.: | 1805 | 5160 | 22 | | 1805 | 4760 | 370 | | 3502 | 1900 | 1615 | | 489 | 717 | 587 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.07 | 0.16 | 0.16 | | 0.00 | 0.30 | 0.30 | | 0.01 | 0.01 | 0.13 | | 0.03 | 0.03 | 0.03 | |
| Crit Moves: | **** | | | | | **** | | | | | **** | | **** | | | |
| Green/Cycle: | 0.12 | 0.59 | 0.59 | | 0.02 | 0.50 | 0.50 | | 0.21 | 0.21 | 0.21 | | 0.06 | 0.06 | 0.06 | |
| Volume/Cap: | 0.61 | 0.26 | 0.26 | | 0.26 | 0.61 | 0.61 | | 0.05 | 0.03 | 0.61 | | 0.61 | 0.61 | 0.61 | |
| Uniform Del: | 42.1 | 9.8 | 9.8 | | 48.6 | 18.3 | 18.3 | | 31.3 | 31.2 | 35.6 | | 46.1 | 46.1 | 46.1 | |
| IncremntDel: | 5.4 | 0.0 | 0.0 | | 4.6 | 0.5 | 0.5 | | 0.0 | 0.0 | 3.3 | | 10.8 | 10.8 | 10.8 | |
| 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: | 47.4 | 9.8 | 9.8 | | 53.2 | 18.8 | 18.8 | | 31.3 | 31.2 | 38.9 | | 56.9 | 56.9 | 56.9 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 47.4 | 9.8 | 9.8 | | 53.2 | 18.8 | 18.8 | | 31.3 | 31.2 | 38.9 | | 56.9 | 56.9 | 56.9 | |
| LOS by Move: | D | A | A | | D | B | B | | C | C | D | | E | E | E | |
| HCM2kAvgQ: | 3 | 4 | 4 | | 0 | 12 | 12 | | 0 | 0 | 7 | | 3 | 3 | 3 | |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #12 Oak Avenue Prky / Haverhill Dr

| | | | |
|---|---|---|---|
| Cycle (sec): | 100 | Critical Vol./Cap. (X): | 0.606 |
| Loss Time (sec): | 9 | Average Delay (sec/veh): | 14.9 |
| Optimal Cycle: | 41 | Level Of Service: | B |

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | |
| Lanes: | 1 | 0 | 1 | 1 0 | 1 | 0 | 1 | 1 0 | 0 | 0 | 1! | 0 0 | 0 | 0 | 1! | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 1 | 956 | 16 | 84 | 1290 | 1 | 1 | 20 | 4 | 75 | 13 | 115 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 1 | 956 | 16 | 84 | 1290 | 1 | 1 | 20 | 4 | 75 | 13 | 115 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | | | | |
| PHF Volume: | 1 | 1074 | 18 | 94 | 1449 | 1 | 1 | 22 | 4 | 84 | 15 | 129 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 1 | 1074 | 18 | 94 | 1449 | 1 | 1 | 22 | 4 | 84 | 15 | 129 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| 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: | 1 | 1074 | 18 | 94 | 1449 | 1 | 1 | 22 | 4 | 84 | 15 | 129 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.97 | 0.97 | 0.97 | 0.81 | 0.81 | 0.81 | | | | |
| Lanes: | 1.00 | 1.97 | 0.03 | 1.00 | 1.99 | 0.01 | 0.04 | 0.80 | 0.16 | 0.37 | 0.06 | 0.57 | | | | |
| Final Sat.: | 1805 | 3543 | 59 | 1805 | 3607 | 3 | 74 | 1476 | 295 | 566 | 98 | 868 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.30 | 0.30 | 0.05 | 0.40 | 0.40 | 0.02 | 0.02 | 0.02 | 0.15 | 0.15 | 0.15 | | | | |
| Crit Moves: | **** | | | | **** | | | | | | **** | | | | | |
| Green/Cycle: | 0.00 | 0.57 | 0.57 | 0.10 | 0.66 | 0.66 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | | | | |
| Volume/Cap: | 0.61 | 0.54 | 0.54 | 0.54 | 0.61 | 0.61 | 0.06 | 0.06 | 0.06 | 0.61 | 0.61 | 0.61 | | | | |
| Uniform Del: | 49.9 | 13.5 | 13.5 | 42.9 | 9.5 | 9.5 | 28.9 | 28.9 | 28.9 | 33.4 | 33.4 | 33.4 | | | | |
| IncremntDel: | 244.2 | 0.3 | 0.3 | 3.2 | 0.4 | 0.4 | 0.1 | 0.1 | 0.1 | 2.8 | 2.8 | 2.8 | | | | |
| 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: | 294.1 | 13.8 | 13.8 | 46.1 | 9.9 | 9.9 | 28.9 | 28.9 | 28.9 | 36.2 | 36.2 | 36.2 | | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| AdjDel/Veh: | 294.1 | 13.8 | 13.8 | 46.1 | 9.9 | 9.9 | 28.9 | 28.9 | 28.9 | 36.2 | 36.2 | 36.2 | | | | |
| LOS by Move: | F | B | B | D | A | A | C | C | C | D | D | D | | | | |
| HCM2kAvgQ: | 0 | 11 | 11 | 3 | 13 | 13 | 1 | 1 | 1 | 7 | 7 | 7 | | | | |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #13 Oak Avenue Prky / Haldion Wy

| | | | |
|---|---|---|---|
| Cycle (sec): | 100 | Critical Vol./Cap. (X): | 0.632 |
| Loss Time (sec): | 9 | Average Delay (sec/veh): | 14.6 |
| Optimal Cycle: | 44 | Level Of Service: | B |

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | |
| Lanes: | 1 | 0 | 1 | 1 0 | 1 | 0 | 1 | 1 0 | 0 | 0 | 1! | 0 0 | 0 | 0 | 1! | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 44 | 935 | 77 | 38 | 1290 | 10 | 16 | 23 | 58 | 115 | 5 | 32 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 44 | 935 | 77 | 38 | 1290 | 10 | 16 | 23 | 58 | 115 | 5 | 32 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | | | | |
| PHF Volume: | 49 | 1051 | 87 | 43 | 1449 | 11 | 18 | 26 | 65 | 129 | 6 | 36 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 49 | 1051 | 87 | 43 | 1449 | 11 | 18 | 26 | 65 | 129 | 6 | 36 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| FinalVolume: | 49 | 1051 | 87 | 43 | 1449 | 11 | 18 | 26 | 65 | 129 | 6 | 36 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 0.95 | 0.94 | 0.94 | 0.95 | 0.95 | 0.95 | 0.87 | 0.87 | 0.87 | 0.63 | 0.63 | 0.63 | | | | |
| Lanes: | 1.00 | 1.85 | 0.15 | 1.00 | 1.98 | 0.02 | 0.16 | 0.24 | 0.60 | 0.76 | 0.03 | 0.21 | | | | |
| Final Sat.: | 1805 | 3299 | 272 | 1805 | 3579 | 28 | 272 | 390 | 985 | 907 | 39 | 252 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.32 | 0.32 | 0.02 | 0.41 | 0.41 | 0.07 | 0.07 | 0.07 | 0.14 | 0.14 | 0.14 | | | | |
| Crit Moves: | **** | | | | **** | | | | | | **** | | | | | |
| Green/Cycle: | 0.04 | 0.64 | 0.64 | 0.05 | 0.64 | 0.64 | 0.23 | 0.23 | 0.23 | 0.23 | 0.23 | 0.23 | | | | |
| Volume/Cap: | 0.63 | 0.50 | 0.50 | 0.50 | 0.63 | 0.63 | 0.29 | 0.29 | 0.29 | 0.63 | 0.63 | 0.63 | | | | |
| Uniform Del: | 47.0 | 9.7 | 9.7 | 46.5 | 10.8 | 10.8 | 32.1 | 32.1 | 32.1 | 35.0 | 35.0 | 35.0 | | | | |
| IncremntDel: | 15.5 | 0.2 | 0.2 | 4.5 | 0.6 | 0.6 | 0.4 | 0.4 | 0.4 | 4.8 | 4.8 | 4.8 | | | | |
| 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: | 62.6 | 9.8 | 9.8 | 51.0 | 11.4 | 11.4 | 32.6 | 32.6 | 32.6 | 39.8 | 39.8 | 39.8 | | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| AdjDel/Veh: | 62.6 | 9.8 | 9.8 | 51.0 | 11.4 | 11.4 | 32.6 | 32.6 | 32.6 | 39.8 | 39.8 | 39.8 | | | | |
| LOS by Move: | E | A | A | D | B | B | C | C | C | D | D | D | | | | |
| HCM2kAvgQ: | 2 | 9 | 9 | 1 | 14 | 14 | 3 | 3 | 3 | 6 | 6 | 6 | | | | |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #14 Folsom Blvd/ Iron Point Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.862
Loss Time (sec): 12 Average Delay (sec/veh): 20.4
Optimal Cycle: 95 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 2 | 0 1 | 1 | 0 | 2 | 0 0 | 0 | 0 | 0 | 0 0 | 2 | 0 | 0 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1518 | 455 | | 177 | 1997 | | 0 | 0 | | 0 | | 428 | | 0 | 91 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 1518 | 455 | | 177 | 1997 | | 0 | 0 | | 0 | | 428 | | 0 | 91 |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 0 | 1706 | 511 | | 199 | 2244 | | 0 | 0 | | 0 | | 481 | | 0 | 102 |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | | 0 | | 0 | 0 |
| Reduced Vol: | 0 | 1706 | 511 | | 199 | 2244 | | 0 | 0 | | 0 | | 481 | | 0 | 102 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 1706 | 511 | | 199 | 2244 | | 0 | 0 | | 0 | | 481 | | 0 | 102 |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 0.95 | 0.85 | | 0.95 | 0.95 | 1.00 | | 1.00 | 1.00 | 1.00 | | 0.92 | 1.00 | 0.85 | |
| Lanes: | 0.00 | 2.00 | 1.00 | | 1.00 | 2.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 2.00 | 0.00 | 1.00 | |
| Final Sat.: | 0 | 3610 | 1615 | | 1805 | 3610 | | 0 | 0 | | 0 | | 3502 | | 0 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.47 | 0.32 | | 0.11 | 0.62 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.14 | 0.00 | 0.06 | |
| Crit Moves: | **** | | | | | **** | | | | | | | **** | | | |
| Green/Cycle: | 0.00 | 0.58 | 0.74 | | 0.14 | 0.72 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.16 | 0.00 | 0.16 | |
| Volume/Cap: | 0.00 | 0.81 | 0.43 | | 0.81 | 0.86 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.86 | 0.00 | 0.40 | |
| Uniform Del: | 0.0 | 16.4 | 4.8 | | 41.9 | 10.3 | 0.0 | | 0.0 | 0.0 | 0.0 | | 41.0 | 0.0 | 37.7 | |
| IncremntDel: | 0.0 | 2.4 | 0.2 | | 17.8 | 3.2 | 0.0 | | 0.0 | 0.0 | 0.0 | | 13.0 | 0.0 | 1.0 | |
| 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: | 0.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 1.00 | 0.00 | 1.00 | |
| Delay/Veh: | 0.0 | 18.8 | 5.0 | | 59.7 | 13.5 | 0.0 | | 0.0 | 0.0 | 0.0 | | 54.0 | 0.0 | 38.7 | |
| 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: | 0.0 | 18.8 | 5.0 | | 59.7 | 13.5 | 0.0 | | 0.0 | 0.0 | 0.0 | | 54.0 | 0.0 | 38.7 | |
| LOS by Move: | A | B | A | | E | B | A | | A | A | A | | D | A | D | |
| HCM2kAvgQ: | 0 | 22 | 6 | | 6 | 25 | 0 | | 0 | 0 | 0 | | 8 | 0 | 3 | |

Note: Queue reported is the number of cars per lane.





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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #15 Prairie City Rd/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.699
Loss Time (sec): 12 Average Delay (sec/veh): 25.1
Optimal Cycle: 59 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ignore | | | | Ignore | | | | Ignore | | | | Ignore | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 379 | 1061 | 193 | | 235 | 1741 | | 8 | 2 | | 79 | 180 | 214 | | 533 | 516 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 379 | 1061 | 193 | | 235 | 1741 | | 8 | 2 | | 79 | 180 | 214 | | 533 | 516 |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.00 | |
| PHF Volume: | 426 | 1192 | 0 | | 264 | 1956 | | 0 | 2 | | 89 | 0 | 240 | | 599 | 0 |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 |
| Reduced Vol: | 426 | 1192 | 0 | | 264 | 1956 | | 0 | 2 | | 89 | 0 | 240 | | 599 | 0 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| FinalVolume: | 426 | 1192 | 0 | | 264 | 1956 | | 0 | 2 | | 89 | 0 | 240 | | 599 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.91 | 1.00 | | 0.92 | 0.91 | 1.00 | | 0.92 | 0.91 | 1.00 | | 0.92 | 0.91 | 1.00 | |
| Lanes: | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | |
| Final Sat.: | 3502 | 5187 | 1900 | | 3502 | 5187 | 1900 | | 3502 | 5187 | 1900 | | 3502 | 5187 | 1900 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.12 | 0.23 | 0.00 | | 0.08 | 0.38 | 0.00 | | 0.00 | 0.02 | 0.00 | | 0.07 | 0.12 | 0.00 | |
| Crit Moves: | **** | | | | | **** | | | **** | | | | | **** | | |
| Green/Cycle: | 0.17 | 0.54 | 0.00 | | 0.18 | 0.54 | 0.00 | | 0.00 | 0.03 | 0.00 | | 0.13 | 0.17 | 0.00 | |
| Volume/Cap: | 0.70 | 0.43 | 0.00 | | 0.43 | 0.70 | 0.00 | | 0.70 | 0.52 | 0.00 | | 0.52 | 0.70 | 0.00 | |
| Uniform Del: | 38.8 | 13.9 | 0.0 | | 36.7 | 17.0 | 0.0 | | 49.9 | 47.6 | 0.0 | | 40.4 | 39.4 | 0.0 | |
| IncremntDel: | 3.6 | 0.1 | 0.0 | | 0.5 | 0.8 | 0.0 | | 247.2 | 2.7 | 0.0 | | 1.0 | 2.6 | 0.0 | |
| 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 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| Delay/Veh: | 42.4 | 14.0 | 0.0 | | 37.2 | 17.8 | 0.0 | | 297.2 | 50.3 | 0.0 | | 41.4 | 42.0 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 42.4 | 14.0 | 0.0 | | 37.2 | 17.8 | 0.0 | | 297.2 | 50.3 | 0.0 | | 41.4 | 42.0 | 0.0 | |
| LOS by Move: | D | B | A | | D | B | A | | F | D | A | | D | D | A | |
| HCM2kAvgQ: | 6 | 8 | 0 | | 3 | 15 | 0 | | 0 | 1 | 0 | | 3 | 6 | 0 | |

Note: Queue reported is the number of cars per lane.

AM Cumulative Centralized DFri May 8, 2009 17:37:11 Page 18-1

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #16 Grover Rd/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.454
Loss Time (sec): 12 Average Delay (sec/veh): 18.5
Optimal Cycle: 38 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Split Phase | | | | Split Phase | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 1! | 0 0 | 1 | 0 | 0 | 1 0 | 1 | 0 | 3 | 0 1 | 1 | 0 | 2 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 93 | 18 | 10 | 97 | 52 | 86 | 19 | 567 | 122 | 35 | 1092 | 60 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 93 | 18 | 10 | 97 | 52 | 86 | 19 | 567 | 122 | 35 | 1092 | 60 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | | | | |
| PHF Volume: | 104 | 20 | 11 | 109 | 58 | 97 | 21 | 637 | 137 | 39 | 1227 | 67 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 104 | 20 | 11 | 109 | 58 | 97 | 21 | 637 | 137 | 39 | 1227 | 67 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| 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: | 104 | 20 | 11 | 109 | 58 | 97 | 21 | 637 | 137 | 39 | 1227 | 67 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 0.95 | 0.95 | 0.95 | 0.95 | 0.91 | 0.91 | 0.95 | 0.91 | 0.85 | 0.95 | 0.90 | 0.90 | | | | |
| Lanes: | 1.63 | 0.24 | 0.13 | 1.00 | 0.38 | 0.62 | 1.00 | 3.00 | 1.00 | 1.00 | 2.84 | 0.16 | | | | |
| Final Sat.: | 2936 | 437 | 243 | 1805 | 649 | 1074 | 1805 | 5187 | 1615 | 1805 | 4878 | 268 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.05 | 0.05 | 0.06 | 0.09 | 0.09 | 0.01 | 0.12 | 0.08 | 0.02 | 0.25 | 0.25 | | | | |
| Crit Moves: | | | **** | | **** | | **** | | | | **** | | | | | |
| Green/Cycle: | 0.10 | 0.10 | 0.10 | 0.20 | 0.20 | 0.20 | 0.03 | 0.49 | 0.49 | 0.09 | 0.55 | 0.55 | | | | |
| Volume/Cap: | 0.35 | 0.45 | 0.45 | 0.30 | 0.45 | 0.45 | 0.45 | 0.25 | 0.17 | 0.25 | 0.45 | 0.45 | | | | |
| Uniform Del: | 41.8 | 42.3 | 42.3 | 34.2 | 35.3 | 35.3 | 48.0 | 14.7 | 14.1 | 42.6 | 13.3 | 13.3 | | | | |
| IncremntDel: | 0.5 | 1.1 | 1.1 | 0.5 | 1.0 | 1.0 | 6.8 | 0.1 | 0.1 | 0.8 | 0.1 | 0.1 | | | | |
| 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: | 42.4 | 43.4 | 43.4 | 34.7 | 36.3 | 36.3 | 54.8 | 14.7 | 14.2 | 43.4 | 13.4 | 13.4 | | | | |
| 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: | 42.4 | 43.4 | 43.4 | 34.7 | 36.3 | 36.3 | 54.8 | 14.7 | 14.2 | 43.4 | 13.4 | 13.4 | | | | |
| LOS by Move: | D | D | D | C | D | D | D | B | B | D | B | B | | | | |
| HCM2kAvgQ: | 2 | 3 | 3 | 3 | 5 | 5 | 1 | 4 | 2 | 1 | 8 | 8 | | | | |

Note: Queue reported is the number of cars per lane.





AM Cumulative Centralized DFri May 8, 2009 17:37:11 Page 19-1

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #17 McAdoo Dr/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.513
Loss Time (sec): 12 Average Delay (sec/veh): 20.9
Optimal Cycle: 42 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 | 0 | 0 0 | 1 | 0 | 0 | 0 1 | 1 | 0 | 3 | 0 0 | 0 | 0 | 2 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 162 | 0 | 277 | 68 | 561 | 0 | 0 | 909 | 76 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 0 | 0 | 0 | 162 | 0 | 277 | 68 | 561 | 0 | 0 | 909 | 76 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | | | | |
| PHF Volume: | 0 | 0 | 0 | 182 | 0 | 311 | 76 | 630 | 0 | 0 | 1021 | 85 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 0 | 0 | 0 | 182 | 0 | 311 | 76 | 630 | 0 | 0 | 1021 | 85 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| 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: | 0 | 0 | 0 | 182 | 0 | 311 | 76 | 630 | 0 | 0 | 1021 | 85 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 1.00 | 1.00 | 1.00 | 0.77 | 1.00 | 0.85 | 0.95 | 0.91 | 1.00 | 1.00 | 0.90 | 0.90 | | | | |
| Lanes: | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 3.00 | 0.00 | 0.00 | 2.77 | 0.23 | | | | |
| Final Sat.: | 0 | 0 | 0 | 1461 | 0 | 1615 | 1805 | 5187 | 0 | 0 | 4729 | 395 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.12 | 0.00 | 0.19 | 0.04 | 0.12 | 0.00 | 0.00 | 0.22 | 0.22 | | | | |
| Crit Moves: | | | | | | **** | **** | | | | **** | | | | | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | 0.38 | 0.00 | 0.38 | 0.08 | 0.50 | 0.00 | 0.00 | 0.42 | 0.42 | | | | |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.33 | 0.00 | 0.51 | 0.51 | 0.24 | 0.00 | 0.00 | 0.51 | 0.51 | | | | |
| Uniform Del: | 0.0 | 0.0 | 0.0 | 22.2 | 0.0 | 24.1 | 43.9 | 14.0 | 0.0 | 0.0 | 21.4 | 21.4 | | | | |
| IncremntDel: | 0.0 | 0.0 | 0.0 | 0.4 | 0.0 | 0.7 | 3.0 | 0.0 | 0.0 | 0.0 | 0.2 | 0.2 | | | | |
| 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: | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 | | | | |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 22.6 | 0.0 | 24.9 | 46.9 | 14.1 | 0.0 | 0.0 | 21.6 | 21.6 | | | | |
| 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: | 0.0 | 0.0 | 0.0 | 22.6 | 0.0 | 24.9 | 46.9 | 14.1 | 0.0 | 0.0 | 21.6 | 21.6 | | | | |
| LOS by Move: | A | A | A | C | A | C | D | B | A | A | C | C | | | | |
| HCM2kAvgQ: | 0 | 0 | 0 | 4 | 0 | 8 | 2 | 4 | 0 | 0 | 9 | 9 | | | | |

Note: Queue reported is the number of cars per lane.

AM Cumulative Centralized DFri May 8, 2009 17:37:11 Page 20-1

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #18 Oak Ave Pkwy/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.723
Loss Time (sec): 12 Average Delay (sec/veh): 33.1
Optimal Cycle: 63 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ignore | | | | Ovl | | | | Ignore | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 2 | 0 1 | 2 | 0 | 2 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 373 | 799 | 430 | | 332 | 866 | 432 | | 132 | 537 | 256 | | 407 | 702 | 115 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 373 | 799 | 430 | | 332 | 866 | 432 | | 132 | 537 | 256 | | 407 | 702 | 115 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.00 | |
| PHF Volume: | 419 | 898 | 483 | | 373 | 973 | 0 | | 148 | 603 | 288 | | 457 | 789 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 419 | 898 | 483 | | 373 | 973 | 0 | | 148 | 603 | 288 | | 457 | 789 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| FinalVolume: | 419 | 898 | 483 | | 373 | 973 | 0 | | 148 | 603 | 288 | | 457 | 789 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.95 | 0.85 | | 0.92 | 0.95 | 1.00 | | 0.92 | 0.91 | 0.85 | | 0.92 | 0.91 | 1.00 | |
| Lanes: | 2.00 | 2.00 | 1.00 | | 2.00 | 2.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | |
| Final Sat.: | 3502 | 3610 | 1615 | | 3502 | 3610 | 1900 | | 3502 | 5187 | 1615 | | 3502 | 5187 | 1900 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.12 | 0.25 | 0.30 | | 0.11 | 0.27 | 0.00 | | 0.04 | 0.12 | 0.18 | | 0.13 | 0.15 | 0.00 | |
| Crit Moves: | **** | | | | | **** | | | | **** | | | **** | | | |
| Green/Cycle: | 0.17 | 0.38 | 0.56 | | 0.16 | 0.37 | 0.00 | | 0.07 | 0.16 | 0.33 | | 0.18 | 0.27 | 0.00 | |
| Volume/Cap: | 0.72 | 0.66 | 0.54 | | 0.66 | 0.72 | 0.00 | | 0.57 | 0.72 | 0.55 | | 0.72 | 0.57 | 0.00 | |
| Uniform Del: | 39.5 | 25.8 | 14.0 | | 39.3 | 26.9 | 0.0 | | 44.7 | 39.8 | 27.6 | | 38.6 | 31.7 | 0.0 | |
| IncremntDel: | 4.5 | 1.2 | 0.6 | | 2.9 | 2.0 | 0.0 | | 3.0 | 3.1 | 1.2 | | 4.1 | 0.6 | 0.0 | |
| 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 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| Delay/Veh: | 44.0 | 27.0 | 14.6 | | 42.2 | 28.9 | 0.0 | | 47.7 | 43.0 | 28.8 | | 42.7 | 32.2 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 44.0 | 27.0 | 14.6 | | 42.2 | 28.9 | 0.0 | | 47.7 | 43.0 | 28.8 | | 42.7 | 32.2 | 0.0 | |
| LOS by Move: | D | C | B | | D | C | A | | D | D | C | | D | C | A | |
| HCM2kAvgQ: | 6 | 11 | 9 | | 5 | 13 | 0 | | 2 | 7 | 7 | | 7 | 8 | 0 | |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #19 Rowberry Dr/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.595
Loss Time (sec): 12 Average Delay (sec/veh): 25.8
Optimal Cycle: 48 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Split Phase | | | | Split Phase | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Include | | | | Ovl | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 1 | 0 | 0 1 | 1 | 0 | 0 | 1 0 | 1 | 0 | 3 | 0 1 | 2 | 0 | 2 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 384 | 55 | 342 | | 11 | 90 | 41 | | 11 | 808 | 462 | | 376 | 857 | 11 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 384 | 55 | 342 | | 11 | 90 | 41 | | 11 | 808 | 462 | | 376 | 857 | 11 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 431 | 62 | 384 | | 12 | 101 | 46 | | 12 | 908 | 519 | | 422 | 963 | 12 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 431 | 62 | 384 | | 12 | 101 | 46 | | 12 | 908 | 519 | | 422 | 963 | 12 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 431 | 62 | 384 | | 12 | 101 | 46 | | 12 | 908 | 519 | | 422 | 963 | 12 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.96 | 0.96 | 0.85 | | 0.95 | 0.95 | 0.95 | | 0.95 | 0.91 | 0.85 | | 0.92 | 0.91 | 0.91 | |
| Lanes: | 1.75 | 0.25 | 1.00 | | 1.00 | 0.69 | 0.31 | | 1.00 | 3.00 | 1.00 | | 2.00 | 2.96 | 0.04 | |
| Final Sat.: | 3184 | 456 | 1615 | | 1805 | 1244 | 567 | | 1805 | 5187 | 1615 | | 3502 | 5111 | 66 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.14 | 0.14 | 0.24 | | 0.01 | 0.08 | 0.08 | | 0.01 | 0.18 | 0.32 | | 0.12 | 0.19 | 0.19 | |
| Crit Moves: | **** | | | | | | **** | | | | **** | | **** | | | |
| Green/Cycle: | 0.23 | 0.23 | 0.43 | | 0.14 | 0.14 | 0.14 | | 0.02 | 0.31 | 0.54 | | 0.20 | 0.50 | 0.50 | |
| Volume/Cap: | 0.59 | 0.59 | 0.55 | | 0.05 | 0.59 | 0.59 | | 0.38 | 0.56 | 0.59 | | 0.59 | 0.38 | 0.38 | |
| Uniform Del: | 34.5 | 34.5 | 21.3 | | 37.5 | 40.6 | 40.6 | | 48.5 | 28.6 | 15.6 | | 36.1 | 15.6 | 15.6 | |
| IncremntDel: | 1.2 | 1.2 | 1.0 | | 0.1 | 3.9 | 3.9 | | 7.2 | 0.4 | 1.1 | | 1.4 | 0.1 | 0.1 | |
| 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: | 35.7 | 35.7 | 22.2 | | 37.6 | 44.4 | 44.4 | | 55.8 | 29.1 | 16.7 | | 37.5 | 15.7 | 15.7 | |
| 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: | 35.7 | 35.7 | 22.2 | | 37.6 | 44.4 | 44.4 | | 55.8 | 29.1 | 16.7 | | 37.5 | 15.7 | 15.7 | |
| LOS by Move: | D | D | C | | D | D | D | | E | C | B | | D | B | B | |
| HCM2kAvgQ: | 7 | 7 | 9 | | 0 | 5 | 5 | | 0 | 8 | 10 | | 6 | 7 | 7 | |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #20 Broadstone Pkwy/ Iron Point Rd

| | | | |
|---|---|---|---|
| Cycle (sec): | 100 | Critical Vol./Cap. (X): | 0.328 |
| Loss Time (sec): | 12 | Average Delay (sec/veh): | 18.6 |
| Optimal Cycle: | 32 | Level Of Service: | B |

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Split Phase | | | | Split Phase | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Ignore | | | | Include | | | | Ignore | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | |
| Lanes: | 1 | 1 | 0 | 0 1 | 2 | 0 | 1 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 7 | 7 | 10 | | 47 | 45 | 626 | | 389 | 712 | 55 | | 112 | 600 | 6 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 7 | 7 | 10 | | 47 | 45 | 626 | | 389 | 712 | 55 | | 112 | 600 | 6 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.00 | |
| PHF Volume: | 8 | 8 | 11 | | 53 | 51 | 0 | | 437 | 800 | 62 | | 126 | 674 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 8 | 8 | 11 | | 53 | 51 | 0 | | 437 | 800 | 62 | | 126 | 674 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| FinalVolume: | 8 | 8 | 11 | | 53 | 51 | 0 | | 437 | 800 | 62 | | 126 | 674 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.98 | 0.98 | 0.85 | | 0.92 | 1.00 | 1.00 | | 0.92 | 0.91 | 0.85 | | 0.92 | 0.91 | 1.00 | |
| Lanes: | 1.00 | 1.00 | 1.00 | | 2.00 | 1.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | |
| Final Sat.: | 1854 | 1854 | 1615 | | 3502 | 1900 | 1900 | | 3502 | 5187 | 1615 | | 3502 | 5187 | 1900 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.01 | | 0.02 | 0.03 | 0.00 | | 0.12 | 0.15 | 0.04 | | 0.04 | 0.13 | 0.00 | |
| Crit Moves: | | | **** | | | **** | | | **** | | | | | **** | | |
| Green/Cycle: | 0.02 | 0.02 | 0.02 | | 0.08 | 0.08 | 0.00 | | 0.38 | 0.63 | 0.63 | | 0.15 | 0.40 | 0.00 | |
| Volume/Cap: | 0.20 | 0.20 | 0.33 | | 0.19 | 0.33 | 0.00 | | 0.33 | 0.24 | 0.06 | | 0.24 | 0.33 | 0.00 | |
| Uniform Del: | 48.1 | 48.1 | 48.2 | | 42.9 | 43.4 | 0.0 | | 21.9 | 8.1 | 7.1 | | 37.7 | 20.9 | 0.0 | |
| IncremntDel: | 1.3 | 1.3 | 5.5 | | 0.3 | 1.2 | 0.0 | | 0.1 | 0.0 | 0.0 | | 0.2 | 0.1 | 0.0 | |
| 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 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| Delay/Veh: | 49.4 | 49.4 | 53.8 | | 43.2 | 44.6 | 0.0 | | 22.0 | 8.1 | 7.1 | | 38.0 | 21.0 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 49.4 | 49.4 | 53.8 | | 43.2 | 44.6 | 0.0 | | 22.0 | 8.1 | 7.1 | | 38.0 | 21.0 | 0.0 | |
| LOS by Move: | D | D | D | | D | D | A | | C | A | A | | D | C | A | |
| HCM2kAvgQ: | 0 | 0 | 1 | | 1 | 2 | 0 | | 5 | 4 | 1 | | 2 | 5 | 0 | |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #21 East Bidwell St/ Iron Point Rd

| | | | |
|---|---|---|---|
| Cycle (sec): | 100 | Critical Vol./Cap. (X): | 0.800 |
| Loss Time (sec): | 12 | Average Delay (sec/veh): | 30.0 |
| Optimal Cycle: | 77 | Level Of Service: | C |

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ignore | | | | Ignore | | | | Ovl | | | | Ignore | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | |
| Lanes: | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 227 | 1661 | 345 | | 594 | 1244 | 70 | | 83 | 256 | 233 | | 201 | 411 | 494 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 227 | 1661 | 345 | | 594 | 1244 | 70 | | 83 | 256 | 233 | | 201 | 411 | 494 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.00 | |
| PHF Volume: | 255 | 1866 | 0 | | 667 | 1398 | 0 | | 93 | 288 | 262 | | 226 | 462 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 255 | 1866 | 0 | | 667 | 1398 | 0 | | 93 | 288 | 262 | | 226 | 462 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| FinalVolume: | 255 | 1866 | 0 | | 667 | 1398 | 0 | | 93 | 288 | 262 | | 226 | 462 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.91 | 1.00 | | 0.92 | 0.91 | 1.00 | | 0.92 | 0.91 | 0.85 | | 0.92 | 0.91 | 1.00 | |
| Lanes: | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | |
| Final Sat.: | 3502 | 5187 | 1900 | | 3502 | 5187 | 1900 | | 3502 | 5187 | 1615 | | 3502 | 5187 | 1900 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.07 | 0.36 | 0.00 | | 0.19 | 0.27 | 0.00 | | 0.03 | 0.06 | 0.16 | | 0.06 | 0.09 | 0.00 | |
| Crit Moves: | | **** | | | **** | | | | | | **** | | **** | | | |
| Green/Cycle: | 0.15 | 0.45 | 0.00 | | 0.24 | 0.54 | 0.00 | | 0.04 | 0.11 | 0.26 | | 0.08 | 0.15 | 0.00 | |
| Volume/Cap: | 0.50 | 0.80 | 0.00 | | 0.80 | 0.50 | 0.00 | | 0.60 | 0.50 | 0.63 | | 0.80 | 0.60 | 0.00 | |
| Uniform Del: | 39.3 | 23.7 | 0.0 | | 35.9 | 14.4 | 0.0 | | 46.9 | 41.8 | 32.9 | | 45.2 | 39.9 | 0.0 | |
| IncremntDel: | 0.8 | 2.1 | 0.0 | | 5.5 | 0.1 | 0.0 | | 6.5 | 0.7 | 3.1 | | 14.9 | 1.3 | 0.0 | |
| 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 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| Delay/Veh: | 40.1 | 25.7 | 0.0 | | 41.4 | 14.5 | 0.0 | | 53.4 | 42.5 | 35.9 | | 60.1 | 41.2 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 40.1 | 25.7 | 0.0 | | 41.4 | 14.5 | 0.0 | | 53.4 | 42.5 | 35.9 | | 60.1 | 41.2 | 0.0 | |
| LOS by Move: | D | C | A | | D | B | A | | D | D | D | | E | D | A | |
| HCM2kAvgQ: | 3 | 17 | 0 | | 10 | 9 | 0 | | 2 | 3 | 7 | | 4 | 5 | 0 | |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #22 Cavitt Dr/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.380
Loss Time (sec): 12 Average Delay (sec/veh): 12.8
Optimal Cycle: 34 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Permitted | | | Permitted | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 1 | 0 | 0 1 | 1 1 | 0 | 0 1 | 1 0 | 3 | 0 1 | 1 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 98 | 8 | 31 | 119 | 18 | 81 | 16 | 1072 | 124 | 51 | 1080 | 128 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 98 | 8 | 31 | 119 | 18 | 81 | 16 | 1072 | 124 | 51 | 1080 | 128 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 110 | 9 | 35 | 134 | 20 | 91 | 18 | 1204 | 139 | 57 | 1213 | 144 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 110 | 9 | 35 | 134 | 20 | 91 | 18 | 1204 | 139 | 57 | 1213 | 144 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 110 | 9 | 35 | 134 | 20 | 91 | 18 | 1204 | 139 | 57 | 1213 | 144 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.55 | 0.55 | 0.85 | 0.57 | 0.57 | 0.85 | 0.95 | 0.91 | 0.85 | 0.95 | 0.91 | 0.85 |
| Lanes: | 1.85 | 0.15 | 1.00 | 1.74 | 0.26 | 1.00 | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 |
| Final Sat.: | 1925 | 157 | 1615 | 1891 | 286 | 1615 | 1805 | 5187 | 1615 | 1805 | 5187 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.06 | 0.06 | 0.02 | 0.07 | 0.07 | 0.06 | 0.01 | 0.23 | 0.09 | 0.03 | 0.23 | 0.09 |
| Crit Moves: | | | | | **** | | | **** | | **** | | |
| Green/Cycle: | 0.19 | 0.19 | 0.19 | 0.19 | 0.19 | 0.19 | 0.03 | 0.61 | 0.61 | 0.08 | 0.67 | 0.67 |
| Volume/Cap: | 0.31 | 0.31 | 0.12 | 0.38 | 0.38 | 0.30 | 0.35 | 0.38 | 0.14 | 0.38 | 0.35 | 0.13 |
| Uniform Del: | 35.1 | 35.1 | 33.9 | 35.7 | 35.7 | 35.1 | 47.7 | 9.9 | 8.3 | 43.4 | 7.3 | 6.1 |
| IncremntDel: | 0.5 | 0.5 | 0.2 | 0.6 | 0.6 | 0.6 | 4.1 | 0.1 | 0.1 | 1.6 | 0.1 | 0.1 |
| 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: | 35.6 | 35.6 | 34.0 | 36.3 | 36.3 | 35.7 | 51.8 | 10.0 | 8.4 | 45.0 | 7.4 | 6.2 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 35.6 | 35.6 | 34.0 | 36.3 | 36.3 | 35.7 | 51.8 | 10.0 | 8.4 | 45.0 | 7.4 | 6.2 |
| LOS by Move: | D | D | C | D | D | D | D | A | A | D | A | A |
| HCM2kAvgQ: | 2 | 2 | 1 | 2 | 2 | 3 | 1 | 7 | 2 | 2 | 6 | 2 |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #23 Serpa Way / Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.592
Loss Time (sec): 12 Average Delay (sec/veh): 24.3
Optimal Cycle: 48 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Include | | | Ovl | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 0 | 1 | 0 1 | 2 0 | 0 | 1 0 | 1 0 | 3 | 0 1 | 1 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 308 | 7 | 97 | 125 | 17 | 47 | 32 | 765 | 412 | 194 | 912 | 170 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 308 | 7 | 97 | 125 | 17 | 47 | 32 | 765 | 412 | 194 | 912 | 170 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 346 | 8 | 109 | 140 | 19 | 53 | 36 | 860 | 463 | 218 | 1025 | 191 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 346 | 8 | 109 | 140 | 19 | 53 | 36 | 860 | 463 | 218 | 1025 | 191 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 346 | 8 | 109 | 140 | 19 | 53 | 36 | 860 | 463 | 218 | 1025 | 191 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 1.00 | 0.85 | 0.92 | 0.89 | 0.89 | 0.95 | 0.91 | 0.85 | 0.95 | 0.91 | 0.85 |
| Lanes: | 1.00 | 1.00 | 1.00 | 2.00 | 0.27 | 0.73 | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 |
| Final Sat.: | 1805 | 1900 | 1615 | 3502 | 449 | 1242 | 1805 | 5187 | 1615 | 1805 | 5187 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.19 | 0.00 | 0.07 | 0.04 | 0.04 | 0.04 | 0.02 | 0.17 | 0.29 | 0.12 | 0.20 | 0.12 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green/Cycle: | 0.32 | 0.04 | 0.24 | 0.36 | 0.07 | 0.07 | 0.04 | 0.28 | 0.60 | 0.20 | 0.44 | 0.80 |
| Volume/Cap: | 0.59 | 0.11 | 0.28 | 0.11 | 0.59 | 0.59 | 0.45 | 0.59 | 0.47 | 0.59 | 0.45 | 0.15 |
| Uniform Del: | 28.3 | 46.6 | 30.9 | 21.4 | 45.0 | 45.0 | 46.6 | 31.1 | 11.0 | 36.0 | 19.6 | 2.3 |
| IncremntDel: | 1.6 | 0.7 | 0.4 | 0.0 | 7.6 | 7.6 | 4.0 | 0.7 | 0.4 | 2.6 | 0.1 | 0.1 |
| 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: | 29.9 | 47.3 | 31.3 | 21.5 | 52.5 | 52.5 | 50.6 | 31.7 | 11.4 | 38.6 | 19.7 | 2.4 |
| 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: | 29.9 | 47.3 | 31.3 | 21.5 | 52.5 | 52.5 | 50.6 | 31.7 | 11.4 | 38.6 | 19.7 | 2.4 |
| LOS by Move: | C | D | C | C | D | D | D | C | B | D | B | A |
| HCM2kAvgQ: | 9 | 0 | 3 | 1 | 3 | 3 | 1 | 8 | 8 | 6 | 7 | 1 |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #24 Empire Ranch Road/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 1.046
Loss Time (sec): 12 Average Delay (sec/veh): 72.7
Optimal Cycle: 180 Level Of Service: E

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 3 | 0 1 | 1 | 0 | 3 | 0 1 | 1 | 0 | 1 | 1 0 | 1 | 0 | 1 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 309 | 597 | 105 | | 464 | 1174 | 22 | | 111 | 603 | 337 | | 265 | 860 | 307 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 309 | 597 | 105 | | 464 | 1174 | 22 | | 111 | 603 | 337 | | 265 | 860 | 307 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 347 | 671 | 118 | | 521 | 1319 | 25 | | 125 | 678 | 379 | | 298 | 966 | 345 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 347 | 671 | 118 | | 521 | 1319 | 25 | | 125 | 678 | 379 | | 298 | 966 | 345 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 347 | 671 | 118 | | 521 | 1319 | 25 | | 125 | 678 | 379 | | 298 | 966 | 345 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.91 | 0.85 | | 0.95 | 0.91 | 0.85 | | 0.95 | 0.90 | 0.90 | | 0.95 | 0.91 | 0.91 | |
| Lanes: | 1.00 | 3.00 | 1.00 | | 1.00 | 3.00 | 1.00 | | 1.00 | 1.28 | 0.72 | | 1.00 | 1.47 | 0.53 | |
| Final Sat.: | 1805 | 5187 | 1615 | | 1805 | 5187 | 1615 | | 1805 | 2191 | 1224 | | 1805 | 2557 | 913 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.19 | 0.13 | 0.07 | | 0.29 | 0.25 | 0.02 | | 0.07 | 0.31 | 0.31 | | 0.16 | 0.38 | 0.38 | |
| Crit Moves: | **** | | | | | **** | | | | **** | | | **** | | | |
| Green/Cycle: | 0.18 | 0.13 | 0.29 | | 0.29 | 0.24 | 0.31 | | 0.07 | 0.30 | 0.30 | | 0.16 | 0.38 | 0.38 | |
| Volume/Cap: | 1.05 | 0.98 | 0.25 | | 0.98 | 1.05 | 0.05 | | 0.99 | 1.05 | 1.05 | | 1.05 | 0.99 | 0.99 | |
| Uniform Del: | 40.8 | 43.3 | 27.2 | | 35.0 | 37.8 | 24.0 | | 46.5 | 35.2 | 35.2 | | 42.1 | 30.6 | 30.6 | |
| IncremntDel: | 62.1 | 29.2 | 0.3 | | 33.7 | 38.4 | 0.0 | | 75.7 | 41.3 | 41.3 | | 66.0 | 21.4 | 21.4 | |
| 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: | 102.9 | 72.5 | 27.5 | | 68.6 | 76.3 | 24.0 | | 122.1 | 76.5 | 76.5 | | 108.1 | 52.0 | 52.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 102.9 | 72.5 | 27.5 | | 68.6 | 76.3 | 24.0 | | 122.1 | 76.5 | 76.5 | | 108.1 | 52.0 | 52.0 | |
| LOS by Move: | F | E | C | | E | E | C | | F | E | E | | F | D | D | |
| HCM2kAvgQ: | 15 | 10 | 3 | | 19 | 20 | 0 | | 5 | 22 | 22 | | 12 | 23 | 23 | |

Note: Queue reported is the number of cars per lane.





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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #25 Prairie City Rd/ High School

Cycle (sec): 100 Critical Vol./Cap. (X): 0.904
Loss Time (sec): 12 Average Delay (sec/veh): 34.6
Optimal Cycle: 111 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 2 | 1 0 | 2 | 0 | 2 | 1 0 | 2 | 0 | 0 | 1 1 | 1 | 0 | 0 | 1 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 878 | 1333 | 118 | | 414 | 1152 | 526 | | 154 | 3 | 202 | | 98 | 0 | 105 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 878 | 1333 | 118 | | 414 | 1152 | 526 | | 154 | 3 | 202 | | 98 | 0 | 105 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 987 | 1498 | 133 | | 465 | 1294 | 591 | | 173 | 3 | 227 | | 110 | 0 | 118 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 987 | 1498 | 133 | | 465 | 1294 | 591 | | 173 | 3 | 227 | | 110 | 0 | 118 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 987 | 1498 | 133 | | 465 | 1294 | 591 | | 173 | 3 | 227 | | 110 | 0 | 118 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.90 | 0.90 | | 0.92 | 0.87 | 0.87 | | 0.92 | 0.85 | 0.85 | | 0.95 | 1.00 | 0.85 | |
| Lanes: | 2.00 | 2.76 | 0.24 | | 2.00 | 2.06 | 0.94 | | 2.00 | 0.03 | 1.97 | | 1.00 | 0.00 | 2.00 | |
| Final Sat.: | 3502 | 4708 | 417 | | 3502 | 3394 | 1550 | | 3502 | 47 | 3190 | | 1805 | 0 | 3230 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.28 | 0.32 | 0.32 | | 0.13 | 0.38 | 0.38 | | 0.05 | 0.07 | 0.07 | | 0.06 | 0.00 | 0.04 | |
| Crit Moves: | **** | | | | | **** | | | | **** | | | **** | | | |
| Green/Cycle: | 0.31 | 0.52 | 0.52 | | 0.22 | 0.42 | 0.42 | | 0.08 | 0.08 | 0.08 | | 0.07 | 0.00 | 0.07 | |
| Volume/Cap: | 0.90 | 0.61 | 0.61 | | 0.61 | 0.90 | 0.90 | | 0.59 | 0.90 | 0.90 | | 0.90 | 0.00 | 0.54 | |
| Uniform Del: | 33.0 | 17.1 | 17.1 | | 35.4 | 27.0 | 27.0 | | 44.1 | 45.7 | 45.7 | | 46.3 | 0.0 | 45.1 | |
| IncremntDel: | 10.5 | 0.4 | 0.4 | | 1.5 | 6.0 | 6.0 | | 3.1 | 32.2 | 32.2 | | 52.8 | 0.0 | 2.7 | |
| 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 | 0.00 | 1.00 | |
| Delay/Veh: | 43.5 | 17.5 | 17.5 | | 36.9 | 33.0 | 33.0 | | 47.2 | 77.9 | 77.9 | | 99.2 | 0.0 | 47.9 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 43.5 | 17.5 | 17.5 | | 36.9 | 33.0 | 33.0 | | 47.2 | 77.9 | 77.9 | | 99.2 | 0.0 | 47.9 | |
| LOS by Move: | D | B | B | | D | C | C | | D | E | E | | F | A | D | |
| HCM2kAvgQ: | 14 | 12 | 12 | | 6 | 21 | 21 | | 4 | 6 | 6 | | 6 | 0 | 3 | |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #26 East Bidwell St / Placerville Rd

Average Delay (sec/veh): 22.6 Worst Case Level Of Service: F[233.3]

| 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 | 2 | 1 0 | 0 | 0 | 3 | 0 0 | 0 | 0 | 0 | 0 0 | 0 | 0 | 0 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 2104 | 50 | 0 | 1639 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 407 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 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 | 2104 | 50 | 0 | 1639 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 407 | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 0 | 2364 | 56 | 0 | 1842 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 457 | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| FinalVolume: | 0 | 2364 | 56 | 0 | 1842 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 457 | |

Critical Gap Module:

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Critical Gp: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | 6.9 |
| FollowUpTim: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | 3.3 |

Capacity Module:

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Cnflict Vol: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | 816 |
| Potent Cap.: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | 324 |
| Move Cap.: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | 324 |
| Volume/Cap: | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | 1.41 |

Level Of Service Module:

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2Way95thQ: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | 23.8 |
| Control Del: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | 233.3 |
| LOS by Move: | * | * | * | * | * | * | * | * | * | * | * | F |
| Movement: | LT - | LTR - | RT | LT - | LTR - | RT | LT - | LTR - | RT | LT - | LTR - | RT |
| Shared Cap.: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| SharedQueue: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| Shrd ConDel: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| Shared LOS: | * | * | * | * | * | * | * | * | * | * | * | * |
| ApproachDel: | xxxxxx | | | xxxxxx | | | xxxxxx | | | 233.3 | | |
| ApproachLOS: | * | | | * | | | * | | | F | | |

Note: Queue reported is the number of cars per lane.





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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #27 Prairie City Rd/ White Rock Rd

| | | | |
|---|---|---|---|
| Cycle (sec): | 100 | Critical Vol./Cap. (X): | 1.040 |
| Loss Time (sec): | 12 | Average Delay (sec/veh): | 40.8 |
| Optimal Cycle: | 180 | Level Of Service: | D |

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Split Phase | | | | Split Phase | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Ovl | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 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 | 4.0 | 4.0 | 4.0 | |
| Lanes: | 0 | 0 | 1! 0 | 0 | 1 | 1 | 0 | 0 2 | 2 | 0 | 2 | 0 1 | 1 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 245 | 0 | 700 | 1184 | 2049 | 0 | 0 | 2119 | 148 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 0 | 0 | 0 | 245 | 0 | 700 | 1184 | 2049 | 0 | 0 | 2119 | 148 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | | | | |
| PHF Volume: | 0 | 0 | 0 | 275 | 0 | 787 | 1330 | 2302 | 0 | 0 | 2381 | 166 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 0 | 0 | 0 | 275 | 0 | 787 | 1330 | 2302 | 0 | 0 | 2381 | 166 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| 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: | 0 | 0 | 0 | 275 | 0 | 787 | 1330 | 2302 | 0 | 0 | 2381 | 166 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 0.75 | 0.92 | 0.95 | 1.00 | 1.00 | 0.91 | 0.85 | | | | |
| Lanes: | 0.00 | 1.00 | 0.00 | 2.00 | 0.00 | 2.00 | 2.00 | 2.00 | 1.00 | 1.00 | 3.00 | 1.00 | | | | |
| Final Sat.: | 0 | 1900 | 0 | 3618 | 0 | 2842 | 3502 | 3610 | 1900 | 1900 | 5187 | 1615 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.08 | 0.00 | 0.28 | 0.38 | 0.64 | 0.00 | 0.00 | 0.46 | 0.10 | | | | |
| Crit Moves: | | | | **** | | | **** | | | | **** | | | | | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | 0.07 | 0.00 | 0.44 | 0.37 | 0.81 | 0.00 | 0.00 | 0.44 | 0.44 | | | | |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 1.04 | 0.00 | 0.63 | 1.04 | 0.79 | 0.00 | 0.00 | 1.04 | 0.23 | | | | |
| Uniform Del: | 0.0 | 0.0 | 0.0 | 46.3 | 0.0 | 21.8 | 31.7 | 5.2 | 0.0 | 0.0 | 27.9 | 17.4 | | | | |
| IncremntDel: | 0.0 | 0.0 | 0.0 | 66.1 | 0.0 | 1.1 | 36.1 | 1.5 | 0.0 | 0.0 | 30.1 | 0.2 | | | | |
| 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: | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 | | | | |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 112.4 | 0.0 | 22.8 | 67.9 | 6.7 | 0.0 | 0.0 | 58.0 | 17.6 | | | | |
| 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: | 0.0 | 0.0 | 0.0 | 112.4 | 0.0 | 22.8 | 67.9 | 6.7 | 0.0 | 0.0 | 58.0 | 17.6 | | | | |
| LOS by Move: | A | A | A | F | A | C | E | A | A | A | E | B | | | | |
| HCM2kAvgQ: | 0 | 0 | 0 | 6 | 0 | 11 | 23 | 18 | 0 | 0 | 33 | 3 | | | | |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #28 Scott Rd (South)/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 1.030
Loss Time (sec): 9 Average Delay (sec/veh): 34.6
Optimal Cycle: 180 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Protected | | | | Protected | | | |
| Rights: | | Ovl | | | | Include | | | | Ovl | | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | |
| Lanes: | 2 | 0 | 0 | 0 1 | 0 | 0 | 0 | 0 0 | 0 | 0 | 2 | 0 1 | 1 | 0 | 3 | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 541 | 0 | 299 | | 0 | 0 | 0 | | 0 | 2022 | 445 | | 65 | 2173 | 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: | 541 | 0 | 299 | | 0 | 0 | 0 | | 0 | 2022 | 445 | | 65 | 2173 | 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: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 608 | 0 | 336 | | 0 | 0 | 0 | | 0 | 2272 | 500 | | 73 | 2442 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 608 | 0 | 336 | | 0 | 0 | 0 | | 0 | 2272 | 500 | | 73 | 2442 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 608 | 0 | 336 | | 0 | 0 | 0 | | 0 | 2272 | 500 | | 73 | 2442 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.60 | 1.00 | 0.85 | | 1.00 | 1.00 | 1.00 | | 1.00 | 0.95 | 0.85 | | 0.95 | 0.91 | 1.00 | |
| Lanes: | 2.00 | 0.00 | 1.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 2.00 | 1.00 | | 1.00 | 3.00 | 0.00 | |
| Final Sat.: | 2274 | 0 | 1615 | | 0 | 0 | 0 | | 0 | 3610 | 1615 | | 1805 | 5187 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.27 | 0.00 | 0.21 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.63 | 0.31 | | 0.04 | 0.47 | 0.00 | |
| Crit Moves: | **** | | | | | | | | | **** | | | **** | | | |
| Green/Cycle: | 0.26 | 0.00 | 0.30 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.61 | 0.61 | | 0.04 | 0.65 | 0.00 | |
| Volume/Cap: | 1.03 | 0.00 | 0.70 | | 0.00 | 0.00 | 0.00 | | 0.00 | 1.03 | 0.51 | | 1.03 | 0.72 | 0.00 | |
| Uniform Del: | 37.0 | 0.0 | 31.0 | | 0.0 | 0.0 | 0.0 | | 0.0 | 19.4 | 11.0 | | 48.0 | 11.5 | 0.0 | |
| IncremntDel: | 44.9 | 0.0 | 4.4 | | 0.0 | 0.0 | 0.0 | | 0.0 | 27.3 | 0.4 | | 115.3 | 0.8 | 0.0 | |
| 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 | 0.00 | 1.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| Delay/Veh: | 81.9 | 0.0 | 35.5 | | 0.0 | 0.0 | 0.0 | | 0.0 | 46.7 | 11.4 | | 163.4 | 12.3 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 81.9 | 0.0 | 35.5 | | 0.0 | 0.0 | 0.0 | | 0.0 | 46.7 | 11.4 | | 163.4 | 12.3 | 0.0 | |
| LOS by Move: | F | A | D | | A | A | A | | A | D | B | | F | B | A | |
| HCM2kAvgQ: | 16 | 0 | 10 | | 0 | 0 | 0 | | 0 | 44 | 8 | | 3 | 18 | 0 | |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #29 Scott Rd (North)/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.870
Loss Time (sec): 12 Average Delay (sec/veh): 35.4
Optimal Cycle: 97 Level Of Service: D

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Split Phase | | | | Split Phase | | | | Protected | | | | Protected | | | |
| Rights: | | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | |
| Lanes: | 1 | 1 | 0 | 0 1 | 1 | 1 | 0 | 0 2 | 2 | 0 | 2 | 0 1 | 1 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 570 | 164 | 71 | | 167 | 164 | 717 | | 659 | 1053 | 580 | | 72 | 1055 | 99 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 570 | 164 | 71 | | 167 | 164 | 717 | | 659 | 1053 | 580 | | 72 | 1055 | 99 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 640 | 184 | 80 | | 188 | 184 | 806 | | 740 | 1183 | 652 | | 81 | 1185 | 111 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 640 | 184 | 80 | | 188 | 184 | 806 | | 740 | 1183 | 652 | | 81 | 1185 | 111 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 640 | 184 | 80 | | 188 | 184 | 806 | | 740 | 1183 | 652 | | 81 | 1185 | 111 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.96 | 0.96 | 0.85 | | 0.98 | 0.98 | 0.75 | | 0.92 | 0.95 | 0.85 | | 0.95 | 0.91 | 0.85 | |
| Lanes: | 1.55 | 0.45 | 1.00 | | 1.01 | 0.99 | 2.00 | | 2.00 | 2.00 | 1.00 | | 1.00 | 3.00 | 1.00 | |
| Final Sat.: | 2842 | 818 | 1615 | | 1869 | 1836 | 2842 | | 3502 | 3610 | 1615 | | 1805 | 5187 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.23 | 0.23 | 0.05 | | 0.10 | 0.10 | 0.28 | | 0.21 | 0.33 | 0.40 | | 0.04 | 0.23 | 0.07 | |
| Crit Moves: | **** | | | | | **** | | | **** | | | | | **** | | |
| Green/Cycle: | 0.26 | 0.26 | 0.32 | | 0.12 | 0.12 | 0.36 | | 0.24 | 0.44 | 0.70 | | 0.06 | 0.26 | 0.38 | |
| Volume/Cap: | 0.87 | 0.87 | 0.15 | | 0.87 | 0.87 | 0.79 | | 0.87 | 0.74 | 0.57 | | 0.74 | 0.87 | 0.18 | |
| Uniform Del: | 35.4 | 35.4 | 24.3 | | 43.5 | 43.5 | 28.7 | | 36.3 | 22.9 | 7.4 | | 46.2 | 35.2 | 20.8 | |
| IncremntDel: | 8.8 | 8.8 | 0.1 | | 17.3 | 17.3 | 4.3 | | 9.6 | 1.8 | 0.7 | | 22.8 | 6.3 | 0.1 | |
| 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: | 44.2 | 44.2 | 24.5 | | 60.8 | 60.8 | 33.0 | | 46.0 | 24.8 | 8.1 | | 68.9 | 41.6 | 20.9 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 44.2 | 44.2 | 24.5 | | 60.8 | 60.8 | 33.0 | | 46.0 | 24.8 | 8.1 | | 68.9 | 41.6 | 20.9 | |
| LOS by Move: | D | D | C | | E | E | C | | D | C | A | | E | D | C | |
| HCM2kAvgQ: | 15 | 15 | 2 | | 6 | 6 | 13 | | 11 | 15 | 9 | | 3 | 14 | 2 | |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #30 Placerville Rd/ White Rock Rd

| | | | |
|---|---|---|---|
| Cycle (sec): | 100 | Critical Vol./Cap. (X): | 0.590 |
| Loss Time (sec): | 12 | Average Delay (sec/veh): | 11.0 |
| Optimal Cycle: | 47 | Level Of Service: | B |

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Split Phase | | | | Split Phase | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | |
| Lanes: | 0 | 0 | 1! | 0 0 | 1 | 1 | 0 | 0 1 | 1 | 0 | 2 | 0 1 | 1 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | | 374 | 0 | 6 | | 3 | 1294 | 0 | | 0 | 1183 | 270 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 0 | 0 | 0 | | 374 | 0 | 6 | | 3 | 1294 | 0 | | 0 | 1183 | 270 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 0 | 0 | 0 | | 420 | 0 | 7 | | 3 | 1454 | 0 | | 0 | 1329 | 303 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 0 | 0 | | 420 | 0 | 7 | | 3 | 1454 | 0 | | 0 | 1329 | 303 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 0 | 0 | 0 | | 420 | 0 | 7 | | 3 | 1454 | 0 | | 0 | 1329 | 303 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 1.00 | 1.00 | | 0.95 | 1.00 | 0.85 | | 0.95 | 0.95 | 1.00 | | 1.00 | 0.91 | 0.85 | |
| Lanes: | 0.00 | 1.00 | 0.00 | | 2.00 | 0.00 | 1.00 | | 1.00 | 2.00 | 1.00 | | 1.00 | 3.00 | 1.00 | |
| Final Sat.: | 0 | 1900 | 0 | | 3618 | 0 | 1615 | | 1805 | 3610 | 1900 | | 1900 | 5187 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | | 0.12 | 0.00 | 0.00 | | 0.00 | 0.40 | 0.00 | | 0.00 | 0.26 | 0.19 | |
| Crit Moves: | | | | | **** | | | | | **** | | | **** | | | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | | 0.20 | 0.00 | 0.20 | | 0.00 | 0.68 | 0.00 | | 0.00 | 0.68 | 0.88 | |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | | 0.59 | 0.00 | 0.02 | | 0.38 | 0.59 | 0.00 | | 0.00 | 0.38 | 0.21 | |
| Uniform Del: | 0.0 | 0.0 | 0.0 | | 36.5 | 0.0 | 32.0 | | 49.6 | 8.4 | 0.0 | | 0.0 | 7.0 | 1.0 | |
| IncremntDel: | 0.0 | 0.0 | 0.0 | | 1.3 | 0.0 | 0.0 | | 24.8 | 0.4 | 0.0 | | 0.0 | 0.1 | 0.1 | |
| 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: | 0.00 | 0.00 | 0.00 | | 1.00 | 0.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 0.00 | 1.00 | 1.00 | |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | | 37.8 | 0.0 | 32.0 | | 74.4 | 8.8 | 0.0 | | 0.0 | 7.0 | 1.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | | 37.8 | 0.0 | 32.0 | | 74.4 | 8.8 | 0.0 | | 0.0 | 7.0 | 1.0 | |
| LOS by Move: | A | A | A | | D | A | C | | E | A | A | | A | A | A | |
| HCM2kAvgQ: | 0 | 0 | 0 | | 6 | 0 | 0 | | 0 | 12 | 0 | | 0 | 6 | 1 | |

Note: Queue reported is the number of cars per lane.





Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #31 Empire Ranch Rd/ North Rd

| | | | |
|---|---|---|---|
| Cycle (sec): | 100 | Critical Vol./Cap. (X): | 0.302 |
| Loss Time (sec): | 12 | Average Delay (sec/veh): | 14.5 |
| Optimal Cycle: | 31 | Level Of Service: | B |

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | |
| Lanes: | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 1 | 0 1 | 2 | 0 | 1 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 21 | 398 | 56 | | 245 | 968 | 209 | | 97 | 4 | 10 | | 48 | 5 | 139 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 21 | 398 | 56 | | 245 | 968 | 209 | | 97 | 4 | 10 | | 48 | 5 | 139 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 24 | 447 | 63 | | 275 | 1088 | 235 | | 109 | 4 | 11 | | 54 | 6 | 156 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 24 | 447 | 63 | | 275 | 1088 | 235 | | 109 | 4 | 11 | | 54 | 6 | 156 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 24 | 447 | 63 | | 275 | 1088 | 235 | | 109 | 4 | 11 | | 54 | 6 | 156 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.91 | 0.85 | | 0.92 | 0.91 | 0.85 | | 0.92 | 1.00 | 0.85 | | 0.92 | 1.00 | 0.85 | |
| Lanes: | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 1.00 | 1.00 | | 2.00 | 1.00 | 1.00 | |
| Final Sat.: | 3502 | 5187 | 1615 | | 3502 | 5187 | 1615 | | 3502 | 1900 | 1615 | | 3502 | 1900 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.09 | 0.04 | | 0.08 | 0.21 | 0.15 | | 0.03 | 0.00 | 0.01 | | 0.02 | 0.00 | 0.10 | |
| Crit Moves: | **** | | | | | **** | | | **** | | | | | | **** | |
| Green/Cycle: | 0.02 | 0.38 | 0.52 | | 0.34 | 0.69 | 0.80 | | 0.10 | 0.02 | 0.04 | | 0.14 | 0.06 | 0.40 | |
| Volume/Cap: | 0.30 | 0.23 | 0.08 | | 0.23 | 0.30 | 0.18 | | 0.30 | 0.11 | 0.16 | | 0.11 | 0.05 | 0.24 | |
| Uniform Del: | 48.1 | 21.4 | 12.2 | | 23.5 | 5.9 | 2.4 | | 41.5 | 48.0 | 46.0 | | 37.4 | 44.3 | 19.8 | |
| IncremntDel: | 2.2 | 0.1 | 0.0 | | 0.1 | 0.0 | 0.1 | | 0.5 | 1.2 | 1.0 | | 0.1 | 0.2 | 0.2 | |
| 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: | 50.3 | 21.4 | 12.2 | | 23.6 | 5.9 | 2.5 | | 42.0 | 49.1 | 47.1 | | 37.5 | 44.5 | 20.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 50.3 | 21.4 | 12.2 | | 23.6 | 5.9 | 2.5 | | 42.0 | 49.1 | 47.1 | | 37.5 | 44.5 | 20.0 | |
| LOS by Move: | D | C | B | | C | A | A | | D | D | D | | D | D | B | |
| HCM2kAvgQ: | 0 | 3 | 1 | | 3 | 5 | 2 | | 2 | 0 | 0 | | 1 | 0 | 3 | |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #32 Prairie City Rd/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.816
Loss Time (sec): 12 Average Delay (sec/veh): 32.3
Optimal Cycle: 81 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 214 | 1165 | 503 | | 318 | 781 | 164 | | 309 | 533 | 91 | | 127 | 958 | 353 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 214 | 1165 | 503 | | 318 | 781 | 164 | | 309 | 533 | 91 | | 127 | 958 | 353 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 240 | 1309 | 565 | | 357 | 878 | 184 | | 347 | 599 | 102 | | 143 | 1076 | 397 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 240 | 1309 | 565 | | 357 | 878 | 184 | | 347 | 599 | 102 | | 143 | 1076 | 397 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 240 | 1309 | 565 | | 357 | 878 | 184 | | 347 | 599 | 102 | | 143 | 1076 | 397 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.91 | 0.85 | | 0.92 | 0.91 | 0.85 | | 0.92 | 0.91 | 0.85 | | 0.92 | 0.91 | 0.85 | |
| Lanes: | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | |
| Final Sat.: | 3502 | 5187 | 1615 | | 3502 | 5187 | 1615 | | 3502 | 5187 | 1615 | | 3502 | 5187 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.07 | 0.25 | 0.35 | | 0.10 | 0.17 | 0.11 | | 0.10 | 0.12 | 0.06 | | 0.04 | 0.21 | 0.25 | |
| Crit Moves: | | | **** | | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.15 | 0.38 | 0.48 | | 0.13 | 0.36 | 0.48 | | 0.12 | 0.28 | 0.42 | | 0.10 | 0.25 | 0.38 | |
| Volume/Cap: | 0.47 | 0.67 | 0.73 | | 0.82 | 0.47 | 0.24 | | 0.82 | 0.42 | 0.15 | | 0.42 | 0.82 | 0.65 | |
| Uniform Del: | 39.2 | 25.8 | 21.0 | | 42.6 | 24.8 | 15.3 | | 42.8 | 29.5 | 17.7 | | 42.4 | 35.1 | 25.5 | |
| IncremntDel: | 0.7 | 0.9 | 3.7 | | 11.3 | 0.2 | 0.2 | | 11.6 | 0.2 | 0.1 | | 0.8 | 4.1 | 2.4 | |
| 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: | 39.9 | 26.7 | 24.7 | | 53.9 | 25.0 | 15.4 | | 54.4 | 29.7 | 17.9 | | 43.2 | 39.1 | 27.9 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 39.9 | 26.7 | 24.7 | | 53.9 | 25.0 | 15.4 | | 54.4 | 29.7 | 17.9 | | 43.2 | 39.1 | 27.9 | |
| LOS by Move: | D | C | C | | D | C | B | | D | C | B | | D | D | C | |
| HCM2kAvgQ: | 3 | 12 | 14 | | 6 | 7 | 3 | | 6 | 5 | 2 | | 2 | 11 | 9 | |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #33 Oak Ave Pkwy/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.913
Loss Time (sec): 12 Average Delay (sec/veh): 37.5
Optimal Cycle: 116 Level Of Service: D

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 2 | 0 1 | 2 | 0 | 2 | 0 1 | 2 | 0 | 2 | 0 1 | 2 | 0 | 2 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 275 | 525 | 142 | | 298 | 551 | 769 | | 421 | 599 | 138 | | 99 | 579 | 212 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 275 | 525 | 142 | | 298 | 551 | 769 | | 421 | 599 | 138 | | 99 | 579 | 212 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 309 | 590 | 160 | | 335 | 619 | 864 | | 473 | 673 | 155 | | 111 | 651 | 238 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 309 | 590 | 160 | | 335 | 619 | 864 | | 473 | 673 | 155 | | 111 | 651 | 238 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 309 | 590 | 160 | | 335 | 619 | 864 | | 473 | 673 | 155 | | 111 | 651 | 238 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.95 | 0.85 | | 0.92 | 0.95 | 0.85 | | 0.92 | 0.95 | 0.85 | | 0.92 | 0.95 | 0.85 | |
| Lanes: | 2.00 | 2.00 | 1.00 | | 2.00 | 2.00 | 1.00 | | 2.00 | 2.00 | 1.00 | | 2.00 | 2.00 | 1.00 | |
| Final Sat.: | 3502 | 3610 | 1615 | | 3502 | 3610 | 1615 | | 3502 | 3610 | 1615 | | 3502 | 3610 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.09 | 0.16 | 0.10 | | 0.10 | 0.17 | 0.54 | | 0.14 | 0.19 | 0.10 | | 0.03 | 0.18 | 0.15 | |
| Crit Moves: | **** | | | | | | **** | | **** | | | | | **** | | |
| Green/Cycle: | 0.10 | 0.34 | 0.39 | | 0.20 | 0.44 | 0.59 | | 0.15 | 0.30 | 0.39 | | 0.05 | 0.20 | 0.39 | |
| Volume/Cap: | 0.91 | 0.48 | 0.25 | | 0.48 | 0.39 | 0.91 | | 0.91 | 0.63 | 0.25 | | 0.63 | 0.91 | 0.37 | |
| Uniform Del: | 44.8 | 26.2 | 20.8 | | 35.6 | 19.1 | 18.4 | | 42.0 | 30.5 | 20.5 | | 46.6 | 39.3 | 21.5 | |
| IncremntDel: | 28.0 | 0.3 | 0.2 | | 0.5 | 0.2 | 12.9 | | 20.6 | 1.2 | 0.2 | | 7.2 | 16.2 | 0.4 | |
| 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: | 72.8 | 26.6 | 21.0 | | 36.2 | 19.2 | 31.4 | | 62.5 | 31.8 | 20.7 | | 53.8 | 55.4 | 21.9 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 72.8 | 26.6 | 21.0 | | 36.2 | 19.2 | 31.4 | | 62.5 | 31.8 | 20.7 | | 53.8 | 55.4 | 21.9 | |
| LOS by Move: | E | C | C | | D | B | C | | E | C | C | | D | E | C | |
| HCM2kAvgQ: | 6 | 7 | 3 | | 4 | 6 | 24 | | 9 | 9 | 3 | | 2 | 12 | 5 | |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #34 RowberryDr/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.554
Loss Time (sec): 12 Average Delay (sec/veh): 20.6
Optimal Cycle: 44 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Split Phase | | | | Split Phase | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 | 1! | 0 0 | 1 | 1 | 0 | 0 1 | 2 | 0 | 2 | 0 1 | 1 | 0 | 2 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 530 | 0 | 222 | 357 | 682 | 0 | 0 | 669 | 503 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 0 | 0 | 0 | 530 | 0 | 222 | 357 | 682 | 0 | 0 | 669 | 503 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | | | | |
| PHF Volume: | 0 | 0 | 0 | 596 | 0 | 249 | 401 | 766 | 0 | 0 | 752 | 565 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 0 | 0 | 0 | 596 | 0 | 249 | 401 | 766 | 0 | 0 | 752 | 565 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| 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: | 0 | 0 | 0 | 596 | 0 | 249 | 401 | 766 | 0 | 0 | 752 | 565 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 0.85 | 0.92 | 0.95 | 1.00 | 1.00 | 0.95 | 0.85 | | | | |
| Lanes: | 0.00 | 1.00 | 0.00 | 2.00 | 0.00 | 1.00 | 2.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | | | | |
| Final Sat.: | 0 | 1900 | 0 | 3618 | 0 | 1615 | 3502 | 3610 | 1900 | 1900 | 3610 | 1615 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.16 | 0.00 | 0.15 | 0.11 | 0.21 | 0.00 | 0.00 | 0.21 | 0.35 | | | | |
| Crit Moves: | | | | **** | | | **** | | | | **** | | | | | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | 0.30 | 0.00 | 0.50 | 0.21 | 0.58 | 0.00 | 0.00 | 0.38 | 0.67 | | | | |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.55 | 0.00 | 0.31 | 0.55 | 0.36 | 0.00 | 0.00 | 0.55 | 0.52 | | | | |
| Uniform Del: | 0.0 | 0.0 | 0.0 | 29.6 | 0.0 | 14.5 | 35.5 | 11.0 | 0.0 | 0.0 | 24.6 | 8.2 | | | | |
| IncremntDel: | 0.0 | 0.0 | 0.0 | 0.6 | 0.0 | 0.2 | 0.9 | 0.1 | 0.0 | 0.0 | 0.5 | 0.5 | | | | |
| 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: | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 | | | | |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 30.2 | 0.0 | 14.8 | 36.5 | 11.2 | 0.0 | 0.0 | 25.1 | 8.7 | | | | |
| 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: | 0.0 | 0.0 | 0.0 | 30.2 | 0.0 | 14.8 | 36.5 | 11.2 | 0.0 | 0.0 | 25.1 | 8.7 | | | | |
| LOS by Move: | A | A | A | C | A | B | D | B | A | A | C | A | | | | |
| HCM2kAvgQ: | 0 | 0 | 0 | 7 | 0 | 4 | 6 | 6 | 0 | 0 | 9 | 9 | | | | |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #35 1st/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.625
Loss Time (sec): 12 Average Delay (sec/veh): 27.1
Optimal Cycle: 51 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Ovl | | | | Include | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 0 | 1 0 | 1 | 0 | 1 | 0 1 | 1 | 0 | 2 | 1 0 | 1 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 325 | 48 | 0 | 87 | 43 | 166 | 291 | 553 | 170 | 0 | 651 | 150 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 325 | 48 | 0 | 87 | 43 | 166 | 291 | 553 | 170 | 0 | 651 | 150 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | | | | |
| PHF Volume: | 365 | 54 | 0 | 98 | 48 | 187 | 327 | 621 | 191 | 0 | 731 | 169 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 365 | 54 | 0 | 98 | 48 | 187 | 327 | 621 | 191 | 0 | 731 | 169 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| FinalVolume: | 365 | 54 | 0 | 98 | 48 | 187 | 327 | 621 | 191 | 0 | 731 | 169 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 0.85 | 0.95 | 0.88 | 0.88 | 1.00 | 0.91 | 0.85 | | | | |
| Lanes: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.29 | 0.71 | 1.00 | 3.00 | 1.00 | | | | |
| Final Sat.: | 1805 | 1900 | 0 | 1805 | 1900 | 1615 | 1805 | 3829 | 1177 | 1900 | 5187 | 1615 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.20 | 0.03 | 0.00 | 0.05 | 0.03 | 0.12 | 0.18 | 0.16 | 0.16 | 0.00 | 0.14 | 0.10 | | | | |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | | | | | |
| Green/Cycle: | 0.32 | 0.13 | 0.00 | 0.24 | 0.04 | 0.33 | 0.29 | 0.52 | 0.52 | 0.00 | 0.23 | 0.46 | | | | |
| Volume/Cap: | 0.62 | 0.23 | 0.00 | 0.23 | 0.62 | 0.35 | 0.62 | 0.31 | 0.31 | 0.00 | 0.62 | 0.22 | | | | |
| Uniform Del: | 28.7 | 39.4 | 0.0 | 30.6 | 47.2 | 25.3 | 30.8 | 14.0 | 14.0 | 0.0 | 34.9 | 16.0 | | | | |
| IncremntDel: | 2.1 | 0.5 | 0.0 | 0.3 | 15.0 | 0.4 | 2.4 | 0.1 | 0.1 | 0.0 | 1.1 | 0.2 | | | | |
| 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 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | | | | |
| Delay/Veh: | 30.8 | 39.9 | 0.0 | 30.9 | 62.2 | 25.7 | 33.2 | 14.1 | 14.1 | 0.0 | 36.0 | 16.1 | | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| AdjDel/Veh: | 30.8 | 39.9 | 0.0 | 30.9 | 62.2 | 25.7 | 33.2 | 14.1 | 14.1 | 0.0 | 36.0 | 16.1 | | | | |
| LOS by Move: | C | D | A | C | E | C | C | B | B | A | D | B | | | | |
| HCM2kAvgQ: | 10 | 2 | 0 | 2 | 3 | 4 | 9 | 5 | 5 | 0 | 7 | 3 | | | | |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #36 2nd St/ Easton Valley Pkwy

| | | | |
|---|---|---|---|
| Cycle (sec): | 100 | Critical Vol./Cap. (X): | 0.475 |
| Loss Time (sec): | 12 | Average Delay (sec/veh): | 22.3 |
| Optimal Cycle: | 39 | Level Of Service: | C |

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 0 | 1 0 | 2 | 0 | 1 | 0 1 | 1 | 0 | 2 | 1 0 | 1 | 0 | 2 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 31 | 63 | 1 | | 143 | 40 | 114 | | 185 | 499 | 0 | | 1 | 663 | 243 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 31 | 63 | 1 | | 143 | 40 | 114 | | 185 | 499 | 0 | | 1 | 663 | 243 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 35 | 71 | 1 | | 161 | 45 | 128 | | 208 | 561 | 0 | | 1 | 745 | 273 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 35 | 71 | 1 | | 161 | 45 | 128 | | 208 | 561 | 0 | | 1 | 745 | 273 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 35 | 71 | 1 | | 161 | 45 | 128 | | 208 | 561 | 0 | | 1 | 745 | 273 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 1.00 | 1.00 | | 0.92 | 1.00 | 0.85 | | 0.95 | 0.91 | 0.91 | | 0.95 | 0.87 | 0.87 | |
| Lanes: | 1.00 | 0.98 | 0.02 | | 2.00 | 1.00 | 1.00 | | 1.00 | 3.00 | 0.00 | | 1.00 | 2.20 | 0.80 | |
| Final Sat.: | 1805 | 1867 | 30 | | 3502 | 1900 | 1615 | | 1805 | 5187 | 0 | | 1805 | 3644 | 1336 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.04 | 0.04 | | 0.05 | 0.02 | 0.08 | | 0.12 | 0.11 | 0.00 | | 0.00 | 0.20 | 0.20 | |
| Crit Moves: | **** | | | | | | **** | | **** | | | | | **** | | |
| Green/Cycle: | 0.04 | 0.09 | 0.09 | | 0.11 | 0.17 | 0.17 | | 0.24 | 0.67 | 0.00 | | 0.00 | 0.43 | 0.43 | |
| Volume/Cap: | 0.48 | 0.40 | 0.40 | | 0.40 | 0.14 | 0.48 | | 0.48 | 0.16 | 0.00 | | 0.16 | 0.48 | 0.48 | |
| Uniform Del: | 46.9 | 42.7 | 42.7 | | 41.2 | 35.5 | 37.7 | | 32.4 | 6.2 | 0.0 | | 49.6 | 20.4 | 20.4 | |
| IncremntDel: | 4.8 | 1.5 | 1.5 | | 0.7 | 0.2 | 1.3 | | 0.8 | 0.0 | 0.0 | | 10.7 | 0.2 | 0.2 | |
| 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 | 0.00 | | 1.00 | 1.00 | 1.00 | |
| Delay/Veh: | 51.7 | 44.2 | 44.2 | | 41.8 | 35.8 | 39.0 | | 33.3 | 6.2 | 0.0 | | 60.3 | 20.6 | 20.6 | |
| 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: | 51.7 | 44.2 | 44.2 | | 41.8 | 35.8 | 39.0 | | 33.3 | 6.2 | 0.0 | | 60.3 | 20.6 | 20.6 | |
| LOS by Move: | D | D | D | | D | D | D | | C | A | A | | E | C | C | |
| HCM2kAvgQ: | 2 | 3 | 3 | | 3 | 1 | 4 | | 5 | 2 | 0 | | 0 | 8 | 8 | |

Note: Queue reported is the number of cars per lane.





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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #37 3rd St/ Easton Valley Pkwy

| | | | |
|---|---|---|---|
| Cycle (sec): | 100 | Critical Vol./Cap. (X): | 0.388 |
| Loss Time (sec): | 12 | Average Delay (sec/veh): | 23.0 |
| Optimal Cycle: | 35 | Level Of Service: | C |

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Ovl | | | | Include | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 1 | 0 1 | 2 | 0 | 1 | 0 1 | 1 | 0 | 2 | 1 0 | 1 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 72 | 9 | 106 | | 138 | 5 | 96 | | 49 | 636 | 65 | | 111 | 800 | 141 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 72 | 9 | 106 | | 138 | 5 | 96 | | 49 | 636 | 65 | | 111 | 800 | 141 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 81 | 10 | 119 | | 155 | 6 | 108 | | 55 | 715 | 73 | | 125 | 899 | 158 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 81 | 10 | 119 | | 155 | 6 | 108 | | 55 | 715 | 73 | | 125 | 899 | 158 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 81 | 10 | 119 | | 155 | 6 | 108 | | 55 | 715 | 73 | | 125 | 899 | 158 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 1.00 | 0.85 | | 0.92 | 1.00 | 0.85 | | 0.95 | 0.90 | 0.90 | | 0.95 | 0.91 | 0.85 | |
| Lanes: | 1.00 | 1.00 | 1.00 | | 2.00 | 1.00 | 1.00 | | 1.00 | 2.72 | 0.28 | | 1.00 | 3.00 | 1.00 | |
| Final Sat.: | 1805 | 1900 | 1615 | | 3502 | 1900 | 1615 | | 1805 | 4640 | 474 | | 1805 | 5187 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.01 | 0.07 | | 0.04 | 0.00 | 0.07 | | 0.03 | 0.15 | 0.15 | | 0.07 | 0.17 | 0.10 | |
| Crit Moves: | | | **** | | **** | | | | | **** | | | **** | | | |
| Green/Cycle: | 0.17 | 0.19 | 0.19 | | 0.11 | 0.14 | 0.22 | | 0.09 | 0.40 | 0.40 | | 0.18 | 0.49 | 0.60 | |
| Volume/Cap: | 0.27 | 0.03 | 0.39 | | 0.39 | 0.02 | 0.30 | | 0.35 | 0.39 | 0.39 | | 0.39 | 0.35 | 0.16 | |
| Uniform Del: | 36.2 | 33.0 | 35.4 | | 41.0 | 37.4 | 32.4 | | 43.1 | 21.5 | 21.5 | | 36.3 | 15.8 | 8.7 | |
| IncremntDel: | 0.5 | 0.0 | 0.8 | | 0.6 | 0.0 | 0.5 | | 1.4 | 0.1 | 0.1 | | 0.8 | 0.1 | 0.1 | |
| 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: | 36.7 | 33.0 | 36.2 | | 41.7 | 37.5 | 32.9 | | 44.5 | 21.6 | 21.6 | | 37.0 | 15.9 | 8.8 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 36.7 | 33.0 | 36.2 | | 41.7 | 37.5 | 32.9 | | 44.5 | 21.6 | 21.6 | | 37.0 | 15.9 | 8.8 | |
| LOS by Move: | D | C | D | | D | D | C | | D | C | C | | D | B | A | |
| HCM2kAvgQ: | 2 | 0 | 4 | | 3 | 0 | 3 | | 2 | 6 | 6 | | 3 | 6 | 2 | |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #38 Scott Rd (North)/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.759
Loss Time (sec): 12 Average Delay (sec/veh): 32.4
Optimal Cycle: 69 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Ovl | | | Ovl | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 2 0 | 3 0 | 1 | 2 0 | 3 0 | 1 | 2 0 | 3 0 | 1 | 2 0 | 3 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 330 | 1020 | 85 | 574 | 1196 | 440 | 628 | 138 | 115 | 124 | 282 | 138 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 330 | 1020 | 85 | 574 | 1196 | 440 | 628 | 138 | 115 | 124 | 282 | 138 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 371 | 1146 | 96 | 645 | 1344 | 494 | 706 | 155 | 129 | 139 | 317 | 155 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 371 | 1146 | 96 | 645 | 1344 | 494 | 706 | 155 | 129 | 139 | 317 | 155 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 371 | 1146 | 96 | 645 | 1344 | 494 | 706 | 155 | 129 | 139 | 317 | 155 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.91 | 0.85 | 0.92 | 0.91 | 0.85 | 0.92 | 0.91 | 0.85 | 0.92 | 0.91 | 0.85 |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3502 | 5187 | 1615 | 3502 | 5187 | 1615 | 3502 | 5187 | 1615 | 3502 | 5187 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.11 | 0.22 | 0.06 | 0.18 | 0.26 | 0.31 | 0.20 | 0.03 | 0.08 | 0.04 | 0.06 | 0.10 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green/Cycle: | 0.15 | 0.29 | 0.49 | 0.24 | 0.38 | 0.64 | 0.27 | 0.15 | 0.30 | 0.20 | 0.08 | 0.32 |
| Volume/Cap: | 0.68 | 0.76 | 0.12 | 0.76 | 0.68 | 0.47 | 0.76 | 0.20 | 0.26 | 0.20 | 0.76 | 0.30 |
| Uniform Del: | 39.9 | 32.2 | 13.9 | 35.1 | 26.0 | 9.1 | 33.8 | 37.4 | 26.4 | 33.5 | 45.0 | 25.3 |
| IncremntDel: | 3.6 | 2.3 | 0.1 | 4.0 | 1.0 | 0.3 | 3.7 | 0.1 | 0.3 | 0.1 | 7.9 | 0.3 |
| 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: | 43.5 | 34.5 | 14.0 | 39.1 | 27.0 | 9.4 | 37.4 | 37.5 | 26.7 | 33.7 | 52.9 | 25.7 |
| 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: | 43.5 | 34.5 | 14.0 | 39.1 | 27.0 | 9.4 | 37.4 | 37.5 | 26.7 | 33.7 | 52.9 | 25.7 |
| LOS by Move: | D | C | B | D | C | A | D | D | C | C | D | C |
| HCM2kAvgQ: | 5 | 11 | 1 | 9 | 12 | 7 | 11 | 1 | 3 | 2 | 4 | 3 |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #39 Placerville Rd / Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.318
Loss Time (sec): 12 Average Delay (sec/veh): 26.5
Optimal Cycle: 32 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Ovl | | | Include | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 0 | 0 1 | 0 | 1 0 | 1 0 | 1 | 2 0 | 2 1 | 0 | 1 0 | 3 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 60 | 97 | 46 | 13 | 55 | 36 | 309 | 281 | 41 | 43 | 201 | 132 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 60 | 97 | 46 | 13 | 55 | 36 | 309 | 281 | 41 | 43 | 201 | 132 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 67 | 109 | 52 | 15 | 62 | 40 | 347 | 316 | 46 | 48 | 226 | 148 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 67 | 109 | 52 | 15 | 62 | 40 | 347 | 316 | 46 | 48 | 226 | 148 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 67 | 109 | 52 | 15 | 62 | 40 | 347 | 316 | 46 | 48 | 226 | 148 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.95 | 0.95 | 0.95 | 1.00 | 0.85 | 0.92 | 0.89 | 0.89 | 0.95 | 0.91 | 0.85 |
| Lanes: | 1.00 | 0.68 | 0.32 | 1.00 | 1.00 | 1.00 | 2.00 | 2.62 | 0.38 | 1.00 | 3.00 | 1.00 |
| Final Sat.: | 1805 | 1227 | 582 | 1805 | 1900 | 1615 | 3502 | 4441 | 648 | 1805 | 5187 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.09 | 0.09 | 0.01 | 0.03 | 0.03 | 0.10 | 0.07 | 0.07 | 0.03 | 0.04 | 0.09 |
| Crit Moves: | | **** | | **** | | | **** | | | | | **** |
| Green/Cycle: | 0.16 | 0.28 | 0.28 | 0.03 | 0.14 | 0.45 | 0.31 | 0.42 | 0.42 | 0.16 | 0.26 | 0.29 |
| Volume/Cap: | 0.23 | 0.32 | 0.32 | 0.32 | 0.23 | 0.06 | 0.32 | 0.17 | 0.17 | 0.17 | 0.17 | 0.32 |
| Uniform Del: | 36.4 | 28.5 | 28.5 | 47.9 | 38.1 | 15.3 | 26.3 | 18.2 | 18.2 | 36.5 | 28.4 | 27.8 |
| IncremntDel: | 0.4 | 0.4 | 0.4 | 4.0 | 0.4 | 0.0 | 0.2 | 0.0 | 0.0 | 0.3 | 0.1 | 0.4 |
| 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: | 36.8 | 28.9 | 28.9 | 51.8 | 38.5 | 15.3 | 26.5 | 18.3 | 18.3 | 36.8 | 28.4 | 28.2 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 36.8 | 28.9 | 28.9 | 51.8 | 38.5 | 15.3 | 26.5 | 18.3 | 18.3 | 36.8 | 28.4 | 28.2 |
| LOS by Move: | D | C | C | D | D | B | C | B | B | D | C | C |
| HCM2kAvgQ: | 2 | 4 | 4 | 1 | 2 | 1 | 4 | 2 | 2 | 1 | 2 | 3 |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #40 4th St/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.367
Loss Time (sec): 12 Average Delay (sec/veh): 23.7
Optimal Cycle: 34 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Ovl | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 0 | 0 1 | 0 | 1 0 | 1 0 | 1 | 1 0 | 1 1 | 0 | 1 0 | 1 1 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 267 | 23 | 9 | 9 | 10 | 16 | 322 | 2 | 37 | 366 | 56 |
| Growth Adj: | 1.00 | 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 | 267 | 23 | 9 | 9 | 10 | 16 | 322 | 2 | 37 | 366 | 56 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 0 | 300 | 26 | 10 | 10 | 11 | 18 | 362 | 2 | 42 | 411 | 63 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 300 | 26 | 10 | 10 | 11 | 18 | 362 | 2 | 42 | 411 | 63 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 0 | 300 | 26 | 10 | 10 | 11 | 18 | 362 | 2 | 42 | 411 | 63 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 0.99 | 0.99 | 0.95 | 1.00 | 0.85 | 0.95 | 0.95 | 0.95 | 0.95 | 0.93 | 0.93 |
| Lanes: | 1.00 | 0.92 | 0.08 | 1.00 | 1.00 | 1.00 | 1.00 | 1.99 | 0.01 | 1.00 | 1.73 | 0.27 |
| Final Sat.: | 1900 | 1728 | 149 | 1805 | 1900 | 1615 | 1805 | 3584 | 22 | 1805 | 3068 | 469 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.17 | 0.17 | 0.01 | 0.01 | 0.01 | 0.01 | 0.10 | 0.10 | 0.02 | 0.13 | 0.13 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green/Cycle: | 0.00 | 0.47 | 0.47 | 0.02 | 0.49 | 0.52 | 0.03 | 0.32 | 0.32 | 0.07 | 0.36 | 0.36 |
| Volume/Cap: | 0.00 | 0.37 | 0.37 | 0.37 | 0.01 | 0.01 | 0.37 | 0.32 | 0.32 | 0.32 | 0.37 | 0.37 |
| Uniform Del: | 0.0 | 16.8 | 16.8 | 48.8 | 13.2 | 11.8 | 47.8 | 25.8 | 25.8 | 44.0 | 23.3 | 23.3 |
| IncremntDel: | 0.0 | 0.3 | 0.3 | 8.1 | 0.0 | 0.0 | 4.6 | 0.2 | 0.2 | 1.4 | 0.2 | 0.2 |
| 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: | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Delay/Veh: | 0.0 | 17.1 | 17.1 | 56.9 | 13.2 | 11.8 | 52.4 | 25.9 | 25.9 | 45.4 | 23.5 | 23.5 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 17.1 | 17.1 | 56.9 | 13.2 | 11.8 | 52.4 | 25.9 | 25.9 | 45.4 | 23.5 | 23.5 |
| LOS by Move: | A | B | B | E | B | B | D | C | C | D | C | C |
| HCM2kAvgQ: | 0 | 6 | 6 | 1 | 0 | 0 | 1 | 4 | 4 | 1 | 5 | 5 |

Note: Queue reported is the number of cars per lane.





AM Cumulative Centralized DFri May 8, 2009 17:37:12 Page 43-1

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #41 Hillside Dr/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.339
Loss Time (sec): 9 Average Delay (sec/veh): 16.6
Optimal Cycle: 27 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Ovl | | | Include | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 0 0 | 0 0 | 0 | 1 0 | 0 0 | 1 | 1 0 | 1 0 | 0 | 0 0 | 1 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 43 | 0 | 87 | 197 | 128 | 0 | 0 | 269 | 144 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 43 | 0 | 87 | 197 | 128 | 0 | 0 | 269 | 144 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 0 | 0 | 0 | 48 | 0 | 98 | 221 | 144 | 0 | 0 | 302 | 162 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 48 | 0 | 98 | 221 | 144 | 0 | 0 | 302 | 162 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 0 | 0 | 0 | 48 | 0 | 98 | 221 | 144 | 0 | 0 | 302 | 162 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 0.85 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 0.85 |
| Lanes: | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 |
| Final Sat.: | 0 | 0 | 0 | 1805 | 0 | 1615 | 1805 | 1900 | 0 | 0 | 1900 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.03 | 0.00 | 0.06 | 0.12 | 0.08 | 0.00 | 0.00 | 0.16 | 0.10 |
| Crit Moves: | | | | **** | | | **** | | | | **** | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | 0.08 | 0.00 | 0.44 | 0.36 | 0.83 | 0.00 | 0.00 | 0.47 | 0.55 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.34 | 0.00 | 0.14 | 0.34 | 0.09 | 0.00 | 0.00 | 0.34 | 0.18 |
| Uniform Del: | 0.0 | 0.0 | 0.0 | 43.6 | 0.0 | 16.6 | 23.2 | 1.5 | 0.0 | 0.0 | 16.7 | 11.3 |
| IncremntDel: | 0.0 | 0.0 | 0.0 | 1.4 | 0.0 | 0.1 | 0.3 | 0.0 | 0.0 | 0.0 | 0.2 | 0.1 |
| 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: | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 45.0 | 0.0 | 16.7 | 23.5 | 1.6 | 0.0 | 0.0 | 17.0 | 11.4 |
| 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: | 0.0 | 0.0 | 0.0 | 45.0 | 0.0 | 16.7 | 23.5 | 1.6 | 0.0 | 0.0 | 17.0 | 11.4 |
| LOS by Move: | A | A | A | D | A | B | C | A | A | A | B | B |
| HCM2kAvgQ: | 0 | 0 | 0 | 2 | 0 | 2 | 5 | 1 | 0 | 0 | 6 | 2 |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #42 Empire Ranch Rd/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.298
Loss Time (sec): 12 Average Delay (sec/veh): 7.1
Optimal Cycle: 31 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Split Phase | | | | Split Phase | | | |
| Rights: | Include | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 2 | 1 | 0 | 1 | 0 | 3 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 25 | 369 | 0 | 0 | 672 | 354 | 105 | 0 | 12 | 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: | 25 | 369 | 0 | 0 | 672 | 354 | 105 | 0 | 12 | 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: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | | | | |
| PHF Volume: | 28 | 415 | 0 | 0 | 755 | 398 | 118 | 0 | 13 | 0 | 0 | 0 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 28 | 415 | 0 | 0 | 755 | 398 | 118 | 0 | 13 | 0 | 0 | 0 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| FinalVolume: | 28 | 415 | 0 | 0 | 755 | 398 | 118 | 0 | 13 | 0 | 0 | 0 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 0.95 | 0.91 | 0.91 | 1.00 | 0.91 | 0.85 | 0.95 | 1.00 | 0.85 | 1.00 | 1.00 | 1.00 | | | | |
| Lanes: | 1.00 | 3.00 | 0.00 | 1.00 | 3.00 | 1.00 | 2.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | | | | |
| Final Sat.: | 1805 | 5187 | 0 | 1900 | 5187 | 1615 | 3618 | 0 | 1615 | 1900 | 0 | 1900 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.08 | 0.00 | 0.00 | 0.15 | 0.25 | 0.03 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | | | | |
| Crit Moves: | **** | | | | | **** | **** | | | | | | | | | |
| Green/Cycle: | 0.05 | 0.77 | 0.00 | 0.00 | 0.72 | 0.83 | 0.11 | 0.00 | 0.16 | 0.00 | 0.00 | 0.00 | | | | |
| Volume/Cap: | 0.30 | 0.10 | 0.00 | 0.00 | 0.20 | 0.30 | 0.30 | 0.00 | 0.05 | 0.00 | 0.00 | 0.00 | | | | |
| Uniform Del: | 45.6 | 2.9 | 0.0 | 0.0 | 4.7 | 2.0 | 41.0 | 0.0 | 35.4 | 0.0 | 0.0 | 0.0 | | | | |
| IncremntDel: | 1.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 0.4 | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | | | | |
| 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 | 0.00 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | | | | |
| Delay/Veh: | 47.4 | 2.9 | 0.0 | 0.0 | 4.7 | 2.1 | 41.4 | 0.0 | 35.5 | 0.0 | 0.0 | 0.0 | | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| AdjDel/Veh: | 47.4 | 2.9 | 0.0 | 0.0 | 4.7 | 2.1 | 41.4 | 0.0 | 35.5 | 0.0 | 0.0 | 0.0 | | | | |
| LOS by Move: | D | A | A | A | A | A | D | A | D | A | A | A | | | | |
| HCM2kAvgQ: | 1 | 1 | 0 | 0 | 3 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | | | | |

Note: Queue reported is the number of cars per lane.





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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #43 Prairie City Rd/Middle Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.509
Loss Time (sec): 9 Average Delay (sec/veh): 7.2
Optimal Cycle: 35 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 | 2 | 1 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1703 | 8 | 27 | 1002 | 0 | 0 | 0 | 0 | 8 | 0 | 132 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 0 | 1703 | 8 | 27 | 1002 | 0 | 0 | 0 | 0 | 8 | 0 | 132 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | | | | |
| PHF Volume: | 0 | 1913 | 9 | 30 | 1126 | 0 | 0 | 0 | 0 | 9 | 0 | 148 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 0 | 1913 | 9 | 30 | 1126 | 0 | 0 | 0 | 0 | 9 | 0 | 148 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| 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: | 0 | 1913 | 9 | 30 | 1126 | 0 | 0 | 0 | 0 | 9 | 0 | 148 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 1.00 | 0.91 | 0.91 | 0.95 | 0.91 | 1.00 | 1.00 | 1.00 | 1.00 | 0.89 | 1.00 | 0.85 | | | | |
| Lanes: | 0.00 | 2.99 | 0.01 | 1.00 | 3.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | | | | |
| Final Sat.: | 0 | 5158 | 24 | 1805 | 5187 | 0 | 0 | 0 | 0 | 1687 | 0 | 1615 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.37 | 0.37 | 0.02 | 0.22 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.09 | | | | |
| Crit Moves: | | **** | | **** | | | | | | | | **** | | | | |
| Green/Cycle: | 0.00 | 0.73 | 0.73 | 0.03 | 0.76 | 0.00 | 0.00 | 0.00 | 0.00 | 0.15 | 0.00 | 0.18 | | | | |
| Volume/Cap: | 0.00 | 0.51 | 0.51 | 0.51 | 0.28 | 0.00 | 0.00 | 0.00 | 0.00 | 0.04 | 0.00 | 0.51 | | | | |
| Uniform Del: | 0.0 | 5.8 | 5.8 | 47.5 | 3.6 | 0.0 | 0.0 | 0.0 | 0.0 | 36.5 | 0.0 | 37.0 | | | | |
| IncremntDel: | 0.0 | 0.1 | 0.1 | 7.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 0.0 | 1.5 | | | | |
| 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: | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | | | | |
| Delay/Veh: | 0.0 | 5.9 | 5.9 | 54.6 | 3.6 | 0.0 | 0.0 | 0.0 | 0.0 | 36.6 | 0.0 | 38.5 | | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| AdjDel/Veh: | 0.0 | 5.9 | 5.9 | 54.6 | 3.6 | 0.0 | 0.0 | 0.0 | 0.0 | 36.6 | 0.0 | 38.5 | | | | |
| LOS by Move: | A | A | A | D | A | A | A | A | A | D | A | D | | | | |
| HCM2kAvgQ: | 0 | 9 | 9 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | | | | |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #44 Oak Ave Pkwy/Middle Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.449
Loss Time (sec): 12 Average Delay (sec/veh): 14.6
Optimal Cycle: 38 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Ovl | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | |
| Lanes: | 1 | 0 | 1 | 1 0 | 1 | 0 | 1 | 1 0 | 1 | 0 | 1 | 0 1 | 1 | 0 | 0 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 155 | 864 | 4 | | 20 | 739 | 29 | | 30 | 3 | 61 | | 8 | 9 | 49 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 155 | 864 | 4 | | 20 | 739 | 29 | | 30 | 3 | 61 | | 8 | 9 | 49 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 174 | 971 | 4 | | 22 | 830 | 33 | | 34 | 3 | 69 | | 9 | 10 | 55 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 174 | 971 | 4 | | 22 | 830 | 33 | | 34 | 3 | 69 | | 9 | 10 | 55 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 174 | 971 | 4 | | 22 | 830 | 33 | | 34 | 3 | 69 | | 9 | 10 | 55 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.95 | 0.95 | | 0.95 | 0.94 | 0.94 | | 0.95 | 1.00 | 0.85 | | 0.95 | 0.87 | 0.87 | |
| Lanes: | 1.00 | 1.99 | 0.01 | | 1.00 | 1.92 | 0.08 | | 1.00 | 1.00 | 1.00 | | 1.00 | 0.16 | 0.84 | |
| Final Sat.: | 1805 | 3590 | 17 | | 1805 | 3453 | 135 | | 1805 | 1900 | 1615 | | 1805 | 257 | 1401 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.10 | 0.27 | 0.27 | | 0.01 | 0.24 | 0.24 | | 0.02 | 0.00 | 0.04 | | 0.00 | 0.04 | 0.04 | |
| Crit Moves: | **** | | | | | **** | | | **** | | | | | **** | | |
| Green/Cycle: | 0.21 | 0.72 | 0.72 | | 0.03 | 0.54 | 0.54 | | 0.04 | 0.03 | 0.25 | | 0.10 | 0.09 | 0.09 | |
| Volume/Cap: | 0.45 | 0.38 | 0.38 | | 0.38 | 0.45 | 0.45 | | 0.45 | 0.05 | 0.17 | | 0.05 | 0.45 | 0.45 | |
| Uniform Del: | 34.1 | 5.5 | 5.5 | | 47.3 | 14.2 | 14.2 | | 46.8 | 46.7 | 29.5 | | 41.1 | 43.3 | 43.3 | |
| IncremntDel: | 0.8 | 0.1 | 0.1 | | 4.0 | 0.2 | 0.2 | | 4.2 | 0.3 | 0.2 | | 0.1 | 2.2 | 2.2 | |
| 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: | 34.9 | 5.6 | 5.6 | | 51.3 | 14.4 | 14.4 | | 51.0 | 47.1 | 29.7 | | 41.3 | 45.5 | 45.5 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 34.9 | 5.6 | 5.6 | | 51.3 | 14.4 | 14.4 | | 51.0 | 47.1 | 29.7 | | 41.3 | 45.5 | 45.5 | |
| LOS by Move: | C | A | A | | D | B | B | | D | D | C | | D | D | D | |
| HCM2kAvgQ: | 4 | 6 | 6 | | 1 | 8 | 8 | | 1 | 0 | 2 | | 0 | 2 | 2 | |

Note: Queue reported is the number of cars per lane.





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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #45 Scott Rd (North)/ Street "B"

Cycle (sec): 100 Critical Vol./Cap. (X): 0.753
Loss Time (sec): 12 Average Delay (sec/veh): 30.1
Optimal Cycle: 68 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | |
| Lanes: | 1 | 0 | 3 | 0 1 | 1 | 0 | 3 | 0 1 | 1 | 0 | 0 | 1 0 | 1 | 0 | 0 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 55 | 1070 | 69 | | 232 | 1202 | 1 | | 2 | 71 | 42 | | 52 | 56 | 363 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 55 | 1070 | 69 | | 232 | 1202 | 1 | | 2 | 71 | 42 | | 52 | 56 | 363 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 62 | 1202 | 78 | | 261 | 1351 | 1 | | 2 | 80 | 47 | | 58 | 63 | 408 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 62 | 1202 | 78 | | 261 | 1351 | 1 | | 2 | 80 | 47 | | 58 | 63 | 408 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 62 | 1202 | 78 | | 261 | 1351 | 1 | | 2 | 80 | 47 | | 58 | 63 | 408 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.91 | 0.85 | | 0.95 | 0.91 | 0.85 | | 0.95 | 0.94 | 0.94 | | 0.95 | 0.87 | 0.87 | |
| Lanes: | 1.00 | 3.00 | 1.00 | | 1.00 | 3.00 | 1.00 | | 1.00 | 0.63 | 0.37 | | 1.00 | 0.13 | 0.87 | |
| Final Sat.: | 1805 | 5187 | 1615 | | 1805 | 5187 | 1615 | | 1805 | 1127 | 667 | | 1805 | 221 | 1432 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.23 | 0.05 | | 0.14 | 0.26 | 0.00 | | 0.00 | 0.07 | 0.07 | | 0.03 | 0.28 | 0.28 | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.06 | 0.31 | 0.31 | | 0.19 | 0.44 | 0.44 | | 0.00 | 0.26 | 0.26 | | 0.12 | 0.38 | 0.38 | |
| Volume/Cap: | 0.59 | 0.75 | 0.16 | | 0.75 | 0.59 | 0.00 | | 0.75 | 0.27 | 0.27 | | 0.27 | 0.75 | 0.75 | |
| Uniform Del: | 45.9 | 31.2 | 25.2 | | 38.2 | 21.1 | 15.6 | | 49.9 | 29.4 | 29.4 | | 40.1 | 27.0 | 27.0 | |
| IncremntDel: | 8.5 | 2.1 | 0.1 | | 9.0 | 0.4 | 0.0 | | 302.6 | 0.3 | 0.3 | | 0.7 | 5.1 | 5.1 | |
| 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: | 54.5 | 33.2 | 25.3 | | 47.1 | 21.5 | 15.6 | | 352.5 | 29.7 | 29.7 | | 40.8 | 32.1 | 32.1 | |
| 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: | 54.5 | 33.2 | 25.3 | | 47.1 | 21.5 | 15.6 | | 352.5 | 29.7 | 29.7 | | 40.8 | 32.1 | 32.1 | |
| LOS by Move: | D | C | C | | D | C | B | | F | C | C | | D | C | C | |
| HCM2kAvgQ: | 2 | 12 | 2 | | 8 | 11 | 0 | | 1 | 3 | 3 | | 2 | 13 | 13 | |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #46 Placerville Drive/Street "B"

Cycle (sec): 100 Critical Vol./Cap. (X): 0.340
Loss Time (sec): 12 Average Delay (sec/veh): 24.1
Optimal Cycle: 33 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 109 | 95 | 7 | | 31 | 59 | 37 | | 30 | 230 | 40 | | 12 | 242 | 60 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 109 | 95 | 7 | | 31 | 59 | 37 | | 30 | 230 | 40 | | 12 | 242 | 60 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 122 | 107 | 8 | | 35 | 66 | 42 | | 34 | 258 | 45 | | 13 | 272 | 67 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 122 | 107 | 8 | | 35 | 66 | 42 | | 34 | 258 | 45 | | 13 | 272 | 67 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 122 | 107 | 8 | | 35 | 66 | 42 | | 34 | 258 | 45 | | 13 | 272 | 67 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.99 | 0.99 | | 0.95 | 0.94 | 0.94 | | 0.95 | 0.98 | 0.98 | | 0.95 | 1.00 | 0.85 | |
| Lanes: | 1.00 | 0.93 | 0.07 | | 1.00 | 0.61 | 0.39 | | 1.00 | 0.85 | 0.15 | | 1.00 | 1.00 | 1.00 | |
| Final Sat.: | 1805 | 1752 | 129 | | 1805 | 1100 | 690 | | 1805 | 1583 | 275 | | 1805 | 1900 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.07 | 0.06 | 0.06 | | 0.02 | 0.06 | 0.06 | | 0.02 | 0.16 | 0.16 | | 0.01 | 0.14 | 0.04 | |
| Crit Moves: | **** | | | | | **** | | | | **** | | | **** | | | |
| Green/Cycle: | 0.20 | 0.29 | 0.29 | | 0.09 | 0.18 | 0.18 | | 0.06 | 0.48 | 0.48 | | 0.02 | 0.44 | 0.54 | |
| Volume/Cap: | 0.34 | 0.21 | 0.21 | | 0.21 | 0.34 | 0.34 | | 0.32 | 0.34 | 0.34 | | 0.34 | 0.32 | 0.08 | |
| Uniform Del: | 34.3 | 27.1 | 27.1 | | 42.2 | 36.0 | 36.0 | | 45.2 | 16.1 | 16.1 | | 48.2 | 18.0 | 11.3 | |
| IncremntDel: | 0.6 | 0.2 | 0.2 | | 0.7 | 0.6 | 0.6 | | 1.8 | 0.2 | 0.2 | | 5.0 | 0.2 | 0.0 | |
| 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: | 34.9 | 27.3 | 27.3 | | 42.8 | 36.6 | 36.6 | | 47.0 | 16.3 | 16.3 | | 53.2 | 18.2 | 11.3 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 34.9 | 27.3 | 27.3 | | 42.8 | 36.6 | 36.6 | | 47.0 | 16.3 | 16.3 | | 53.2 | 18.2 | 11.3 | |
| LOS by Move: | C | C | C | | D | D | D | | D | B | B | | D | B | B | |
| HCM2kAvgQ: | 3 | 3 | 3 | | 1 | 3 | 3 | | 1 | 6 | 6 | | 1 | 5 | 1 | |

Note: Queue reported is the number of cars per lane.





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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #47 Prairie City Rd/Street "A"

Cycle (sec): 100 Critical Vol./Cap. (X): 0.694
Loss Time (sec): 12 Average Delay (sec/veh): 11.4
Optimal Cycle: 59 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1550 | 45 | | 63 | 948 | 0 | | 0 | 0 | 0 | | 70 | 0 | 162 | |
| Growth Adj: | 1.00 | 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 | 1550 | 45 | | 63 | 948 | 0 | | 0 | 0 | 0 | | 70 | 0 | 162 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 0 | 1742 | 51 | | 71 | 1065 | 0 | | 0 | 0 | 0 | | 79 | 0 | 182 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 1742 | 51 | | 71 | 1065 | 0 | | 0 | 0 | 0 | | 79 | 0 | 182 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 0 | 1742 | 51 | | 71 | 1065 | 0 | | 0 | 0 | 0 | | 79 | 0 | 182 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.95 | 0.95 | | 0.95 | 0.95 | 1.00 | | 1.00 | 1.00 | 1.00 | | 0.77 | 1.00 | 0.85 | |
| Lanes: | 0.00 | 1.94 | 0.06 | | 1.00 | 2.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 1.00 | 0.00 | 1.00 | |
| Final Sat.: | 0 | 3494 | 101 | | 1805 | 3610 | 0 | | 0 | 0 | 0 | | 1461 | 0 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.50 | 0.50 | | 0.04 | 0.30 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.05 | 0.00 | 0.11 | |
| Crit Moves: | | **** | | | **** | | | | | | | | | | **** | |
| Green/Cycle: | 0.00 | 0.72 | 0.72 | | 0.06 | 0.77 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.11 | 0.00 | 0.16 | |
| Volume/Cap: | 0.00 | 0.69 | 0.69 | | 0.69 | 0.38 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.51 | 0.00 | 0.69 | |
| Uniform Del: | 0.0 | 7.9 | 7.9 | | 46.3 | 3.6 | 0.0 | | 0.0 | 0.0 | 0.0 | | 42.3 | 0.0 | 39.5 | |
| IncremntDel: | 0.0 | 0.8 | 0.8 | | 18.8 | 0.1 | 0.0 | | 0.0 | 0.0 | 0.0 | | 2.8 | 0.0 | 7.8 | |
| 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: | 0.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 1.00 | 0.00 | 1.00 | |
| Delay/Veh: | 0.0 | 8.8 | 8.8 | | 65.1 | 3.7 | 0.0 | | 0.0 | 0.0 | 0.0 | | 45.0 | 0.0 | 47.4 | |
| 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: | 0.0 | 8.8 | 8.8 | | 65.1 | 3.7 | 0.0 | | 0.0 | 0.0 | 0.0 | | 45.0 | 0.0 | 47.4 | |
| LOS by Move: | A | A | A | | E | A | A | | A | A | A | | D | A | D | |
| HCM2kAvgQ: | 0 | 17 | 17 | | 2 | 6 | 0 | | 0 | 0 | 0 | | 2 | 0 | 5 | |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #48 Oak Ave Pkwy/Street "A"

Cycle (sec): 100 Critical Vol./Cap. (X): 0.599
Loss Time (sec): 12 Average Delay (sec/veh): 25.8
Optimal Cycle: 48 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 0 | 1 1 | 0 | 1 0 | 1 1 | 0 | 1 0 | 0 1 | 0 | 1 0 | 0 1 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 24 | 758 | 112 | 94 | 693 | 43 | 119 | 139 | 51 | 116 | 74 | 108 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 24 | 758 | 112 | 94 | 693 | 43 | 119 | 139 | 51 | 116 | 74 | 108 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 27 | 852 | 126 | 106 | 779 | 48 | 134 | 156 | 57 | 130 | 83 | 121 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 27 | 852 | 126 | 106 | 779 | 48 | 134 | 156 | 57 | 130 | 83 | 121 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 27 | 852 | 126 | 106 | 779 | 48 | 134 | 156 | 57 | 130 | 83 | 121 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.93 | 0.93 | 0.95 | 0.94 | 0.94 | 0.95 | 0.96 | 0.96 | 0.95 | 0.91 | 0.91 |
| Lanes: | 1.00 | 1.74 | 0.26 | 1.00 | 1.88 | 0.12 | 1.00 | 0.73 | 0.27 | 1.00 | 0.41 | 0.59 |
| Final Sat.: | 1805 | 3086 | 456 | 1805 | 3368 | 209 | 1805 | 1334 | 490 | 1805 | 704 | 1027 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.28 | 0.28 | 0.06 | 0.23 | 0.23 | 0.07 | 0.12 | 0.12 | 0.07 | 0.12 | 0.12 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green/Cycle: | 0.03 | 0.46 | 0.46 | 0.10 | 0.52 | 0.52 | 0.12 | 0.20 | 0.20 | 0.12 | 0.20 | 0.20 |
| Volume/Cap: | 0.44 | 0.60 | 0.60 | 0.60 | 0.44 | 0.44 | 0.60 | 0.59 | 0.59 | 0.59 | 0.60 | 0.60 |
| Uniform Del: | 47.4 | 20.1 | 20.1 | 43.2 | 14.7 | 14.7 | 41.5 | 36.4 | 36.4 | 41.5 | 36.5 | 36.5 |
| IncremntDel: | 5.0 | 0.6 | 0.6 | 5.6 | 0.2 | 0.2 | 4.4 | 2.6 | 2.6 | 4.1 | 2.9 | 2.9 |
| 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: | 52.4 | 20.7 | 20.7 | 48.8 | 14.8 | 14.8 | 45.9 | 38.9 | 38.9 | 45.6 | 39.4 | 39.4 |
| 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: | 52.4 | 20.7 | 20.7 | 48.8 | 14.8 | 14.8 | 45.9 | 38.9 | 38.9 | 45.6 | 39.4 | 39.4 |
| LOS by Move: | D | C | C | D | B | B | D | D | D | D | D | D |
| HCM2kAvgQ: | 1 | 12 | 12 | 3 | 8 | 8 | 4 | 6 | 6 | 4 | 6 | 6 |

Note: Queue reported is the number of cars per lane.





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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #49 2nd St/Street "A"

Cycle (sec): 100 Critical Vol./Cap. (X): 0.431
Loss Time (sec): 9 Average Delay (sec/veh): 21.3
Optimal Cycle: 31 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Ovl | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 0 0 | 1! 0 | 0 | 0 1 | 0 0 | 1 | 1 0 | 0 1 | 0 | 1 0 | 0 1 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 6 | 14 | 18 | 74 | 5 | 158 | 164 | 213 | 4 | 9 | 190 | 152 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 6 | 14 | 18 | 74 | 5 | 158 | 164 | 213 | 4 | 9 | 190 | 152 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 7 | 16 | 20 | 83 | 6 | 178 | 184 | 239 | 4 | 10 | 213 | 171 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 7 | 16 | 20 | 83 | 6 | 178 | 184 | 239 | 4 | 10 | 213 | 171 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 7 | 16 | 20 | 83 | 6 | 178 | 184 | 239 | 4 | 10 | 213 | 171 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.93 | 0.93 | 0.93 | 0.96 | 0.96 | 0.85 | 0.95 | 1.00 | 1.00 | 0.95 | 0.93 | 0.93 |
| Lanes: | 0.16 | 0.37 | 0.47 | 0.94 | 0.06 | 1.00 | 1.00 | 0.98 | 0.02 | 1.00 | 0.56 | 0.44 |
| Final Sat.: | 279 | 650 | 836 | 1700 | 115 | 1615 | 1805 | 1859 | 35 | 1805 | 985 | 788 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.02 | 0.02 | 0.05 | 0.05 | 0.11 | 0.10 | 0.13 | 0.13 | 0.01 | 0.22 | 0.22 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green/Cycle: | 0.06 | 0.06 | 0.06 | 0.11 | 0.11 | 0.35 | 0.24 | 0.71 | 0.71 | 0.03 | 0.50 | 0.50 |
| Volume/Cap: | 0.43 | 0.43 | 0.43 | 0.43 | 0.43 | 0.31 | 0.43 | 0.18 | 0.18 | 0.18 | 0.43 | 0.43 |
| Uniform Del: | 45.6 | 45.6 | 45.6 | 41.3 | 41.3 | 23.7 | 32.4 | 4.8 | 4.8 | 47.2 | 15.8 | 15.8 |
| IncremntDel: | 3.0 | 3.0 | 3.0 | 1.4 | 1.4 | 0.3 | 0.7 | 0.1 | 0.1 | 1.6 | 0.3 | 0.3 |
| 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: | 48.6 | 48.6 | 48.6 | 42.8 | 42.8 | 24.0 | 33.1 | 4.9 | 4.9 | 48.8 | 16.1 | 16.1 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 48.6 | 48.6 | 48.6 | 42.8 | 42.8 | 24.0 | 33.1 | 4.9 | 4.9 | 48.8 | 16.1 | 16.1 |
| LOS by Move: | D | D | D | D | D | C | C | A | A | D | B | B |
| HCM2kAvgQ: | 2 | 2 | 2 | 3 | 3 | 4 | 5 | 2 | 2 | 0 | 7 | 7 |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #50 Scott Rd (North)/ Street "A"

Cycle (sec): 100 Critical Vol./Cap. (X): 0.663
Loss Time (sec): 12 Average Delay (sec/veh): 27.6
Optimal Cycle: 55 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 0 | 2 0 | 1 | 1 0 | 2 0 | 1 | 1 0 | 1 0 | 1 | 1 0 | 1 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 32 | 902 | 49 | 106 | 942 | 127 | 170 | 126 | 31 | 83 | 189 | 188 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 32 | 902 | 49 | 106 | 942 | 127 | 170 | 126 | 31 | 83 | 189 | 188 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 36 | 1013 | 55 | 119 | 1058 | 143 | 191 | 142 | 35 | 93 | 212 | 211 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 36 | 1013 | 55 | 119 | 1058 | 143 | 191 | 142 | 35 | 93 | 212 | 211 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 36 | 1013 | 55 | 119 | 1058 | 143 | 191 | 142 | 35 | 93 | 212 | 211 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.95 | 0.85 | 0.95 | 0.95 | 0.85 | 0.95 | 1.00 | 0.85 | 0.95 | 1.00 | 0.85 |
| Lanes: | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Sat.: | 1805 | 3610 | 1615 | 1805 | 3610 | 1615 | 1805 | 1900 | 1615 | 1805 | 1900 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.28 | 0.03 | 0.07 | 0.29 | 0.09 | 0.11 | 0.07 | 0.02 | 0.05 | 0.11 | 0.13 |
| Crit Moves: | | **** | | **** | | | **** | | | | | **** |
| Green/Cycle: | 0.03 | 0.42 | 0.42 | 0.10 | 0.49 | 0.49 | 0.16 | 0.21 | 0.21 | 0.15 | 0.20 | 0.20 |
| Volume/Cap: | 0.60 | 0.66 | 0.08 | 0.66 | 0.60 | 0.18 | 0.66 | 0.35 | 0.10 | 0.35 | 0.57 | 0.66 |
| Uniform Del: | 47.7 | 23.1 | 17.2 | 43.4 | 18.4 | 14.3 | 39.5 | 33.7 | 31.8 | 38.4 | 36.3 | 37.1 |
| IncremntDel: | 15.5 | 1.1 | 0.1 | 8.9 | 0.6 | 0.1 | 5.7 | 0.5 | 0.1 | 0.8 | 2.0 | 5.2 |
| 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: | 63.2 | 24.2 | 17.3 | 52.3 | 19.0 | 14.4 | 45.2 | 34.2 | 32.0 | 39.3 | 38.3 | 42.2 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 63.2 | 24.2 | 17.3 | 52.3 | 19.0 | 14.4 | 45.2 | 34.2 | 32.0 | 39.3 | 38.3 | 42.2 |
| LOS by Move: | E | C | B | D | B | B | D | C | C | D | D | D |
| HCM2kAvgQ: | 1 | 13 | 1 | 4 | 12 | 2 | 6 | 4 | 1 | 3 | 7 | 7 |

Note: Queue reported is the number of cars per lane.





AM Cumulative Centralized DFri May 8, 2009 17:37:12 Page 53-1

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #51 East Rd/Street "A"

Cycle (sec): 100 Critical Vol./Cap. (X): 0.490
Loss Time (sec): 12 Average Delay (sec/veh): 10.9
Optimal Cycle: 0 Level Of Service: B

| 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 | 0 1 | 0 | 1 0 | 0 1 | 0 | 1 0 | 0 1 | 0 | 1 0 | 0 1 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 26 | 13 | 11 | 14 | 20 | 64 | 50 | 160 | 46 | 18 | 250 | 49 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 26 | 13 | 11 | 14 | 20 | 64 | 50 | 160 | 46 | 18 | 250 | 49 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 29 | 15 | 12 | 16 | 22 | 72 | 56 | 180 | 52 | 20 | 281 | 55 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 29 | 15 | 12 | 16 | 22 | 72 | 56 | 180 | 52 | 20 | 281 | 55 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 29 | 15 | 12 | 16 | 22 | 72 | 56 | 180 | 52 | 20 | 281 | 55 |
| 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 | 0.54 | 0.46 | 1.00 | 0.24 | 0.76 | 1.00 | 0.78 | 0.22 | 1.00 | 0.84 | 0.16 |
| Final Sat.: | 494 | 301 | 255 | 505 | 141 | 451 | 602 | 527 | 152 | 609 | 573 | 112 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.06 | 0.05 | 0.05 | 0.03 | 0.16 | 0.16 | 0.09 | 0.34 | 0.34 | 0.03 | 0.49 | 0.49 |
| Crit Moves: | **** | | | | | **** | | | **** | | | **** |
| Delay/Veh: | 9.8 | 8.8 | 8.8 | 9.5 | 9.2 | 9.2 | 9.1 | 10.4 | 10.4 | 8.7 | 12.5 | 12.5 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 9.8 | 8.8 | 8.8 | 9.5 | 9.2 | 9.2 | 9.1 | 10.4 | 10.4 | 8.7 | 12.5 | 12.5 |
| LOS by Move: | A | A | A | A | A | A | A | B | B | A | B | B |
| ApproachDel: | 9.3 | | | 9.3 | | | 10.2 | | | 12.3 | | |
| Delay Adj: | 1.00 | | | 1.00 | | | 1.00 | | | 1.00 | | |
| ApprAdjDel: | 9.3 | | | 9.3 | | | 10.2 | | | 12.3 | | |
| LOS by Appr: | A | | | A | | | B | | | B | | |
| AllWayAvgQ: | 0.1 | 0.0 | 0.0 | 0.0 | 0.2 | 0.2 | 0.1 | 0.5 | 0.5 | 0.0 | 0.9 | 0.9 |

Note: Queue reported is the number of cars per lane.

AM Cumulative Centralized DFri May 8, 2009 17:37:12 Page 54-1

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #52 Placerville Rd/ Street "A"

Cycle (sec): 100 Critical Vol./Cap. (X): 0.425
Loss Time (sec): 12 Average Delay (sec/veh): 19.2
Optimal Cycle: 36 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | | | |
| Base Vol: | 55 | 432 | 6 | | 23 | 257 | 1 | | 2 | 26 | 112 | | 12 | 22 | 34 | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | | |
| Initial Bse: | 55 | 432 | 6 | | 23 | 257 | 1 | | 2 | 26 | 112 | | 12 | 22 | 34 | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | | |
| PHF Volume: | 62 | 485 | 7 | | 26 | 289 | 1 | | 2 | 29 | 126 | | 13 | 25 | 38 | | | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | | |
| Reduced Vol: | 62 | 485 | 7 | | 26 | 289 | 1 | | 2 | 29 | 126 | | 13 | 25 | 38 | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | | |
| FinalVolume: | 62 | 485 | 7 | | 26 | 289 | 1 | | 2 | 29 | 126 | | 13 | 25 | 38 | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | | |
| Adjustment: | 0.95 | 1.00 | 1.00 | | 0.95 | 1.00 | 1.00 | | 0.95 | 0.88 | 0.88 | | 0.95 | 0.91 | 0.91 | | | |
| Lanes: | 1.00 | 0.99 | 0.01 | | 1.00 | 0.99 | 0.01 | | 1.00 | 0.19 | 0.81 | | 1.00 | 0.39 | 0.61 | | | |
| Final Sat.: | 1805 | 1870 | 26 | | 1805 | 1891 | 7 | | 1805 | 314 | 1354 | | 1805 | 679 | 1049 | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.26 | 0.26 | | 0.01 | 0.15 | 0.15 | | 0.00 | 0.09 | 0.09 | | 0.01 | 0.04 | 0.04 | | | |
| Crit Moves: | | **** | | | **** | | | | | **** | | | **** | | | | | |
| Green/Cycle: | 0.12 | 0.61 | 0.61 | | 0.03 | 0.53 | 0.53 | | 0.01 | 0.22 | 0.22 | | 0.02 | 0.23 | 0.23 | | | |
| Volume/Cap: | 0.29 | 0.43 | 0.43 | | 0.43 | 0.29 | 0.29 | | 0.16 | 0.43 | 0.43 | | 0.43 | 0.16 | 0.16 | | | |
| Uniform Del: | 40.3 | 10.3 | 10.3 | | 47.4 | 13.3 | 13.3 | | 49.3 | 33.7 | 33.7 | | 48.6 | 30.9 | 30.9 | | | |
| IncremntDel: | 0.8 | 0.3 | 0.3 | | 4.7 | 0.2 | 0.2 | | 5.3 | 0.8 | 0.8 | | 8.9 | 0.2 | 0.2 | | | |
| 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: | 41.0 | 10.5 | 10.5 | | 52.1 | 13.4 | 13.4 | | 54.6 | 34.5 | 34.5 | | 57.6 | 31.1 | 31.1 | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | | |
| AdjDel/Veh: | 41.0 | 10.5 | 10.5 | | 52.1 | 13.4 | 13.4 | | 54.6 | 34.5 | 34.5 | | 57.6 | 31.1 | 31.1 | | | |
| LOS by Move: | D | B | B | | D | B | B | | D | C | C | | E | C | C | | | |
| HCM2kAvgQ: | 2 | 8 | 8 | | 1 | 5 | 5 | | 0 | 4 | 4 | | 0 | 1 | 1 | | | |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #53 Empire Ranch Rd/Street "A"

Cycle (sec): 100 Critical Vol./Cap. (X): 0.273
Loss Time (sec): 12 Average Delay (sec/veh): 4.4
Optimal Cycle: 30 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 352 | 0 | | 0 | 657 | 26 | | 42 | 0 | 0 | | 0 | 0 | 0 | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | | |
| Initial Bse: | 0 | 352 | 0 | | 0 | 657 | 26 | | 42 | 0 | 0 | | 0 | 0 | 0 | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | | |
| PHF Volume: | 0 | 396 | 0 | | 0 | 738 | 29 | | 47 | 0 | 0 | | 0 | 0 | 0 | | | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | | |
| Reduced Vol: | 0 | 396 | 0 | | 0 | 738 | 29 | | 47 | 0 | 0 | | 0 | 0 | 0 | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | | |
| FinalVolume: | 0 | 396 | 0 | | 0 | 738 | 29 | | 47 | 0 | 0 | | 0 | 0 | 0 | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | | |
| Adjustment: | 1.00 | 0.95 | 0.95 | | 1.00 | 0.94 | 0.94 | | 0.95 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | | |
| Lanes: | 1.00 | 2.00 | 0.00 | | 1.00 | 1.92 | 0.08 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | | |
| Final Sat.: | 1900 | 3610 | 0 | | 1900 | 3452 | 137 | | 1805 | 1900 | 0 | | 1900 | 1900 | 0 | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.11 | 0.00 | | 0.00 | 0.21 | 0.21 | | 0.03 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | | |
| Crit Moves: | **** | | | | | **** | | | **** | | | | | | | | | |
| Green/Cycle: | 0.00 | 0.78 | 0.00 | | 0.00 | 0.78 | 0.78 | | 0.10 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | | |
| Volume/Cap: | 0.00 | 0.14 | 0.00 | | 0.00 | 0.27 | 0.27 | | 0.27 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | | |
| Uniform Del: | 0.0 | 2.6 | 0.0 | | 0.0 | 3.0 | 3.0 | | 42.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | | | |
| IncremntDel: | 0.0 | 0.0 | 0.0 | | 0.0 | 0.1 | 0.1 | | 0.9 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | | | |
| 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: | 0.00 | 1.00 | 0.00 | | 0.00 | 1.00 | 1.00 | | 1.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | | |
| Delay/Veh: | 0.0 | 2.6 | 0.0 | | 0.0 | 3.0 | 3.0 | | 42.8 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | | |
| AdjDel/Veh: | 0.0 | 2.6 | 0.0 | | 0.0 | 3.0 | 3.0 | | 42.8 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | | | |
| LOS by Move: | A | A | A | | A | A | A | | D | A | A | | A | A | A | | | |
| HCM2kAvgQ: | 0 | 2 | 0 | | 0 | 3 | 3 | | 1 | 0 | 0 | | 0 | 0 | 0 | | | |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #54 Scott Rd (North)/South Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.487
Loss Time (sec): 12 Average Delay (sec/veh): 19.1
Optimal Cycle: 40 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | |
| Lanes: | 1 | 0 | 2 | 0 1 | 1 | 0 | 2 | 0 1 | 0 | 1 | 0 | 0 1 | 0 | 1 | 0 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 42 | 823 | 55 | | 101 | 915 | 41 | | 78 | 7 | 64 | | 69 | 9 | 82 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 42 | 823 | 55 | | 101 | 915 | 41 | | 78 | 7 | 64 | | 69 | 9 | 82 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 47 | 925 | 62 | | 113 | 1028 | 46 | | 88 | 8 | 72 | | 78 | 10 | 92 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 47 | 925 | 62 | | 113 | 1028 | 46 | | 88 | 8 | 72 | | 78 | 10 | 92 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 47 | 925 | 62 | | 113 | 1028 | 46 | | 88 | 8 | 72 | | 78 | 10 | 92 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.95 | 0.85 | | 0.95 | 0.95 | 0.85 | | 0.96 | 0.96 | 0.85 | | 0.96 | 0.96 | 0.85 | |
| Lanes: | 1.00 | 2.00 | 1.00 | | 1.00 | 2.00 | 1.00 | | 0.92 | 0.08 | 1.00 | | 0.88 | 0.12 | 1.00 | |
| Final Sat.: | 1805 | 3610 | 1615 | | 1805 | 3610 | 1615 | | 1667 | 150 | 1615 | | 1610 | 210 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.26 | 0.04 | | 0.06 | 0.28 | 0.03 | | 0.05 | 0.05 | 0.04 | | 0.05 | 0.05 | 0.06 | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | | **** | |
| Green/Cycle: | 0.06 | 0.53 | 0.53 | | 0.13 | 0.60 | 0.60 | | 0.11 | 0.12 | 0.12 | | 0.11 | 0.12 | 0.12 | |
| Volume/Cap: | 0.47 | 0.49 | 0.07 | | 0.49 | 0.47 | 0.05 | | 0.49 | 0.45 | 0.38 | | 0.45 | 0.41 | 0.49 | |
| Uniform Del: | 45.8 | 15.1 | 11.7 | | 40.5 | 11.2 | 8.2 | | 42.0 | 41.1 | 40.8 | | 41.8 | 40.9 | 41.3 | |
| IncremntDel: | 3.5 | 0.2 | 0.0 | | 1.6 | 0.2 | 0.0 | | 1.9 | 1.5 | 1.3 | | 1.6 | 1.3 | 2.0 | |
| 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: | 49.4 | 15.3 | 11.7 | | 42.1 | 11.4 | 8.3 | | 43.9 | 42.6 | 42.0 | | 43.5 | 42.2 | 43.3 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 49.4 | 15.3 | 11.7 | | 42.1 | 11.4 | 8.3 | | 43.9 | 42.6 | 42.0 | | 43.5 | 42.2 | 43.3 | |
| LOS by Move: | D | B | B | | D | B | A | | D | D | D | | D | D | D | |
| HCM2kAvgQ: | 1 | 9 | 1 | | 3 | 9 | 1 | | 3 | 3 | 2 | | 3 | 3 | 3 | |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #55 Oak Ave Pkwy/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.941
Loss Time (sec): 9 Average Delay (sec/veh): 26.0
Optimal Cycle: 129 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Ovl | | | | Include | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | |
| Lanes: | 0 | 0 | 0 | 0 0 | 2 | 0 | 0 | 0 1 | 2 | 0 | 2 | 0 0 | 0 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | | 436 | 0 | 346 | | 295 | 2061 | 0 | | 0 | 1936 | 652 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 0 | 0 | 0 | | 436 | 0 | 346 | | 295 | 2061 | 0 | | 0 | 1936 | 652 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 0 | 0 | 0 | | 490 | 0 | 389 | | 331 | 2316 | 0 | | 0 | 2175 | 733 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 0 | 0 | | 490 | 0 | 389 | | 331 | 2316 | 0 | | 0 | 2175 | 733 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 0 | 0 | 0 | | 490 | 0 | 389 | | 331 | 2316 | 0 | | 0 | 2175 | 733 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 1.00 | 1.00 | | 0.60 | 1.00 | 0.85 | | 0.92 | 0.95 | 1.00 | | 1.00 | 0.91 | 0.85 | |
| Lanes: | 0.00 | 0.00 | 0.00 | | 2.00 | 0.00 | 1.00 | | 2.00 | 2.00 | 0.00 | | 0.00 | 3.00 | 1.00 | |
| Final Sat.: | 0 | 0 | 0 | | 2282 | 0 | 1615 | | 3502 | 3610 | 0 | | 0 | 5187 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | | 0.21 | 0.00 | 0.24 | | 0.09 | 0.64 | 0.00 | | 0.00 | 0.42 | 0.45 | |
| Crit Moves: | | | | | **** | | | | | **** | | | **** | | | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | | 0.23 | 0.00 | 0.35 | | 0.12 | 0.68 | 0.00 | | 0.00 | 0.56 | 0.56 | |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | | 0.94 | 0.00 | 0.70 | | 0.80 | 0.94 | 0.00 | | 0.00 | 0.74 | 0.80 | |
| Uniform Del: | 0.0 | 0.0 | 0.0 | | 37.9 | 0.0 | 28.2 | | 43.0 | 14.1 | 0.0 | | 0.0 | 16.4 | 17.4 | |
| IncremntDel: | 0.0 | 0.0 | 0.0 | | 25.5 | 0.0 | 3.8 | | 11.0 | 8.1 | 0.0 | | 0.0 | 1.1 | 5.3 | |
| 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: | 0.00 | 0.00 | 0.00 | | 1.00 | 0.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 0.00 | 1.00 | 1.00 | |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | | 63.4 | 0.0 | 32.0 | | 53.9 | 22.2 | 0.0 | | 0.0 | 17.4 | 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: | 0.0 | 0.0 | 0.0 | | 63.4 | 0.0 | 32.0 | | 53.9 | 22.2 | 0.0 | | 0.0 | 17.4 | 22.6 | |
| LOS by Move: | A | A | A | | E | A | C | | D | C | A | | A | B | C | |
| HCM2kAvgQ: | 0 | 0 | 0 | | 9 | 0 | 10 | | 5 | 31 | 0 | | 0 | 17 | 17 | |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #56 Empire Ranch Rd/ White Rock Rd

| | | | |
|---|---|---|---|
| Cycle (sec): | 100 | Critical Vol./Cap. (X): | 0.867 |
| Loss Time (sec): | 9 | Average Delay (sec/veh): | 23.5 |
| Optimal Cycle: | 88 | Level Of Service: | C |

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 | 0 | 0 0 | 2 | 0 | 0 | 0 1 | 1 | 0 | 2 | 0 0 | 0 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 657 | 0 | 1 | 0 | 1481 | 0 | 0 | 1734 | 352 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 0 | 0 | 0 | 657 | 0 | 1 | 0 | 1481 | 0 | 0 | 1734 | 352 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | | | | |
| PHF Volume: | 0 | 0 | 0 | 738 | 0 | 1 | 0 | 1664 | 0 | 0 | 1948 | 396 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 0 | 0 | 0 | 738 | 0 | 1 | 0 | 1664 | 0 | 0 | 1948 | 396 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| 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: | 0 | 0 | 0 | 738 | 0 | 1 | 0 | 1664 | 0 | 0 | 1948 | 396 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 1.00 | 1.00 | 1.00 | 0.59 | 1.00 | 0.85 | 1.00 | 0.95 | 1.00 | 1.00 | 0.91 | 0.85 | | | | |
| Lanes: | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 1.00 | 1.00 | 2.00 | 0.00 | 0.00 | 3.00 | 1.00 | | | | |
| Final Sat.: | 0 | 0 | 0 | 2248 | 0 | 1615 | 1900 | 3610 | 0 | 0 | 5187 | 1615 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.33 | 0.00 | 0.00 | 0.00 | 0.46 | 0.00 | 0.00 | 0.38 | 0.24 | | | | |
| Crit Moves: | | | | **** | | | | **** | | **** | | | | | | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | 0.38 | 0.00 | 0.38 | 0.00 | 0.53 | 0.00 | 0.00 | 0.53 | 0.53 | | | | |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.87 | 0.00 | 0.00 | 0.00 | 0.87 | 0.00 | 0.00 | 0.71 | 0.46 | | | | |
| Uniform Del: | 0.0 | 0.0 | 0.0 | 28.7 | 0.0 | 19.3 | 0.0 | 20.4 | 0.0 | 0.0 | 17.6 | 14.5 | | | | |
| IncremntDel: | 0.0 | 0.0 | 0.0 | 9.4 | 0.0 | 0.0 | 0.0 | 4.5 | 0.0 | 0.0 | 0.9 | 0.4 | | | | |
| 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: | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 | | | | |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 38.2 | 0.0 | 19.3 | 0.0 | 24.9 | 0.0 | 0.0 | 18.4 | 14.9 | | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 38.2 | 0.0 | 19.3 | 0.0 | 24.9 | 0.0 | 0.0 | 18.4 | 14.9 | | | | |
| LOS by Move: | A | A | A | D | A | B | A | C | A | A | B | B | | | | |
| HCM2kAvgQ: | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 24 | 0 | 0 | 17 | 7 | | | | |

Note: Queue reported is the number of cars per lane.





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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #57 Hazel Blvd/ Gold Country

| | | | |
|---|---|---|---|
| Cycle (sec): | 100 | Critical Vol./Cap. (X): | 1.000 |
| Loss Time (sec): | 0 | Average Delay (sec/veh): | xxxxxx |
| Optimal Cycle: | 180 | Level Of Service: | F |

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Split Phase | | | | Split Phase | | | |
| Rights: | Ovl | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 3 | 0 1 | 1 | 0 | 3 | 1 0 | 2 | 0 | 0 | 1 1 | 1 | 0 | 0 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 264 | 2178 | 6 | 3 | 4630 | 471 | 178 | 4 | 163 | 1 | 2 | 2 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 264 | 2178 | 6 | 3 | 4630 | 471 | 178 | 4 | 163 | 1 | 2 | 2 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Volume: | 264 | 2178 | 6 | 3 | 4630 | 471 | 178 | 4 | 163 | 1 | 2 | 2 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 264 | 2178 | 6 | 3 | 4630 | 471 | 178 | 4 | 163 | 1 | 2 | 2 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| 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: | 264 | 2178 | 6 | 3 | 4630 | 471 | 178 | 4 | 163 | 1 | 2 | 2 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | | | | |
| 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: | 2.00 | 3.00 | 1.00 | 1.00 | 3.63 | 0.37 | 2.00 | 0.05 | 1.95 | 1.00 | 0.50 | 0.50 | | | | |
| Final Sat.: | 3000 | 4500 | 1500 | 1500 | 5446 | 554 | 3000 | 72 | 2928 | 1500 | 750 | 750 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.09 | 0.48 | 0.00 | 0.00 | 0.85 | 0.85 | 0.06 | 0.06 | 0.06 | 0.00 | 0.00 | 0.00 | | | | |
| Crit Volume: | 132 | | | | 1275 | | 89 | | | | 4 | | | | | |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | | | | | |

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #58 Hazel Ave/ Folsom Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.764
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 97 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 2 | 0 1 | 2 | 0 | 2 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 257 | 1418 | 0 | 0 | 2326 | 651 | 561 | 0 | 132 | 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: | 257 | 1418 | 0 | 0 | 2326 | 651 | 561 | 0 | 132 | 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: | 257 | 1418 | 0 | 0 | 2326 | 651 | 561 | 0 | 132 | 0 | 0 | 0 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 257 | 1418 | 0 | 0 | 2326 | 651 | 561 | 0 | 132 | 0 | 0 | 0 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| FinalVolume: | 257 | 1418 | 0 | 0 | 2326 | 651 | 561 | 0 | 132 | 0 | 0 | 0 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | | | | |
| 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: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 | | | | |
| Final Sat.: | 3100 | 4650 | 1550 | 3100 | 4650 | 1550 | 3100 | 3100 | 1550 | 3100 | 3100 | 1550 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.08 | 0.30 | 0.00 | 0.00 | 0.50 | 0.42 | 0.18 | 0.00 | 0.09 | 0.00 | 0.00 | 0.00 | | | | |
| Crit Volume: | 129 | | | | 775 | | 281 | | | | 0 | | | | | |
| Crit Moves: | **** | | | | **** | | **** | | | | | | | | | |





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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #59 Grant Line Rd/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 1.036
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 0 | 0 2 | 0 | 0 | 0 | 0 0 | 0 | 0 | 2 | 0 1 | 2 | 0 | 2 | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 84 | 0 | 2541 | 0 | 0 | 0 | 0 | 670 | 0 | 1476 | 1246 | 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: | 84 | 0 | 2541 | 0 | 0 | 0 | 0 | 670 | 0 | 1476 | 1246 | 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: | 84 | 0 | 2541 | 0 | 0 | 0 | 0 | 670 | 0 | 1476 | 1246 | 0 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 84 | 0 | 2541 | 0 | 0 | 0 | 0 | 670 | 0 | 1476 | 1246 | 0 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| FinalVolume: | 84 | 0 | 2541 | 0 | 0 | 0 | 0 | 670 | 0 | 1476 | 1246 | 0 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | | | | |
| 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 | 0.00 | 2.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 | 1.00 | 2.00 | 2.00 | 0.00 | | | | |
| Final Sat.: | 1550 | 0 | 3100 | 0 | 0 | 0 | 0 | 3100 | 1550 | 3100 | 3100 | 0 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.05 | 0.00 | 0.82 | 0.00 | 0.00 | 0.00 | 0.00 | 0.22 | 0.00 | 0.48 | 0.40 | 0.00 | | | | |
| Crit Volume: | | | 1271 | 0 | | | | 335 | | 0 | | | | | | |
| Crit Moves: | | | **** | | | | | **** | | **** | | | | | | |

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #60 Grant Line Rd/ Sunrise Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.824
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 129 Level Of Service: D

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Split Phase | | | Split Phase | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Ovl | | | Ovl | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 0 0 | 1! 0 | 0 | 0 1 | 0 0 | 2 | 2 0 | 2 0 | 1 | 1 0 | 2 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 24 | 20 | 10 | 2 | 7 | 444 | 939 | 1415 | 6 | 12 | 1406 | 23 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 24 | 20 | 10 | 2 | 7 | 444 | 939 | 1415 | 6 | 12 | 1406 | 23 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 24 | 20 | 10 | 2 | 7 | 444 | 939 | 1415 | 6 | 12 | 1406 | 23 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 24 | 20 | 10 | 2 | 7 | 444 | 939 | 1415 | 6 | 12 | 1406 | 23 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 24 | 20 | 10 | 2 | 7 | 444 | 939 | 1415 | 6 | 12 | 1406 | 23 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 |
| 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: | 0.44 | 0.37 | 0.19 | 0.22 | 0.78 | 2.00 | 2.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 667 | 556 | 278 | 333 | 1167 | 3000 | 3000 | 3000 | 1500 | 1500 | 3000 | 1500 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.04 | 0.04 | 0.01 | 0.01 | 0.15 | 0.31 | 0.47 | 0.00 | 0.01 | 0.47 | 0.02 |
| Crit Volume: | | 54 | | | 9 | | 470 | | | | 703 | |
| Crit Moves: | | **** | | | **** | | **** | | | | **** | |





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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #61 Hazel Ave/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.445
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Split Phase | | | Split Phase | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Ovl | | | Ovl | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 0 | 1 0 | 1 | 2 0 | 1 0 | 1 | 2 0 | 3 0 | 1 | 1 0 | 3 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 112 | 69 | 78 | 329 | 122 | 174 | 146 | 812 | 134 | 109 | 918 | 483 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 112 | 69 | 78 | 329 | 122 | 174 | 146 | 812 | 134 | 109 | 918 | 483 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 112 | 69 | 78 | 329 | 122 | 174 | 146 | 812 | 134 | 109 | 918 | 483 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 112 | 69 | 78 | 329 | 122 | 174 | 146 | 812 | 134 | 109 | 918 | 483 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 112 | 69 | 78 | 329 | 122 | 174 | 146 | 812 | 134 | 109 | 918 | 483 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 |
| 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 | 2.00 | 1.00 | 1.00 | 2.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 |
| Final Sat.: | 1500 | 1500 | 1500 | 3000 | 1500 | 1500 | 3000 | 4500 | 1500 | 1500 | 4500 | 1500 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.07 | 0.05 | 0.05 | 0.11 | 0.08 | 0.12 | 0.05 | 0.18 | 0.09 | 0.07 | 0.20 | 0.32 |
| Crit Volume: | 112 | | | 0 | | | 73 | | | | | 483 |
| Crit Moves: | **** | | | **** | | | **** | | | | | **** |

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #62 Aerojet Road/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.399
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Ovl | | | Ovl | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 0 | 1 0 | 1 | 1 0 | 1 0 | 1 | 1 0 | 3 0 | 1 | 1 0 | 3 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 148 | 46 | 249 | 191 | 27 | 17 | 21 | 474 | 81 | 198 | 860 | 325 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 148 | 46 | 249 | 191 | 27 | 17 | 21 | 474 | 81 | 198 | 860 | 325 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 148 | 46 | 249 | 191 | 27 | 17 | 21 | 474 | 81 | 198 | 860 | 325 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 148 | 46 | 249 | 191 | 27 | 17 | 21 | 474 | 81 | 198 | 860 | 325 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 148 | 46 | 249 | 191 | 27 | 17 | 21 | 474 | 81 | 198 | 860 | 325 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 |
| 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 | 1.00 | 1.00 | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 |
| Final Sat.: | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 4500 | 1500 | 1500 | 4500 | 1500 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.10 | 0.03 | 0.17 | 0.13 | 0.02 | 0.01 | 0.01 | 0.11 | 0.05 | 0.13 | 0.19 | 0.22 |
| Crit Volume: | | | 249 | 191 | | | | 158 | | 0 | | |
| Crit Moves: | | | **** | **** | | | | **** | | **** | | |





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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #63 Alabama Ave/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.392
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Ovl | | | Ovl | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 0 | 1 0 | 1 | 1 0 | 1 0 | 1 | 1 0 | 3 0 | 1 | 1 0 | 3 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 20 | 30 | 10 | 12 | 10 | 132 | 137 | 766 | 10 | 40 | 1227 | 10 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 20 | 30 | 10 | 12 | 10 | 132 | 137 | 766 | 10 | 40 | 1227 | 10 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 20 | 30 | 10 | 12 | 10 | 132 | 137 | 766 | 10 | 40 | 1227 | 10 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 20 | 30 | 10 | 12 | 10 | 132 | 137 | 766 | 10 | 40 | 1227 | 10 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 20 | 30 | 10 | 12 | 10 | 132 | 137 | 766 | 10 | 40 | 1227 | 10 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 |
| 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 | 1.00 | 1.00 | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 |
| Final Sat.: | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 4500 | 1500 | 1500 | 4500 | 1500 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.02 | 0.01 | 0.01 | 0.01 | 0.09 | 0.09 | 0.17 | 0.01 | 0.03 | 0.27 | 0.01 |
| Crit Volume: | | 30 | | 12 | | | 137 | | | | 409 | |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #64 Glenborough Rd/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.391
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 1 | 0 1 | 1 | 0 | 1 | 0 1 | 1 | 0 | 3 | 0 1 | 1 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 27 | 9 | 18 | 163 | 8 | 81 | 36 | 740 | 11 | 8 | 1134 | 117 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 27 | 9 | 18 | 163 | 8 | 81 | 36 | 740 | 11 | 8 | 1134 | 117 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Volume: | 27 | 9 | 18 | 163 | 8 | 81 | 36 | 740 | 11 | 8 | 1134 | 117 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 27 | 9 | 18 | 163 | 8 | 81 | 36 | 740 | 11 | 8 | 1134 | 117 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| 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: | 27 | 9 | 18 | 163 | 8 | 81 | 36 | 740 | 11 | 8 | 1134 | 117 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | | | | |
| 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 | 1.00 | 1.00 | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 | | | | |
| Final Sat.: | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 4500 | 1500 | 1500 | 4500 | 1500 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.01 | 0.01 | 0.11 | 0.01 | 0.05 | 0.02 | 0.16 | 0.01 | 0.01 | 0.25 | 0.08 | | | | |
| Crit Volume: | | | 18 | 163 | | | 36 | | | | 378 | | | | | |
| Crit Moves: | | | **** | **** | | | **** | | | | **** | | | | | |





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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #65 Sunrise Blvd/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.633
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 62 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 147 | 1468 | 371 | 94 | 567 | 589 | 119 | 229 | 0 | 289 | 862 | 51 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 147 | 1468 | 371 | 94 | 567 | 589 | 119 | 229 | 0 | 289 | 862 | 51 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Volume: | 147 | 1468 | 371 | 94 | 567 | 589 | 119 | 229 | 0 | 289 | 862 | 51 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 147 | 1468 | 371 | 94 | 567 | 589 | 119 | 229 | 0 | 289 | 862 | 51 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| 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: | 147 | 1468 | 371 | 94 | 567 | 589 | 119 | 229 | 0 | 289 | 862 | 51 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | | | | |
| 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: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | | | | |
| Final Sat.: | 3000 | 4500 | 1500 | 3000 | 4500 | 1500 | 3000 | 4500 | 1500 | 3000 | 4500 | 1500 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.05 | 0.33 | 0.25 | 0.03 | 0.13 | 0.39 | 0.04 | 0.05 | 0.00 | 0.10 | 0.19 | 0.03 | | | | |
| Crit Volume: | 74 | | | | | 589 | 0 | | | | 287 | | | | | |
| Crit Moves: | **** | | | | | **** | **** | | | | **** | | | | | |

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #66 Fitzgerald Road / White Rock Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.308
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 | 1! | 0 0 | 0 | 0 | 1! | 0 0 | 1 | 0 | 3 | 0 1 | 1 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 82 | 62 | 11 | 11 | 16 | 47 | 43 | 167 | 149 | 20 | 806 | 46 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 82 | 62 | 11 | 11 | 16 | 47 | 43 | 167 | 149 | 20 | 806 | 46 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Volume: | 82 | 62 | 11 | 11 | 16 | 47 | 43 | 167 | 149 | 20 | 806 | 46 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 82 | 62 | 11 | 11 | 16 | 47 | 43 | 167 | 149 | 20 | 806 | 46 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| FinalVolume: | 82 | 62 | 11 | 11 | 16 | 47 | 43 | 167 | 149 | 20 | 806 | 46 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | | | | |
| 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: | 0.53 | 0.40 | 0.07 | 0.15 | 0.22 | 0.63 | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 | | | | |
| Final Sat.: | 820 | 620 | 110 | 230 | 335 | 984 | 1550 | 4650 | 1550 | 1550 | 4650 | 1550 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.10 | 0.10 | 0.10 | 0.05 | 0.05 | 0.05 | 0.03 | 0.04 | 0.10 | 0.01 | 0.17 | 0.03 | | | | |
| Crit Volume: | 155 | | | 11 | | | 43 | | | | 269 | | | | | |
| Crit Moves: | **** | | | **** | | | **** | | | | **** | | | | | |





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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #67 Sunrise Blvd/ Douglas Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.688
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 73 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 445 | 1510 | 622 | 149 | 406 | 75 | 27 | 208 | 16 | 159 | 943 | 476 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 445 | 1510 | 622 | 149 | 406 | 75 | 27 | 208 | 16 | 159 | 943 | 476 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Volume: | 445 | 1510 | 622 | 149 | 406 | 75 | 27 | 208 | 16 | 159 | 943 | 476 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 445 | 1510 | 622 | 149 | 406 | 75 | 27 | 208 | 16 | 159 | 943 | 476 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| 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: | 445 | 1510 | 622 | 149 | 406 | 75 | 27 | 208 | 16 | 159 | 943 | 476 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | | | | |
| 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: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | | | | |
| Final Sat.: | 3000 | 4500 | 1500 | 3000 | 4500 | 1500 | 3000 | 4500 | 1500 | 3000 | 4500 | 1500 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.15 | 0.34 | 0.41 | 0.05 | 0.09 | 0.05 | 0.01 | 0.05 | 0.01 | 0.05 | 0.21 | 0.32 | | | | |
| Crit Volume: | | | 622 | 0 | | | 13 | | | | | 476 | | | | |
| Crit Moves: | | | **** | **** | | | **** | | | | | **** | | | | |

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #68 Grant Line Rd/ Douglas Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.755
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 93 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - | R | L | - T | - | R | L | - T | - | R | L | - T | - | R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 1 | 2 | 0 | 0 | 0 | 2 | 0 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 512 | 2026 | 0 | | 0 | 1129 | 160 | | 316 | 0 | 97 | | 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: | 512 | 2026 | 0 | | 0 | 1129 | 160 | | 316 | 0 | 97 | | 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: | 512 | 2026 | 0 | | 0 | 1129 | 160 | | 316 | 0 | 97 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 512 | 2026 | 0 | | 0 | 1129 | 160 | | 316 | 0 | 97 | | 0 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 512 | 2026 | 0 | | 0 | 1129 | 160 | | 316 | 0 | 97 | | 0 | 0 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1550 | 1550 | 1550 | | 1550 | 1550 | 1550 | | 1550 | 1550 | 1550 | | 1550 | 1550 | 1550 | |
| 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: | 2.00 | 2.00 | 0.00 | | 0.00 | 2.00 | 1.00 | | 2.00 | 0.00 | 2.00 | | 0.00 | 0.00 | 0.00 | |
| Final Sat.: | 3100 | 3100 | 0 | | 0 | 3100 | 1550 | | 3100 | 0 | 3100 | | 0 | 0 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.17 | 0.65 | 0.00 | | 0.00 | 0.36 | 0.10 | | 0.10 | 0.00 | 0.03 | | 0.00 | 0.00 | 0.00 | |
| Crit Volume: | | 1013 | | | 0 | | | | 158 | | | | | 0 | | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | | | |





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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #69 Grant Line Rd/ Kiefer Boulevard

Cycle (sec): 100 Critical Vol./Cap. (X): 0.863
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 166 Level Of Service: D

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - | R | L | - T | - | R | L | - T | - | R | L | - T | - | R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 2 | 0 | 1 | 1 | 0 | 2 | 0 | 1 | 1 | 0 | 2 | 0 | 1 | |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 288 | 1727 | 30 | | 107 | 1344 | 110 | | 135 | 151 | 278 | | 39 | 378 | 247 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 288 | 1727 | 30 | | 107 | 1344 | 110 | | 135 | 151 | 278 | | 39 | 378 | 247 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Volume: | 288 | 1727 | 30 | | 107 | 1344 | 110 | | 135 | 151 | 278 | | 39 | 378 | 247 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 288 | 1727 | 30 | | 107 | 1344 | 110 | | 135 | 151 | 278 | | 39 | 378 | 247 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 288 | 1727 | 30 | | 107 | 1344 | 110 | | 135 | 151 | 278 | | 39 | 378 | 247 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | |
| 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: | 2.00 | 2.00 | 1.00 | | 1.00 | 2.00 | 1.00 | | 1.00 | 2.00 | 1.00 | | 1.00 | 2.00 | 1.00 | |
| Final Sat.: | 3000 | 3000 | 1500 | | 1500 | 3000 | 1500 | | 1500 | 3000 | 1500 | | 1500 | 3000 | 1500 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.10 | 0.58 | 0.02 | | 0.07 | 0.45 | 0.07 | | 0.09 | 0.05 | 0.19 | | 0.03 | 0.13 | 0.16 | |
| Crit Volume: | | 864 | | | 107 | | | | 135 | | | | | 189 | | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | **** | | |

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #70 Rancho Cordova Pkwy/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.702
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 76 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 3 | 0 2 | 2 | 0 | 3 | 0 1 | 1 | 0 | 1 | 0 1 | 2 | 0 | 1 | 0 2 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 60 | 1391 | 947 | 385 | 1069 | 149 | 103 | 36 | 39 | 721 | 46 | 626 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 60 | 1391 | 947 | 385 | 1069 | 149 | 103 | 36 | 39 | 721 | 46 | 626 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Volume: | 60 | 1391 | 947 | 385 | 1069 | 149 | 103 | 36 | 39 | 721 | 46 | 626 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 60 | 1391 | 947 | 385 | 1069 | 149 | 103 | 36 | 39 | 721 | 46 | 626 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| 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: | 60 | 1391 | 947 | 385 | 1069 | 149 | 103 | 36 | 39 | 721 | 46 | 626 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | | | | |
| 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 | 3.00 | 2.00 | 2.00 | 3.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 2.00 | | | | |
| Final Sat.: | 1500 | 4500 | 3000 | 3000 | 4500 | 1500 | 1500 | 1500 | 1500 | 3000 | 1500 | 3000 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.31 | 0.32 | 0.13 | 0.24 | 0.10 | 0.07 | 0.02 | 0.03 | 0.24 | 0.03 | 0.21 | | | | |
| Crit Volume: | | 464 | | 193 | | | | 36 | | 361 | | | | | | |
| Crit Moves: | | **** | | **** | | | | **** | | **** | | | | | | |





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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #71 Rancho Cordova Pkwy/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 1.004
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 3 | 0 1 | 1 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 1 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 249 | 1286 | 0 | 14 | 861 | 1046 | 302 | 266 | 324 | 0 | 1006 | 16 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 249 | 1286 | 0 | 14 | 861 | 1046 | 302 | 266 | 324 | 0 | 1006 | 16 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Volume: | 249 | 1286 | 0 | 14 | 861 | 1046 | 302 | 266 | 324 | 0 | 1006 | 16 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 249 | 1286 | 0 | 14 | 861 | 1046 | 302 | 266 | 324 | 0 | 1006 | 16 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| 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: | 249 | 1286 | 0 | 14 | 861 | 1046 | 302 | 266 | 324 | 0 | 1006 | 16 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | | | | |
| 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: | 2.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 | | | | |
| Final Sat.: | 3000 | 4500 | 1500 | 1500 | 4500 | 1500 | 3000 | 4500 | 1500 | 1500 | 4500 | 1500 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.08 | 0.29 | 0.00 | 0.01 | 0.19 | 0.70 | 0.10 | 0.06 | 0.22 | 0.00 | 0.22 | 0.01 | | | | |
| Crit Volume: | 125 | | | | | 1046 | 0 | | | | 335 | | | | | |
| Crit Moves: | **** | | | | | **** | **** | | | | **** | | | | | |

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #72 International Drive/White Rock Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.439
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 2 | 0 1 | 2 | 0 | 2 | 0 1 | 1 | 0 | 2 | 0 1 | 2 | 0 | 2 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 481 | 628 | 78 | 77 | 297 | 0 | 0 | 212 | 67 | 263 | 540 | 53 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 481 | 628 | 78 | 77 | 297 | 0 | 0 | 212 | 67 | 263 | 540 | 53 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Volume: | 481 | 628 | 78 | 77 | 297 | 0 | 0 | 212 | 67 | 263 | 540 | 53 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 481 | 628 | 78 | 77 | 297 | 0 | 0 | 212 | 67 | 263 | 540 | 53 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| 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: | 481 | 628 | 78 | 77 | 297 | 0 | 0 | 212 | 67 | 263 | 540 | 53 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | | | | |
| 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: | 2.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 | | | | |
| Final Sat.: | 3000 | 3000 | 1500 | 3000 | 3000 | 1500 | 1500 | 3000 | 1500 | 3000 | 3000 | 1500 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.16 | 0.21 | 0.05 | 0.03 | 0.10 | 0.00 | 0.00 | 0.07 | 0.04 | 0.09 | 0.18 | 0.04 | | | | |
| Crit Volume: | 240 | | | | 149 | | 0 | | | | 270 | | | | | |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | | | | | |





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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #73 Rio Del Oro Prky/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.543
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 1 | 0 | 0 1 | 0 | 1 | 0 | 0 1 | 1 | 0 | 1 | 1 0 | 1 | 0 | 1 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 153 | 58 | 30 | 33 | 119 | 238 | 129 | 0 | 112 | 737 | 103 | | | | |
| Growth Adj: | 1.00 | 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 | 153 | 58 | 30 | 33 | 119 | 238 | 129 | 0 | 112 | 737 | 103 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 1.00 | 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 | 153 | 58 | 30 | 33 | 119 | 238 | 129 | 0 | 112 | 737 | 103 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 0 | 153 | 58 | 30 | 33 | 119 | 238 | 129 | 0 | 112 | 737 | 103 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| 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: | 0 | 153 | 58 | 30 | 33 | 119 | 238 | 129 | 0 | 112 | 737 | 103 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | | | | |
| 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: | 0.00 | 1.00 | 1.00 | 0.48 | 0.52 | 1.00 | 1.00 | 2.00 | 0.00 | 1.00 | 1.75 | 0.25 | | | | |
| Final Sat.: | 0 | 1550 | 1550 | 738 | 812 | 1550 | 1550 | 3100 | 0 | 1550 | 2720 | 380 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.10 | 0.04 | 0.04 | 0.04 | 0.08 | 0.15 | 0.04 | 0.00 | 0.07 | 0.27 | 0.27 | | | | |
| Crit Volume: | 153 | | | 30 | | | 238 | | | | 420 | | | | | |
| Crit Moves: | **** | | | **** | | | **** | | | | **** | | | | | |

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #74 Villagio Prky/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.405
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 0 | 0 1 | 0 | 0 | 0 | 0 0 | 0 | 0 | 2 | 0 1 | 1 | 0 | 2 | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 74 | 0 | 372 | | 0 | 0 | 0 | | 0 | 288 | 14 | | 209 | 930 | 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: | 74 | 0 | 372 | | 0 | 0 | 0 | | 0 | 288 | 14 | | 209 | 930 | 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: | 74 | 0 | 372 | | 0 | 0 | 0 | | 0 | 288 | 14 | | 209 | 930 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 74 | 0 | 372 | | 0 | 0 | 0 | | 0 | 288 | 14 | | 209 | 930 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 74 | 0 | 372 | | 0 | 0 | 0 | | 0 | 288 | 14 | | 209 | 930 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1550 | 1550 | 1550 | | 1550 | 1550 | 1550 | | 1550 | 1550 | 1550 | | 1550 | 1550 | 1550 | |
| 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 | 0.00 | 1.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 2.00 | 1.00 | | 1.00 | 2.00 | 0.00 | |
| Final Sat.: | 1550 | 0 | 1550 | | 0 | 0 | 0 | | 0 | 3100 | 1550 | | 1550 | 3100 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.05 | 0.00 | 0.24 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.09 | 0.01 | | 0.13 | 0.30 | 0.00 | |
| Crit Volume: | | | 372 | | | | 0 | | | | 0 | | | | 465 | |
| Crit Moves: | | | **** | | | | | | **** | | | | | | **** | |





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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #75 Sunrise Rd/ International Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.757
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 94 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 568 | 1242 | | 4 | 177 | 399 | 319 | | 369 | 841 | 309 | | 9 | 1347 | 375 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 568 | 1242 | | 4 | 177 | 399 | 319 | | 369 | 841 | 309 | | 9 | 1347 | 375 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Volume: | 568 | 1242 | | 4 | 177 | 399 | 319 | | 369 | 841 | 309 | | 9 | 1347 | 375 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 568 | 1242 | | 4 | 177 | 399 | 319 | | 369 | 841 | 309 | | 9 | 1347 | 375 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 568 | 1242 | | 4 | 177 | 399 | 319 | | 369 | 841 | 309 | | 9 | 1347 | 375 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | |
| 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: | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | |
| Final Sat.: | 3000 | 4500 | 1500 | | 3000 | 4500 | 1500 | | 3000 | 4500 | 1500 | | 3000 | 4500 | 1500 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.19 | 0.28 | 0.00 | | 0.06 | 0.09 | 0.21 | | 0.12 | 0.19 | 0.21 | | 0.00 | 0.30 | 0.25 | |
| Crit Volume: | | 414 | | | 89 | | | | 185 | | | | | 449 | | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | **** | | |

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #76 Villagio Prky/Americanos Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.573
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 53 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - | R | L | - T | - | R | L | - T | - | R | L | - T | - | R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 2 | 0 | 1 | 1 | 0 | 2 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | | | |
| Base Vol: | 63 | 301 | 0 | 33 | 207 | 59 | 42 | 260 | 14 | 0 | 976 | 60 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 63 | 301 | 0 | 33 | 207 | 59 | 42 | 260 | 14 | 0 | 976 | 60 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 63 | 301 | 0 | 33 | 207 | 59 | 42 | 260 | 14 | 0 | 976 | 60 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 63 | 301 | 0 | 33 | 207 | 59 | 42 | 260 | 14 | 0 | 976 | 60 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 63 | 301 | 0 | 33 | 207 | 59 | 42 | 260 | 14 | 0 | 976 | 60 |
| Saturation Flow Module: | | | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 |
| 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 | 0.00 | 1.00 | 0.78 | 0.22 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 1500 | 1500 | 0 | 1500 | 1167 | 333 | 1500 | 3000 | 1500 | 1500 | 3000 | 1500 |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.20 | 0.00 | 0.02 | 0.18 | 0.18 | 0.03 | 0.09 | 0.01 | 0.00 | 0.33 | 0.04 |
| Crit Volume: | 63 | | | | | 266 | 42 | | | | 488 | |
| Crit Moves: | **** | | | | | **** | **** | | | | **** | |

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #77 Grant Line Rd/Centenial

Cycle (sec): 100 Critical Vol./Cap. (X): 0.888
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 167 Level Of Service: D

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - | R | L | - T | - | R | L | - T | - | R | L | - T | - | R |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Ovl | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | | | |
| Base Vol: | 55 | 2422 | 0 | 0 | 1222 | 140 | 166 | 0 | 27 | 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: | 55 | 2422 | 0 | 0 | 1222 | 140 | 166 | 0 | 27 | 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: | 55 | 2422 | 0 | 0 | 1222 | 140 | 166 | 0 | 27 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 55 | 2422 | 0 | 0 | 1222 | 140 | 166 | 0 | 27 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 55 | 2422 | 0 | 0 | 1222 | 140 | 166 | 0 | 27 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 |
| 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 | 2.00 | 0.00 | 0.00 | 2.00 | 1.00 | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 1550 | 3100 | 0 | 0 | 3100 | 1550 | 1550 | 0 | 1550 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.78 | 0.00 | 0.00 | 0.39 | 0.09 | 0.11 | 0.00 | 0.02 | 0.00 | 0.00 | 0.00 |
| Crit Volume: | | 1211 | | 0 | | | 166 | | | | 0 | |
| Crit Moves: | | **** | | **** | | | **** | | | | | |

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #78 Villagio Prky/ Rancho Cordova Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.665
Loss Time (sec): 0 Average Delay (sec/veh): 27.4
Optimal Cycle: 68 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 0 | 1 0 | 1 | 0 | 0 | 1 0 | 1 | 0 | 2 | 0 1 | 1 | 0 | 2 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 381 | 323 | 1 | 45 | 309 | 75 | 60 | 233 | 105 | 1 | 768 | 141 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 381 | 323 | 1 | 45 | 309 | 75 | 60 | 233 | 105 | 1 | 768 | 141 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Volume: | 381 | 323 | 1 | 45 | 309 | 75 | 60 | 233 | 105 | 1 | 768 | 141 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 381 | 323 | 1 | 45 | 309 | 75 | 60 | 233 | 105 | 1 | 768 | 141 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| 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: | 381 | 323 | 1 | 45 | 309 | 75 | 60 | 233 | 105 | 1 | 768 | 141 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 0.95 | 1.00 | 1.00 | 0.95 | 0.97 | 0.97 | 0.95 | 0.95 | 0.85 | 0.95 | 0.95 | 0.85 | | | | |
| Lanes: | 1.00 | 0.99 | 0.01 | 1.00 | 0.80 | 0.20 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | | | | |
| Final Sat.: | 1805 | 1894 | 6 | 1805 | 1485 | 360 | 1805 | 3610 | 1615 | 1805 | 3610 | 1615 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.21 | 0.17 | 0.17 | 0.02 | 0.21 | 0.21 | 0.03 | 0.06 | 0.07 | 0.00 | 0.21 | 0.09 | | | | |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | | | | | |
| Green/Cycle: | 0.32 | 0.55 | 0.55 | 0.08 | 0.31 | 0.31 | 0.05 | 0.37 | 0.68 | 0.00 | 0.32 | 0.40 | | | | |
| Volume/Cap: | 0.67 | 0.31 | 0.31 | 0.31 | 0.67 | 0.67 | 0.67 | 0.18 | 0.10 | 0.18 | 0.67 | 0.22 | | | | |
| Uniform Del: | 29.5 | 12.2 | 12.2 | 43.4 | 29.8 | 29.8 | 46.7 | 21.4 | 5.3 | 49.7 | 29.4 | 19.7 | | | | |
| IncremntDel: | 3.0 | 0.2 | 0.2 | 1.2 | 2.9 | 2.9 | 17.2 | 0.1 | 0.0 | 14.3 | 1.5 | 0.2 | | | | |
| 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: | 32.5 | 12.4 | 12.4 | 44.6 | 32.8 | 32.8 | 63.9 | 21.5 | 5.4 | 64.1 | 30.9 | 19.9 | | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| AdjDel/Veh: | 32.5 | 12.4 | 12.4 | 44.6 | 32.8 | 32.8 | 63.9 | 21.5 | 5.4 | 64.1 | 30.9 | 19.9 | | | | |
| LOS by Move: | C | B | B | D | C | C | E | C | A | E | C | B | | | | |
| HCM2kAvgQ: | 10 | 5 | 5 | 2 | 11 | 11 | 3 | 3 | 1 | 0 | 11 | 3 | | | | |

Note: Queue reported is the number of cars per lane.





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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #79 Rancho Cordova Pkwy/ Douglas Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.500
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 2 | 0 1 | 1 | 0 | 2 | 0 1 | 1 | 0 | 3 | 0 1 | 1 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 749 | 868 | 37 | 12 | 248 | 7 | 12 | 75 | 283 | 81 | 717 | 47 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 749 | 868 | 37 | 12 | 248 | 7 | 12 | 75 | 283 | 81 | 717 | 47 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Volume: | 749 | 868 | 37 | 12 | 248 | 7 | 12 | 75 | 283 | 81 | 717 | 47 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 749 | 868 | 37 | 12 | 248 | 7 | 12 | 75 | 283 | 81 | 717 | 47 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| 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: | 749 | 868 | 37 | 12 | 248 | 7 | 12 | 75 | 283 | 81 | 717 | 47 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | | | | |
| 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: | 2.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 | | | | |
| Final Sat.: | 3000 | 3000 | 1500 | 1500 | 3000 | 1500 | 1500 | 4500 | 1500 | 1500 | 4500 | 1500 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.25 | 0.29 | 0.02 | 0.01 | 0.08 | 0.00 | 0.01 | 0.02 | 0.19 | 0.05 | 0.16 | 0.03 | | | | |
| Crit Volume: | 375 | | | | 124 | | 12 | | | | 239 | | | | | |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | | | | | |

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #80 Americanos Blvd/ Douglas Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.489
Loss Time (sec): 0 Average Delay (sec/veh): 22.8
Optimal Cycle: 45 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 2 | 0 1 | 1 | 0 | 2 | 0 1 | 1 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 459 | 982 | 302 | 108 | 292 | 80 | 46 | 8 | 118 | 116 | 351 | 213 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 459 | 982 | 302 | 108 | 292 | 80 | 46 | 8 | 118 | 116 | 351 | 213 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Volume: | 459 | 982 | 302 | 108 | 292 | 80 | 46 | 8 | 118 | 116 | 351 | 213 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 459 | 982 | 302 | 108 | 292 | 80 | 46 | 8 | 118 | 116 | 351 | 213 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| FinalVolume: | 459 | 982 | 302 | 108 | 292 | 80 | 46 | 8 | 118 | 116 | 351 | 213 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 0.92 | 0.95 | 0.85 | 0.95 | 0.95 | 0.85 | 0.95 | 0.91 | 0.85 | 0.92 | 0.91 | 0.85 | | | | |
| Lanes: | 2.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | | | | |
| Final Sat.: | 3502 | 3610 | 1615 | 1805 | 3610 | 1615 | 1805 | 5187 | 1615 | 3502 | 5187 | 1615 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.13 | 0.27 | 0.19 | 0.06 | 0.08 | 0.05 | 0.03 | 0.00 | 0.07 | 0.03 | 0.07 | 0.13 | | | | |
| Crit Moves: | | **** | | **** | | | **** | | | | | **** | | | | |
| Green/Cycle: | 0.42 | 0.56 | 0.56 | 0.12 | 0.26 | 0.26 | 0.05 | 0.22 | 0.22 | 0.10 | 0.27 | 0.27 | | | | |
| Volume/Cap: | 0.31 | 0.49 | 0.34 | 0.49 | 0.31 | 0.19 | 0.49 | 0.01 | 0.33 | 0.33 | 0.25 | 0.49 | | | | |
| Uniform Del: | 19.4 | 13.5 | 12.1 | 41.0 | 29.9 | 28.9 | 46.1 | 30.4 | 32.7 | 41.9 | 28.6 | 30.7 | | | | |
| IncremntDel: | 0.1 | 0.2 | 0.2 | 1.7 | 0.2 | 0.2 | 4.0 | 0.0 | 0.5 | 0.6 | 0.1 | 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: | 19.5 | 13.7 | 12.3 | 42.7 | 30.1 | 29.1 | 50.1 | 30.4 | 33.3 | 42.4 | 28.7 | 31.6 | | | | |
| 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: | 19.5 | 13.7 | 12.3 | 42.7 | 30.1 | 29.1 | 50.1 | 30.4 | 33.3 | 42.4 | 28.7 | 31.6 | | | | |
| LOS by Move: | B | B | B | D | C | C | D | C | C | D | C | C | | | | |
| HCM2kAvgQ: | 5 | 10 | 5 | 4 | 4 | 2 | 1 | 0 | 3 | 2 | 3 | 5 | | | | |

Note: Queue reported is the number of cars per lane.





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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #81 Grant Line Rd/ Chrysanthy Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.898
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 2 | 0 1 | 1 | 0 | 2 | 0 1 | 2 | 0 | 2 | 0 1 | 1 | 0 | 2 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 131 | 1725 | 127 | 102 | 996 | 174 | 332 | 313 | 75 | 137 | 432 | 78 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 131 | 1725 | 127 | 102 | 996 | 174 | 332 | 313 | 75 | 137 | 432 | 78 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Volume: | 131 | 1725 | 127 | 102 | 996 | 174 | 332 | 313 | 75 | 137 | 432 | 78 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 131 | 1725 | 127 | 102 | 996 | 174 | 332 | 313 | 75 | 137 | 432 | 78 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| 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: | 131 | 1725 | 127 | 102 | 996 | 174 | 332 | 313 | 75 | 137 | 432 | 78 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | | | | |
| 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: | 2.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | | | | |
| Final Sat.: | 3000 | 3000 | 1500 | 1500 | 3000 | 1500 | 3000 | 3000 | 1500 | 1500 | 3000 | 1500 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.57 | 0.08 | 0.07 | 0.33 | 0.12 | 0.11 | 0.10 | 0.05 | 0.09 | 0.14 | 0.05 | | | | |
| Crit Volume: | | 862 | | 102 | | | 166 | | | | 216 | | | | | |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | | | | | |

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #82 Grant Line Rd/ Rancho Cordova Parkway

Cycle (sec): 100 Critical Vol./Cap. (X): 0.548
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 1 | 2 | 0 | 0 | 0 | 1 | 0 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 15 | 1315 | 0 | | 0 | 1210 | 229 | | 383 | 0 | 49 | | 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: | 15 | 1315 | 0 | | 0 | 1210 | 229 | | 383 | 0 | 49 | | 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: | 15 | 1315 | 0 | | 0 | 1210 | 229 | | 383 | 0 | 49 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 15 | 1315 | 0 | | 0 | 1210 | 229 | | 383 | 0 | 49 | | 0 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 15 | 1315 | 0 | | 0 | 1210 | 229 | | 383 | 0 | 49 | | 0 | 0 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1550 | 1550 | 1550 | | 1550 | 1550 | 1550 | | 1550 | 1550 | 1550 | | 1550 | 1550 | 1550 | |
| 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 | 2.00 | 0.00 | | 0.00 | 2.00 | 1.00 | | 2.00 | 0.00 | 1.00 | | 0.00 | 0.00 | 0.00 | |
| Final Sat.: | 1550 | 3100 | 0 | | 0 | 3100 | 1550 | | 3100 | 0 | 1550 | | 0 | 0 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.42 | 0.00 | | 0.00 | 0.39 | 0.15 | | 0.12 | 0.00 | 0.03 | | 0.00 | 0.00 | 0.00 | |
| Crit Volume: | | 658 | | | 0 | | | | 192 | | | | | 0 | | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | | | |





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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #83 White Rock Rd/ Carson Crossing Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 1.219
Loss Time (sec): 12 Average Delay (sec/veh): 95.2
Optimal Cycle: 180 Level Of Service: F

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Split Phase | | | | Split Phase | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Include | | | | Ovl | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 1! | 0 | 0 | 1 | 0 | 2 | 0 | 1 | 1 | 0 | 1 | 1 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 1367 | 2 | 10 | | 5 | 3 | 8 | | 3 | 892 | 1452 | | 84 | 402 | 2 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 1367 | 2 | 10 | | 5 | 3 | 8 | | 3 | 892 | 1452 | | 84 | 402 | 2 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 1536 | 2 | 11 | | 6 | 3 | 9 | | 3 | 1002 | 1631 | | 94 | 452 | 2 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 1536 | 2 | 11 | | 6 | 3 | 9 | | 3 | 1002 | 1631 | | 94 | 452 | 2 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 1536 | 2 | 11 | | 6 | 3 | 9 | | 3 | 1002 | 1631 | | 94 | 452 | 2 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.95 | 0.85 | | 0.92 | 0.92 | 0.92 | | 0.95 | 0.95 | 0.85 | | 0.95 | 0.95 | 0.95 | |
| Lanes: | 1.99 | 0.01 | 1.00 | | 0.31 | 0.19 | 0.50 | | 1.00 | 2.00 | 1.00 | | 1.00 | 1.99 | 0.01 | |
| Final Sat.: | 3612 | 5 | 1615 | | 546 | 327 | 873 | | 1805 | 3610 | 1615 | | 1805 | 3589 | 18 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.43 | 0.43 | 0.01 | | 0.01 | 0.01 | 0.01 | | 0.00 | 0.28 | 1.01 | | 0.05 | 0.13 | 0.13 | |
| Crit Moves: | | **** | | | | **** | | | | | **** | | **** | | | |
| Green/Cycle: | 0.35 | 0.35 | 0.39 | | 0.01 | 0.01 | 0.01 | | 0.01 | 0.48 | 0.83 | | 0.04 | 0.52 | 0.52 | |
| Volume/Cap: | 1.22 | 1.22 | 0.02 | | 1.22 | 1.22 | 1.22 | | 0.24 | 0.58 | 1.22 | | 1.22 | 0.24 | 0.24 | |
| Uniform Del: | 32.6 | 32.6 | 18.6 | | 49.6 | 49.6 | 49.6 | | 49.3 | 18.7 | 8.6 | | 47.9 | 13.4 | 13.4 | |
| IncremntDel: | 106.0 | 106 | 0.0 | | 312.7 | 313 | 312.7 | | 9.0 | 0.5 | 105.6 | | 172.5 | 0.1 | 0.1 | |
| 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: | 138.5 | 139 | 18.6 | | 362.3 | 362 | 362.3 | | 58.4 | 19.2 | 114.1 | | 220.4 | 13.5 | 13.5 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 138.5 | 139 | 18.6 | | 362.3 | 362 | 362.3 | | 58.4 | 19.2 | 114.1 | | 220.4 | 13.5 | 13.5 | |
| LOS by Move: | F | F | B | | F | F | F | | E | B | F | | F | B | B | |
| HCM2kAvgQ: | 43 | 43 | 0 | | 2 | 2 | 2 | | 0 | 11 | 84 | | 5 | 4 | 4 | |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #84 White Rock Rd/ Stonebriar Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.402
Loss Time (sec): 12 Average Delay (sec/veh): 15.4
Optimal Cycle: 35 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Split Phase | | | | Split Phase | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 1 | 1 0 | 1 | 0 | 2 | 0 1 | 1 | 0 | 0 | 1 0 | 0 | 0 | 1! | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 16 | 749 | 1 | | 68 | 430 | 69 | | 71 | 1 | 36 | | 13 | 1 | 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: | 16 | 749 | 1 | | 68 | 430 | 69 | | 71 | 1 | 36 | | 13 | 1 | 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: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 18 | 842 | 1 | | 76 | 483 | 78 | | 80 | 1 | 40 | | 15 | 1 | 42 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 18 | 842 | 1 | | 76 | 483 | 78 | | 80 | 1 | 40 | | 15 | 1 | 42 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 18 | 842 | 1 | | 76 | 483 | 78 | | 80 | 1 | 40 | | 15 | 1 | 42 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.95 | 0.95 | | 0.95 | 0.95 | 0.85 | | 0.95 | 0.85 | 0.85 | | 0.89 | 0.89 | 0.89 | |
| Lanes: | 1.00 | 1.99 | 0.01 | | 1.00 | 2.00 | 1.00 | | 1.00 | 0.03 | 0.97 | | 0.25 | 0.02 | 0.73 | |
| Final Sat.: | 1805 | 3605 | 5 | | 1805 | 3610 | 1615 | | 1805 | 44 | 1579 | | 431 | 33 | 1227 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.23 | 0.23 | | 0.04 | 0.13 | 0.05 | | 0.04 | 0.03 | 0.03 | | 0.03 | 0.03 | 0.03 | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.05 | 0.58 | 0.58 | | 0.11 | 0.64 | 0.64 | | 0.11 | 0.11 | 0.11 | | 0.08 | 0.08 | 0.08 | |
| Volume/Cap: | 0.21 | 0.40 | 0.40 | | 0.40 | 0.21 | 0.08 | | 0.40 | 0.23 | 0.23 | | 0.40 | 0.40 | 0.40 | |
| Uniform Del: | 45.8 | 11.5 | 11.5 | | 41.8 | 7.6 | 6.9 | | 41.4 | 40.7 | 40.7 | | 43.4 | 43.4 | 43.4 | |
| IncremntDel: | 1.2 | 0.1 | 0.1 | | 1.4 | 0.0 | 0.0 | | 1.3 | 0.7 | 0.7 | | 1.9 | 1.9 | 1.9 | |
| 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: | 47.0 | 11.6 | 11.6 | | 43.2 | 7.6 | 6.9 | | 42.8 | 41.3 | 41.3 | | 45.3 | 45.3 | 45.3 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 47.0 | 11.6 | 11.6 | | 43.2 | 7.6 | 6.9 | | 42.8 | 41.3 | 41.3 | | 45.3 | 45.3 | 45.3 | |
| LOS by Move: | D | B | B | | D | A | A | | D | D | D | | D | D | D | |
| HCM2kAvgQ: | 1 | 7 | 7 | | 3 | 3 | 1 | | 2 | 1 | 1 | | 2 | 2 | 2 | |

Note: Queue reported is the number of cars per lane.





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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #85 White Rock Rd/ Windfield Way

Cycle (sec): 100 Critical Vol./Cap. (X): 0.637
Loss Time (sec): 9 Average Delay (sec/veh): 23.5
Optimal Cycle: 44 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 1 | 0 | 0 1 | 0 | 1 | 0 | 0 1 | 1 | 0 | 1 | 1 0 | 1 | 0 | 1 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 53 | 48 | 371 | | 1 | 48 | 20 | | 101 | 456 | 477 | | 262 | 335 | 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: | 53 | 48 | 371 | | 1 | 48 | 20 | | 101 | 456 | 477 | | 262 | 335 | 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: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 60 | 54 | 417 | | 1 | 54 | 22 | | 113 | 512 | 536 | | 294 | 376 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 60 | 54 | 417 | | 1 | 54 | 22 | | 113 | 512 | 536 | | 294 | 376 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 60 | 54 | 417 | | 1 | 54 | 22 | | 113 | 512 | 536 | | 294 | 376 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.84 | 0.84 | 0.85 | | 1.00 | 1.00 | 0.85 | | 0.95 | 0.88 | 0.88 | | 0.95 | 0.95 | 0.95 | |
| Lanes: | 0.52 | 0.48 | 1.00 | | 0.02 | 0.98 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 2.00 | 0.00 | |
| Final Sat.: | 835 | 756 | 1615 | | 39 | 1858 | 1615 | | 1805 | 1666 | 1666 | | 1805 | 3610 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.07 | 0.07 | 0.26 | | 0.03 | 0.03 | 0.01 | | 0.06 | 0.31 | 0.32 | | 0.16 | 0.10 | 0.00 | |
| Crit Moves: | | | **** | | | | | | | | **** | | **** | | | |
| Green/Cycle: | 0.15 | 0.15 | 0.41 | | 0.15 | 0.15 | 0.15 | | 0.29 | 0.50 | 0.50 | | 0.26 | 0.47 | 0.00 | |
| Volume/Cap: | 0.48 | 0.48 | 0.64 | | 0.19 | 0.19 | 0.09 | | 0.22 | 0.61 | 0.64 | | 0.64 | 0.22 | 0.00 | |
| Uniform Del: | 39.0 | 39.0 | 23.9 | | 37.3 | 37.3 | 36.7 | | 27.2 | 17.7 | 18.1 | | 33.1 | 15.4 | 0.0 | |
| IncremntDel: | 1.5 | 1.5 | 2.1 | | 0.3 | 0.3 | 0.2 | | 0.2 | 0.6 | 0.8 | | 3.0 | 0.1 | 0.0 | |
| 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 | 0.00 | |
| Delay/Veh: | 40.5 | 40.5 | 25.9 | | 37.6 | 37.6 | 36.9 | | 27.4 | 18.3 | 18.9 | | 36.0 | 15.5 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 40.5 | 40.5 | 25.9 | | 37.6 | 37.6 | 36.9 | | 27.4 | 18.3 | 18.9 | | 36.0 | 15.5 | 0.0 | |
| LOS by Move: | D | D | C | | D | D | D | | C | B | B | | D | B | A | |
| HCM2kAvgQ: | 4 | 4 | 11 | | 2 | 2 | 1 | | 3 | 12 | 13 | | 8 | 3 | 0 | |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #86 White Rock Rd/ Latrobe Rd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.846
Loss Time (sec): 12 Average Delay (sec/veh): 37.1
Optimal Cycle: 96 Level Of Service: D

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Include | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | |
| Lanes: | 2 | 0 | 4 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 1 | 1 0 | 2 | 0 | 2 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 59 | 544 | 251 | | 193 | 1821 | 212 | | 429 | 301 | 26 | | 671 | 499 | 392 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 59 | 544 | 251 | | 193 | 1821 | 212 | | 429 | 301 | 26 | | 671 | 499 | 392 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 66 | 611 | 282 | | 217 | 2046 | 238 | | 482 | 338 | 29 | | 754 | 561 | 440 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 66 | 611 | 282 | | 217 | 2046 | 238 | | 482 | 338 | 29 | | 754 | 561 | 440 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 66 | 611 | 282 | | 217 | 2046 | 238 | | 482 | 338 | 29 | | 754 | 561 | 440 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.91 | 0.85 | | 0.92 | 0.91 | 0.85 | | 0.92 | 0.94 | 0.94 | | 0.92 | 0.95 | 0.85 | |
| Lanes: | 2.00 | 4.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 1.84 | 0.16 | | 2.00 | 2.00 | 1.00 | |
| Final Sat.: | 3502 | 6916 | 1615 | | 3502 | 5187 | 1615 | | 3502 | 3283 | 284 | | 3502 | 3610 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.09 | 0.17 | | 0.06 | 0.39 | 0.15 | | 0.14 | 0.10 | 0.10 | | 0.22 | 0.16 | 0.27 | |
| Crit Moves: | **** | | | | | **** | | | **** | | | | | | **** | |
| Green/Cycle: | 0.02 | 0.29 | 0.57 | | 0.20 | 0.47 | 0.63 | | 0.16 | 0.13 | 0.13 | | 0.28 | 0.25 | 0.45 | |
| Volume/Cap: | 0.85 | 0.31 | 0.31 | | 0.31 | 0.85 | 0.23 | | 0.85 | 0.77 | 0.77 | | 0.77 | 0.62 | 0.61 | |
| Uniform Del: | 58.5 | 33.4 | 13.7 | | 40.8 | 28.3 | 9.7 | | 48.8 | 50.3 | 50.3 | | 39.8 | 40.1 | 24.9 | |
| IncremntDel: | 53.8 | 0.1 | 0.2 | | 0.2 | 3.0 | 0.1 | | 11.3 | 7.7 | 7.7 | | 3.9 | 1.4 | 1.5 | |
| 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: | 112.2 | 33.5 | 13.9 | | 41.1 | 31.2 | 9.8 | | 60.1 | 58.0 | 58.0 | | 43.7 | 41.4 | 26.4 | |
| 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: | 112.2 | 33.5 | 13.9 | | 41.1 | 31.2 | 9.8 | | 60.1 | 58.0 | 58.0 | | 43.7 | 41.4 | 26.4 | |
| LOS by Move: | F | C | B | | D | C | A | | E | E | E | | D | D | C | |
| HCM2kAvgQ: | 3 | 5 | 5 | | 3 | 25 | 4 | | 9 | 7 | 7 | | 13 | 9 | 12 | |

Note: Queue reported is the number of cars per lane.





AM Cumulative Centralized DFri May 8, 2009 17:37:13 Page 89-1

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #87 White Rock Rd/ Valley View Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.977
Loss Time (sec): 12 Average Delay (sec/veh): 42.7
Optimal Cycle: 163 Level Of Service: D

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Split Phase | | | | Split Phase | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | |
| Lanes: | 0 | 1 | 0 | 0 1 | 1 | 0 | 0 | 1 0 | 1 | 0 | 1 | 1 0 | 1 | 0 | 1 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 253 | 11 | 289 | | 15 | 13 | 17 | | 9 | 616 | 127 | | 646 | 1324 | 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: | 253 | 11 | 289 | | 15 | 13 | 17 | | 9 | 616 | 127 | | 646 | 1324 | 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: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 284 | 12 | 325 | | 17 | 15 | 19 | | 10 | 692 | 143 | | 726 | 1488 | 40 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 284 | 12 | 325 | | 17 | 15 | 19 | | 10 | 692 | 143 | | 726 | 1488 | 40 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 284 | 12 | 325 | | 17 | 15 | 19 | | 10 | 692 | 143 | | 726 | 1488 | 40 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.95 | 0.85 | | 0.95 | 0.92 | 0.92 | | 0.95 | 0.93 | 0.93 | | 0.95 | 0.95 | 0.95 | |
| Lanes: | 0.96 | 0.04 | 1.00 | | 1.00 | 0.43 | 0.57 | | 1.00 | 1.66 | 0.34 | | 1.00 | 1.95 | 0.05 | |
| Final Sat.: | 1737 | 76 | 1615 | | 1805 | 753 | 985 | | 1805 | 2915 | 601 | | 1805 | 3500 | 95 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.16 | 0.16 | 0.20 | | 0.01 | 0.02 | 0.02 | | 0.01 | 0.24 | 0.24 | | 0.40 | 0.42 | 0.42 | |
| Crit Moves: | | | **** | | | **** | | | | **** | | | **** | | | |
| Green/Cycle: | 0.21 | 0.21 | 0.21 | | 0.02 | 0.02 | 0.02 | | 0.01 | 0.24 | 0.24 | | 0.41 | 0.65 | 0.65 | |
| Volume/Cap: | 0.80 | 0.80 | 0.98 | | 0.47 | 0.98 | 0.98 | | 0.66 | 0.98 | 0.98 | | 0.98 | 0.66 | 0.66 | |
| Uniform Del: | 37.7 | 37.7 | 39.5 | | 48.5 | 49.0 | 49.0 | | 49.4 | 37.6 | 37.6 | | 29.0 | 10.9 | 10.9 | |
| IncremntDel: | 11.3 | 11.3 | 43.1 | | 9.5 | 144 | 143.7 | | 72.4 | 25.2 | 25.2 | | 27.3 | 0.7 | 0.7 | |
| 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: | 49.0 | 49.0 | 82.6 | | 57.9 | 193 | 192.7 | | 121.9 | 62.8 | 62.8 | | 56.3 | 11.6 | 11.6 | |
| 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: | 49.0 | 49.0 | 82.6 | | 57.9 | 193 | 192.7 | | 121.9 | 62.8 | 62.8 | | 56.3 | 11.6 | 11.6 | |
| LOS by Move: | D | D | F | | E | F | F | | F | E | E | | E | B | B | |
| HCM2kAvgQ: | 11 | 11 | 15 | | 1 | 3 | 3 | | 0 | 15 | 15 | | 26 | 15 | 15 | |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #88 El Dorado Hills Blvd/Serrano Prky

Cycle (sec): 100 Critical Vol./Cap. (X): 0.937
Loss Time (sec): 12 Average Delay (sec/veh): 36.6
Optimal Cycle: 130 Level Of Service: D

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Split Phase | | | Split Phase | | |
| Rights: | Ignore | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 0 | 2 0 | 1 | 1 0 | 1 1 | 0 | 1 0 | 0 1 | 0 | 1 0 | 1! 0 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 40 | 641 | 214 | 60 | 1746 | 18 | 25 | 29 | 81 | 777 | 30 | 30 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 40 | 641 | 214 | 60 | 1746 | 18 | 25 | 29 | 81 | 777 | 30 | 30 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 40 | 641 | 0 | 60 | 1746 | 18 | 25 | 29 | 81 | 777 | 30 | 30 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 40 | 641 | 0 | 60 | 1746 | 18 | 25 | 29 | 81 | 777 | 30 | 30 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 40 | 641 | 0 | 60 | 1746 | 18 | 25 | 29 | 81 | 777 | 30 | 30 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 | 0.95 | 0.95 | 0.89 | 0.89 | 0.95 | 0.95 | 0.95 |
| Lanes: | 1.00 | 2.00 | 1.00 | 1.00 | 1.98 | 0.02 | 1.00 | 0.26 | 0.74 | 1.86 | 0.07 | 0.07 |
| Final Sat.: | 1805 | 3610 | 1900 | 1805 | 3570 | 37 | 1805 | 446 | 1245 | 3373 | 121 | 121 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.18 | 0.00 | 0.03 | 0.49 | 0.49 | 0.01 | 0.07 | 0.07 | 0.23 | 0.25 | 0.25 |
| Crit Moves: | **** | | | | **** | | | **** | | | **** | |
| Green/Cycle: | 0.02 | 0.46 | 0.00 | 0.09 | 0.52 | 0.52 | 0.07 | 0.07 | 0.07 | 0.26 | 0.26 | 0.26 |
| Volume/Cap: | 0.94 | 0.39 | 0.00 | 0.39 | 0.94 | 0.94 | 0.20 | 0.94 | 0.94 | 0.87 | 0.94 | 0.94 |
| Uniform Del: | 48.7 | 17.8 | 0.0 | 43.2 | 22.4 | 22.4 | 43.9 | 46.3 | 46.3 | 35.1 | 35.9 | 35.9 |
| IncremntDel: | 113.0 | 0.2 | 0.0 | 1.6 | 9.6 | 9.6 | 0.8 | 63.4 | 63.4 | 8.6 | 16.9 | 16.9 |
| 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 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Delay/Veh: | 161.8 | 17.9 | 0.0 | 44.8 | 31.9 | 31.9 | 44.7 | 110 | 109.7 | 43.7 | 52.8 | 52.8 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 161.8 | 17.9 | 0.0 | 44.8 | 31.9 | 31.9 | 44.7 | 110 | 109.7 | 43.7 | 52.8 | 52.8 |
| LOS by Move: | F | B | A | D | C | C | D | F | F | D | D | D |
| HCM2kAvgQ: | 2 | 7 | 0 | 2 | 32 | 32 | 1 | 6 | 6 | 15 | 18 | 18 |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #89 El Dorado Hills Blvd/Saratoga Way

Cycle (sec): 100 Critical Vol./Cap. (X): 0.847
Loss Time (sec): 12 Average Delay (sec/veh): 31.4
Optimal Cycle: 89 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Split Phase | | | Split Phase | | |
| Rights: | Include | | | Include | | | Ovl | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 2 0 | 2 1 | 0 | 1 0 | 2 1 | 0 | 1 1 | 0 0 | 2 | 0 1 | 0 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 428 | 552 | 0 | 165 | 1443 | 576 | 225 | 51 | 923 | 0 | 26 | 53 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 428 | 552 | 0 | 165 | 1443 | 576 | 225 | 51 | 923 | 0 | 26 | 53 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 428 | 552 | 0 | 165 | 1443 | 576 | 225 | 51 | 923 | 0 | 26 | 53 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 428 | 552 | 0 | 165 | 1443 | 576 | 225 | 51 | 923 | 0 | 26 | 53 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 428 | 552 | 0 | 165 | 1443 | 576 | 225 | 51 | 923 | 0 | 26 | 53 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.91 | 0.91 | 0.95 | 0.87 | 0.87 | 0.96 | 0.96 | 0.75 | 1.00 | 1.00 | 0.85 |
| Lanes: | 2.00 | 3.00 | 0.00 | 1.00 | 2.14 | 0.86 | 1.63 | 0.37 | 2.00 | 0.00 | 1.00 | 1.00 |
| Final Sat.: | 3502 | 5187 | 0 | 1805 | 3548 | 1416 | 2977 | 675 | 2842 | 0 | 1900 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.12 | 0.11 | 0.00 | 0.09 | 0.41 | 0.41 | 0.08 | 0.08 | 0.32 | 0.00 | 0.01 | 0.03 |
| Crit Moves: | **** | | | | **** | | | | **** | | **** | |
| Green/Cycle: | 0.14 | 0.34 | 0.00 | 0.29 | 0.48 | 0.48 | 0.24 | 0.24 | 0.38 | 0.00 | 0.02 | 0.30 |
| Volume/Cap: | 0.85 | 0.32 | 0.00 | 0.32 | 0.85 | 0.85 | 0.32 | 0.32 | 0.85 | 0.00 | 0.85 | 0.11 |
| Uniform Del: | 41.7 | 24.7 | 0.0 | 27.8 | 22.8 | 22.8 | 31.3 | 31.3 | 28.1 | 0.0 | 49.1 | 25.0 |
| IncremntDel: | 12.6 | 0.1 | 0.0 | 0.4 | 3.0 | 3.0 | 0.2 | 0.2 | 6.3 | 0.0 | 99.9 | 0.1 |
| 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 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 |
| Delay/Veh: | 54.3 | 24.8 | 0.0 | 28.2 | 25.8 | 25.8 | 31.5 | 31.5 | 34.5 | 0.0 | 149 | 25.1 |
| 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: | 54.3 | 24.8 | 0.0 | 28.2 | 25.8 | 25.8 | 31.5 | 31.5 | 34.5 | 0.0 | 149 | 25.1 |
| LOS by Move: | D | C | A | C | C | C | C | C | C | A | F | C |
| HCM2kAvgQ: | 7 | 4 | 0 | 4 | 19 | 19 | 3 | 3 | 14 | 0 | 2 | 1 |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #90 El Dorado Hills Blvd/Park Drive

Cycle (sec): 100 Critical Vol./Cap. (X): 0.776
Loss Time (sec): 12 Average Delay (sec/veh): 24.3
Optimal Cycle: 72 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Split Phase | | | | Split Phase | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 2 | 1 | 0 | 1 | 0 | 3 | 0 | 1 | 1 | 1 | 0 | 0 | 2 | 1 | 1 | 1 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | | | | | |
| Base Vol: | 550 | 757 | 152 | | 62 | 1726 | 668 | | 80 | 24 | 132 | | 226 | 26 | 38 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 550 | 757 | 152 | | 62 | 1726 | 668 | | 80 | 24 | 132 | | 226 | 26 | 38 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Volume: | 550 | 757 | 152 | | 62 | 1726 | 668 | | 80 | 24 | 132 | | 226 | 26 | 38 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 550 | 757 | 152 | | 62 | 1726 | 668 | | 80 | 24 | 132 | | 226 | 26 | 38 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 550 | 757 | 152 | | 62 | 1726 | 668 | | 80 | 24 | 132 | | 226 | 26 | 38 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.89 | 0.89 | | 0.95 | 0.91 | 0.85 | | 0.96 | 0.96 | 0.75 | | 0.91 | 0.91 | 0.85 | |
| Lanes: | 2.00 | 2.50 | 0.50 | | 1.00 | 3.00 | 1.00 | | 1.54 | 0.46 | 2.00 | | 2.00 | 1.00 | 1.00 | |
| Final Sat.: | 3502 | 4212 | 846 | | 1805 | 5187 | 1615 | | 2815 | 844 | 2842 | | 3455 | 1727 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.16 | 0.18 | 0.18 | | 0.03 | 0.33 | 0.41 | | 0.03 | 0.03 | 0.05 | | 0.07 | 0.02 | 0.02 | |
| Crit Moves: | **** | | | | | | **** | | | | **** | | **** | | | |
| Green/Cycle: | 0.20 | 0.62 | 0.62 | | 0.12 | 0.53 | 0.53 | | 0.06 | 0.06 | 0.06 | | 0.08 | 0.08 | 0.08 | |
| Volume/Cap: | 0.78 | 0.29 | 0.29 | | 0.29 | 0.62 | 0.78 | | 0.47 | 0.47 | 0.78 | | 0.78 | 0.18 | 0.28 | |
| Uniform Del: | 37.7 | 8.9 | 8.9 | | 40.3 | 16.3 | 18.6 | | 45.5 | 45.5 | 46.3 | | 44.9 | 42.6 | 42.9 | |
| IncremntDel: | 5.4 | 0.1 | 0.1 | | 0.8 | 0.5 | 4.5 | | 1.6 | 1.6 | 19.8 | | 11.1 | 0.1 | 1.1 | |
| 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: | 43.1 | 9.0 | 9.0 | | 41.0 | 16.8 | 23.0 | | 47.1 | 47.1 | 66.1 | | 56.0 | 42.6 | 44.1 | |
| 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: | 43.1 | 9.0 | 9.0 | | 41.0 | 16.8 | 23.0 | | 47.1 | 47.1 | 66.1 | | 56.0 | 42.6 | 44.1 | |
| LOS by Move: | D | A | A | | D | B | C | | D | D | E | | E | D | D | |
| HCM2kAvgQ: | 9 | 5 | 5 | | 2 | 13 | 16 | | 2 | 2 | 4 | | 6 | 1 | 1 | |

Note: Queue reported is the number of cars per lane.





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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #91 Latrobe Rd/ Town Center Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 1.003
Loss Time (sec): 12 Average Delay (sec/veh): 34.3
Optimal Cycle: 180 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 4 | 0 | 1 | 2 | 0 | 3 | 0 | 1 | 2 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 1 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | | | | | |
| Base Vol: | 170 | 1063 | 163 | | 636 | 2010 | 928 | | 152 | 12 | 17 | | 97 | 79 | 318 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 170 | 1063 | 163 | | 636 | 2010 | 928 | | 152 | 12 | 17 | | 97 | 79 | 318 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 191 | 1194 | 183 | | 715 | 2258 | 1043 | | 171 | 13 | 19 | | 109 | 89 | 357 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 191 | 1194 | 183 | | 715 | 2258 | 1043 | | 171 | 13 | 19 | | 109 | 89 | 357 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 191 | 1194 | 183 | | 715 | 2258 | 1043 | | 171 | 13 | 19 | | 109 | 89 | 357 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.91 | 0.85 | | 0.92 | 0.91 | 0.85 | | 0.92 | 0.87 | 0.87 | | 0.95 | 0.88 | 0.88 | |
| Lanes: | 2.00 | 4.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 1.00 | 1.00 | | 1.00 | 0.40 | 1.60 | |
| Final Sat.: | 3502 | 6916 | 1615 | | 3502 | 5187 | 1615 | | 3502 | 1646 | 1646 | | 1805 | 665 | 2679 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.05 | 0.17 | 0.11 | | 0.20 | 0.44 | 0.65 | | 0.05 | 0.01 | 0.01 | | 0.06 | 0.13 | 0.13 | |
| Crit Moves: | **** | | | | | | **** | | **** | | | | | **** | | |
| Green/Cycle: | 0.05 | 0.32 | 0.32 | | 0.38 | 0.64 | 0.64 | | 0.05 | 0.03 | 0.03 | | 0.15 | 0.13 | 0.13 | |
| Volume/Cap: | 1.00 | 0.54 | 0.35 | | 0.54 | 0.68 | 1.00 | | 1.00 | 0.28 | 0.40 | | 0.40 | 1.00 | 1.00 | |
| Uniform Del: | 47.3 | 27.9 | 26.1 | | 24.3 | 11.2 | 17.8 | | 47.6 | 47.5 | 47.7 | | 38.2 | 43.3 | 43.3 | |
| IncremntDel: | 65.9 | 0.3 | 0.4 | | 0.5 | 0.6 | 28.6 | | 69.7 | 1.3 | 3.1 | | 0.9 | 43.3 | 43.3 | |
| 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: | 113.2 | 28.2 | 26.5 | | 24.7 | 11.8 | 46.4 | | 117.2 | 48.8 | 50.8 | | 39.2 | 86.7 | 86.7 | |
| 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: | 113.2 | 28.2 | 26.5 | | 24.7 | 11.8 | 46.4 | | 117.2 | 48.8 | 50.8 | | 39.2 | 86.7 | 86.7 | |
| LOS by Move: | F | C | C | | C | B | D | | F | D | D | | D | F | F | |
| HCM2kAvgQ: | 4 | 8 | 4 | | 9 | 16 | 39 | | 6 | 1 | 1 | | 3 | 12 | 12 | |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #92 Hazel Blvd/ Tributary- WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 1.047
Loss Time (sec): 9 Average Delay (sec/veh): 46.1
Optimal Cycle: 180 Level Of Service: D

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Ignore | | | | Include | | | | Ovl | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 3 | 0 1 | | 0 | 0 3 | 1 0 | | 0 | 0 0 | 0 1 | | 1 | 1 0 | 0 2 | |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 382 | 1725 | 339 | | 0 | 3190 | 143 | | 0 | 0 | 304 | | 77 | 81 | 722 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 382 | 1725 | 339 | | 0 | 3190 | 143 | | 0 | 0 | 304 | | 77 | 81 | 722 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 429 | 1938 | 0 | | 0 | 3584 | 161 | | 0 | 0 | 342 | | 87 | 91 | 811 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 429 | 1938 | 0 | | 0 | 3584 | 161 | | 0 | 0 | 342 | | 87 | 91 | 811 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 429 | 1938 | 0 | | 0 | 3584 | 161 | | 0 | 0 | 342 | | 87 | 91 | 811 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.91 | 1.00 | | 1.00 | 0.90 | 0.90 | | 1.00 | 1.00 | 0.87 | | 0.82 | 0.82 | 0.75 | |
| Lanes: | 2.00 | 3.00 | 1.00 | | 0.00 | 3.83 | 0.17 | | 0.00 | 0.00 | 1.00 | | 1.00 | 1.00 | 2.00 | |
| Final Sat.: | 3502 | 5187 | 1900 | | 0 | 6580 | 295 | | 0 | 0 | 1644 | | 1558 | 1558 | 2842 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.12 | 0.37 | 0.00 | | 0.00 | 0.54 | 0.54 | | 0.00 | 0.00 | 0.21 | | 0.06 | 0.06 | 0.29 | |
| Crit Moves: | **** | | | | | **** | | | | | | | | | **** | |
| Green/Cycle: | 0.12 | 0.64 | 0.00 | | 0.00 | 0.52 | 0.52 | | 0.00 | 0.00 | 0.39 | | 0.27 | 0.27 | 0.27 | |
| Volume/Cap: | 1.05 | 0.59 | 0.00 | | 0.00 | 1.05 | 1.05 | | 0.00 | 0.00 | 0.53 | | 0.20 | 0.21 | 1.05 | |
| Uniform Del: | 44.1 | 10.5 | 0.0 | | 0.0 | 24.0 | 24.0 | | 0.0 | 0.0 | 23.5 | | 28.0 | 28.1 | 36.4 | |
| IncremntDel: | 57.3 | 0.3 | 0.0 | | 0.0 | 29.2 | 29.2 | | 0.0 | 0.0 | 0.9 | | 0.1 | 0.1 | 45.3 | |
| 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 | 0.00 | | 0.00 | 1.00 | 1.00 | | 0.00 | 0.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Delay/Veh: | 101.4 | 10.8 | 0.0 | | 0.0 | 53.2 | 53.2 | | 0.0 | 0.0 | 24.4 | | 28.1 | 28.2 | 81.7 | |
| 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: | 101.4 | 10.8 | 0.0 | | 0.0 | 53.2 | 53.2 | | 0.0 | 0.0 | 24.4 | | 28.1 | 28.2 | 81.7 | |
| LOS by Move: | F | B | A | | A | D | D | | A | A | C | | C | C | F | |
| HCM2kAvgQ: | 8 | 12 | 0 | | 0 | 36 | 36 | | 0 | 0 | 8 | | 2 | 2 | 22 | |

Note: Queue reported is the number of cars per lane.





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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #93 Hazel Ave/ EB US-50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.959
Loss Time (sec): 6 Average Delay (sec/veh): 36.0
Optimal Cycle: 146 Level Of Service: D

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Ignore | | | | Ignore | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 3 | 0 1 | | 0 | 0 3 | 0 1 | | 3 | 0 0 | 0 2 | | 0 | 0 0 | 0 0 | |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1655 | 285 | | 0 | 1646 | 1200 | | 1327 | 0 | 1070 | | 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 | 1655 | 285 | | 0 | 1646 | 1200 | | 1327 | 0 | 1070 | | 0 | 0 | 0 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 0 | 1860 | 0 | | 0 | 1849 | 0 | | 1491 | 0 | 1202 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 1860 | 0 | | 0 | 1849 | 0 | | 1491 | 0 | 1202 | | 0 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 1860 | 0 | | 0 | 1849 | 0 | | 1491 | 0 | 1202 | | 0 | 0 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.91 | 1.00 | | 1.00 | 0.91 | 1.00 | | 0.48 | 1.00 | 0.75 | | 1.00 | 1.00 | 1.00 | |
| Lanes: | 0.00 | 3.00 | 1.00 | | 0.00 | 3.00 | 1.00 | | 3.00 | 0.00 | 2.00 | | 0.00 | 0.00 | 0.00 | |
| Final Sat.: | 0 | 5187 | 1900 | | 0 | 5187 | 1900 | | 2748 | 0 | 2842 | | 0 | 0 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.36 | 0.00 | | 0.00 | 0.36 | 0.00 | | 0.54 | 0.00 | 0.42 | | 0.00 | 0.00 | 0.00 | |
| Crit Moves: | | **** | | | | | | | **** | | | | | | | |
| Green/Cycle: | 0.00 | 0.37 | 0.00 | | 0.00 | 0.37 | 0.00 | | 0.57 | 0.00 | 0.57 | | 0.00 | 0.00 | 0.00 | |
| Volume/Cap: | 0.00 | 0.96 | 0.00 | | 0.00 | 0.95 | 0.00 | | 0.96 | 0.00 | 0.75 | | 0.00 | 0.00 | 0.00 | |
| Uniform Del: | 0.0 | 30.5 | 0.0 | | 0.0 | 30.5 | 0.0 | | 20.6 | 0.0 | 16.3 | | 0.0 | 0.0 | 0.0 | |
| IncremntDel: | 0.0 | 12.1 | 0.0 | | 0.0 | 11.4 | 0.0 | | 14.2 | 0.0 | 2.0 | | 0.0 | 0.0 | 0.0 | |
| 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: | 0.00 | 1.00 | 0.00 | | 0.00 | 1.00 | 0.00 | | 1.00 | 0.00 | 1.00 | | 0.00 | 0.00 | 0.00 | |
| Delay/Veh: | 0.0 | 42.7 | 0.0 | | 0.0 | 41.8 | 0.0 | | 34.8 | 0.0 | 18.3 | | 0.0 | 0.0 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 42.7 | 0.0 | | 0.0 | 41.8 | 0.0 | | 34.8 | 0.0 | 18.3 | | 0.0 | 0.0 | 0.0 | |
| LOS by Move: | A | D | A | | A | D | A | | C | A | B | | A | A | A | |
| HCM2kAvgQ: | 0 | 24 | 0 | | 0 | 19 | 0 | | 20 | 0 | 17 | | 0 | 0 | 0 | |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #94 Folsom Blvd/ WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.548
Loss Time (sec): 9 Average Delay (sec/veh): 6.3
Optimal Cycle: 37 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Ignore | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 3 | 0 0 | 0 | 0 | 3 | 0 1 | 1 | 0 | 1! | 0 1 | 0 | 0 | 0 | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 11 | 2008 | | 0 | 0 | 1392 | 1477 | | 78 | 0 | 135 | | 0 | 0 | | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 11 | 2008 | | 0 | 0 | 1392 | 1477 | | 78 | 0 | 135 | | 0 | 0 | | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.00 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 12 | 2256 | | 0 | 0 | 1564 | | 0 | 88 | 0 | 152 | | 0 | 0 | | 0 |
| Reduct Vol: | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 |
| Reduced Vol: | 12 | 2256 | | 0 | 0 | 1564 | | 0 | 88 | 0 | 152 | | 0 | 0 | | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 12 | 2256 | | 0 | 0 | 1564 | | 0 | 88 | 0 | 152 | | 0 | 0 | | 0 |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.91 | 1.00 | 1.00 | 0.91 | 1.00 | 0.76 | 1.00 | 0.76 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 3.00 | 0.00 | 0.00 | 3.00 | 1.00 | 1.37 | 0.00 | 1.63 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 1805 | 5187 | | 0 | 0 | 5187 | 1900 | 1983 | 0 | 2371 | | 0 | 0 | | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.43 | 0.00 | 0.00 | 0.30 | 0.00 | 0.04 | 0.00 | 0.06 | 0.00 | 0.00 | 0.00 | | | | |
| Crit Moves: | | **** | | **** | | | | | **** | | | | | | | |
| Green/Cycle: | 0.02 | 0.79 | 0.00 | 0.00 | 0.78 | 0.00 | 0.12 | 0.00 | 0.12 | 0.00 | 0.00 | 0.00 | | | | |
| Volume/Cap: | 0.39 | 0.55 | 0.00 | 0.00 | 0.39 | 0.00 | 0.38 | 0.00 | 0.55 | 0.00 | 0.00 | 0.00 | | | | |
| Uniform Del: | 48.6 | 3.8 | 0.0 | 0.0 | 3.6 | 0.0 | 40.8 | 0.0 | 41.7 | 0.0 | 0.0 | 0.0 | | | | |
| IncremntDel: | 7.7 | 0.2 | 0.0 | 0.0 | 0.1 | 0.0 | 0.4 | 0.0 | 1.5 | 0.0 | 0.0 | 0.0 | | | | |
| 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 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | | | | |
| Delay/Veh: | 56.3 | 3.9 | 0.0 | 0.0 | 3.7 | 0.0 | 41.2 | 0.0 | 43.2 | 0.0 | 0.0 | 0.0 | | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| AdjDel/Veh: | 56.3 | 3.9 | 0.0 | 0.0 | 3.7 | 0.0 | 41.2 | 0.0 | 43.2 | 0.0 | 0.0 | 0.0 | | | | |
| LOS by Move: | E | A | A | A | A | A | D | A | D | A | A | A | | | | |
| HCM2kAvgQ: | 0 | 9 | 0 | 0 | 5 | 0 | 2 | 0 | 4 | 0 | 0 | 0 | | | | |

Note: Queue reported is the number of cars per lane.





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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #95 Folsom Blvd/ EB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.681
Loss Time (sec): 12 Average Delay (sec/veh): 25.1
Optimal Cycle: 57 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Ignore | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 2 | 0 1 | 1 | 0 | 2 | 0 1 | 3 | 0 | 1 | 0 1 | 1 | 0 | 0 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 592 | 43 | | 100 | 1202 | 226 | | 1330 | 181 | 48 | | 108 | 0 | 111 | |
| Growth Adj: | 1.00 | 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 | 592 | 43 | | 100 | 1202 | 226 | | 1330 | 181 | 48 | | 108 | 0 | 111 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Volume: | 0 | 592 | 43 | | 100 | 1202 | 226 | | 1330 | 181 | 0 | | 108 | 0 | 111 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 592 | 43 | | 100 | 1202 | 226 | | 1330 | 181 | 0 | | 108 | 0 | 111 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 592 | 43 | | 100 | 1202 | 226 | | 1330 | 181 | 0 | | 108 | 0 | 111 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.95 | 0.85 | | 0.95 | 0.95 | 0.85 | | 0.92 | 1.00 | 1.00 | | 0.95 | 1.00 | 0.85 | |
| Lanes: | 1.00 | 2.00 | 1.00 | | 1.00 | 2.00 | 1.00 | | 3.00 | 1.00 | 1.00 | | 1.00 | 0.00 | 1.00 | |
| Final Sat.: | 1900 | 3610 | 1615 | | 1805 | 3610 | 1615 | | 5253 | 1900 | 1900 | | 1805 | 0 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.16 | 0.03 | | 0.06 | 0.33 | 0.14 | | 0.25 | 0.10 | 0.00 | | 0.06 | 0.00 | 0.07 | |
| Crit Moves: | **** | | | | | **** | | | **** | | | | | | **** | |
| Green/Cycle: | 0.00 | 0.37 | 0.37 | | 0.12 | 0.49 | 0.49 | | 0.37 | 0.24 | 0.00 | | 0.15 | 0.00 | 0.27 | |
| Volume/Cap: | 0.00 | 0.45 | 0.07 | | 0.45 | 0.68 | 0.29 | | 0.68 | 0.40 | 0.00 | | 0.40 | 0.00 | 0.25 | |
| Uniform Del: | 0.0 | 24.1 | 20.7 | | 40.7 | 19.6 | 15.2 | | 26.4 | 31.9 | 0.0 | | 38.3 | 0.0 | 28.3 | |
| IncremntDel: | 0.0 | 0.2 | 0.1 | | 1.4 | 1.1 | 0.2 | | 1.0 | 0.6 | 0.0 | | 1.0 | 0.0 | 0.3 | |
| 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: | 0.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 0.00 | 1.00 | |
| Delay/Veh: | 0.0 | 24.3 | 20.7 | | 42.1 | 20.7 | 15.4 | | 27.4 | 32.5 | 0.0 | | 39.3 | 0.0 | 28.6 | |
| 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: | 0.0 | 24.3 | 20.7 | | 42.1 | 20.7 | 15.4 | | 27.4 | 32.5 | 0.0 | | 39.3 | 0.0 | 28.6 | |
| LOS by Move: | A | C | C | | D | C | B | | C | C | A | | D | A | C | |
| HCM2kAvgQ: | 0 | 7 | 1 | | 3 | 15 | 4 | | 12 | 5 | 0 | | 3 | 0 | 3 | |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #96 Prairie City/ WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.994
Loss Time (sec): 6 Average Delay (sec/veh): 36.9
Optimal Cycle: 180 Level Of Service: D

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Permitted | | | Permitted | | | Permitted | | | Permitted | | |
| Rights: | Ignore | | | Ignore | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 0 0 | 2 | 0 1 | 0 0 | 2 | 0 1 | 0 0 | 0 | 0 0 | 2 0 | 0 | 0 2 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 1934 | 424 | 0 | 703 | 117 | 0 | 0 | 0 | 132 | 0 | 840 |
| Growth Adj: | 1.00 | 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 | 1934 | 424 | 0 | 703 | 117 | 0 | 0 | 0 | 132 | 0 | 840 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | 0.00 | 0.89 | 0.89 | 0.00 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 0 | 2173 | 0 | 0 | 790 | 0 | 0 | 0 | 0 | 148 | 0 | 944 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 2173 | 0 | 0 | 790 | 0 | 0 | 0 | 0 | 148 | 0 | 944 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 2173 | 0 | 0 | 790 | 0 | 0 | 0 | 0 | 148 | 0 | 944 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 0.59 | 1.00 | 0.75 |
| Lanes: | 0.00 | 2.00 | 1.00 | 0.00 | 2.00 | 1.00 | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 2.00 |
| Final Sat.: | 0 | 3610 | 1900 | 0 | 3610 | 1900 | 0 | 0 | 0 | 2252 | 0 | 2842 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.60 | 0.00 | 0.00 | 0.22 | 0.00 | 0.00 | 0.00 | 0.00 | 0.07 | 0.00 | 0.33 |
| Crit Moves: | | **** | | | | | | | | | | **** |
| Green/Cycle: | 0.00 | 0.61 | 0.00 | 0.00 | 0.61 | 0.00 | 0.00 | 0.00 | 0.00 | 0.33 | 0.00 | 0.33 |
| Volume/Cap: | 0.00 | 0.99 | 0.00 | 0.00 | 0.36 | 0.00 | 0.00 | 0.00 | 0.00 | 0.20 | 0.00 | 0.99 |
| Uniform Del: | 0.0 | 19.5 | 0.0 | 0.0 | 9.9 | 0.0 | 0.0 | 0.0 | 0.0 | 23.7 | 0.0 | 33.2 |
| IncremntDel: | 0.0 | 17.7 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 0.0 | 27.6 |
| 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: | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 |
| Delay/Veh: | 0.0 | 37.2 | 0.0 | 0.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 23.9 | 0.0 | 60.7 |
| 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: | 0.0 | 37.2 | 0.0 | 0.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 23.9 | 0.0 | 60.7 |
| LOS by Move: | A | D | A | A | B | A | A | A | A | C | A | E |
| HCM2kAvgQ: | 0 | 38 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 2 | 0 | 23 |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #97 Prairie City/ EB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.872
Loss Time (sec): 6 Average Delay (sec/veh): 21.5
Optimal Cycle: 80 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Permitted | | | Permitted | | | Permitted | | | Permitted | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 0 0 | 2 | 0 1 | 0 0 | 2 | 0 1 | 1 1 | 0 | 0 2 | 0 0 | 0 | 0 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 1783 | 257 | 0 | 836 | 0 | 801 | 2 | 366 | 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 | 1783 | 257 | 0 | 836 | 0 | 801 | 2 | 366 | 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: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 0 | 2003 | 289 | 0 | 939 | 0 | 900 | 2 | 411 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 2003 | 289 | 0 | 939 | 0 | 900 | 2 | 411 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 2003 | 289 | 0 | 939 | 0 | 900 | 2 | 411 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 0.95 | 0.85 | 1.00 | 0.95 | 1.00 | 0.90 | 0.90 | 0.75 | 1.00 | 1.00 | 1.00 |
| Lanes: | 0.00 | 2.00 | 1.00 | 0.00 | 2.00 | 1.00 | 1.99 | 0.01 | 2.00 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 0 | 3610 | 1615 | 0 | 3610 | 1900 | 3400 | 8 | 2842 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.55 | 0.18 | 0.00 | 0.26 | 0.00 | 0.26 | 0.26 | 0.14 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | | **** | | | | | | **** | | | | |
| Green/Cycle: | 0.00 | 0.64 | 0.64 | 0.00 | 0.64 | 0.00 | 0.30 | 0.30 | 0.30 | 0.00 | 0.00 | 0.00 |
| Volume/Cap: | 0.00 | 0.87 | 0.28 | 0.00 | 0.41 | 0.00 | 0.87 | 0.87 | 0.48 | 0.00 | 0.00 | 0.00 |
| Uniform Del: | 0.0 | 14.8 | 8.0 | 0.0 | 8.9 | 0.0 | 33.0 | 33.0 | 28.4 | 0.0 | 0.0 | 0.0 |
| IncremntDel: | 0.0 | 4.0 | 0.2 | 0.0 | 0.1 | 0.0 | 8.2 | 8.2 | 0.4 | 0.0 | 0.0 | 0.0 |
| 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: | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 18.8 | 8.2 | 0.0 | 9.1 | 0.0 | 41.2 | 41.2 | 28.8 | 0.0 | 0.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 18.8 | 8.2 | 0.0 | 9.1 | 0.0 | 41.2 | 41.2 | 28.8 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | A | B | A | A | A | A | D | D | C | A | A | A |
| HCM2kAvgQ: | 0 | 27 | 4 | 0 | 7 | 0 | 16 | 16 | 6 | 0 | 0 | 0 |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #98 East Bidwell St/ WB US 50 Ramps

| | | | |
|---|---|---|---|
| Cycle (sec): | 100 | Critical Vol./Cap. (X): | 0.891 |
| Loss Time (sec): | 6 | Average Delay (sec/veh): | 29.0 |
| Optimal Cycle: | 89 | Level Of Service: | C |

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Ignore | | | | Ignore | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1464 | 269 | | 0 | 1293 | 354 | | 0 | 0 | 0 | | 1032 | 0 | 586 | |
| Growth Adj: | 1.00 | 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 | 1464 | 269 | | 0 | 1293 | 354 | | 0 | 0 | 0 | | 1032 | 0 | 586 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 0 | 1645 | 0 | | 0 | 1453 | 0 | | 0 | 0 | 0 | | 1160 | 0 | 658 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 1645 | 0 | | 0 | 1453 | 0 | | 0 | 0 | 0 | | 1160 | 0 | 658 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 1645 | 0 | | 0 | 1453 | 0 | | 0 | 0 | 0 | | 1160 | 0 | 658 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.91 | 1.00 | | 1.00 | 0.91 | 1.00 | | 1.00 | 1.00 | 1.00 | | 0.59 | 1.00 | 0.75 | |
| Lanes: | 0.00 | 3.00 | 1.00 | | 0.00 | 3.00 | 1.00 | | 0.00 | 0.00 | 0.00 | | 2.00 | 0.00 | 2.00 | |
| Final Sat.: | 0 | 5187 | 1900 | | 0 | 5187 | 1900 | | 0 | 0 | 0 | | 2226 | 0 | 2842 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.32 | 0.00 | | 0.00 | 0.28 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.52 | 0.00 | 0.23 | |
| Crit Moves: | | **** | | | | | | | | | | | **** | | | |
| Green/Cycle: | 0.00 | 0.36 | 0.00 | | 0.00 | 0.36 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.58 | 0.00 | 0.58 | |
| Volume/Cap: | 0.00 | 0.89 | 0.00 | | 0.00 | 0.79 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.89 | 0.00 | 0.40 | |
| Uniform Del: | 0.0 | 30.4 | 0.0 | | 0.0 | 28.8 | 0.0 | | 0.0 | 0.0 | 0.0 | | 18.0 | 0.0 | 11.2 | |
| IncremntDel: | 0.0 | 5.9 | 0.0 | | 0.0 | 2.3 | 0.0 | | 0.0 | 0.0 | 0.0 | | 8.1 | 0.0 | 0.2 | |
| 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: | 0.00 | 1.00 | 0.00 | | 0.00 | 1.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 1.00 | 0.00 | 1.00 | |
| Delay/Veh: | 0.0 | 36.3 | 0.0 | | 0.0 | 31.2 | 0.0 | | 0.0 | 0.0 | 0.0 | | 26.1 | 0.0 | 11.4 | |
| 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: | 0.0 | 36.3 | 0.0 | | 0.0 | 31.2 | 0.0 | | 0.0 | 0.0 | 0.0 | | 26.1 | 0.0 | 11.4 | |
| LOS by Move: | A | D | A | | A | C | A | | A | A | A | | C | A | B | |
| HCM2kAvgQ: | 0 | 19 | 0 | | 0 | 15 | 0 | | 0 | 0 | 0 | | 20 | 0 | 6 | |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #99 East Bidwell St/ EB US 50 Ramps

| | | | |
|---|---|---|---|
| Cycle (sec): | 100 | Critical Vol./Cap. (X): | 0.763 |
| Loss Time (sec): | 6 | Average Delay (sec/veh): | 17.7 |
| Optimal Cycle: | 51 | Level Of Service: | B |

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Ignore | | | | Ignore | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 3 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1211 | 659 | | 0 | 2108 | 217 | | 523 | 0 | 386 | | 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 | 1211 | 659 | | 0 | 2108 | 217 | | 523 | 0 | 386 | | 0 | 0 | 0 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 0 | 1361 | 0 | | 0 | 2369 | 0 | | 588 | 0 | 434 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 1361 | 0 | | 0 | 2369 | 0 | | 588 | 0 | 434 | | 0 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 1361 | 0 | | 0 | 2369 | 0 | | 588 | 0 | 434 | | 0 | 0 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.91 | 1.00 | | 1.00 | 0.91 | 1.00 | | 0.59 | 1.00 | 0.75 | | 1.00 | 1.00 | 1.00 | |
| Lanes: | 0.00 | 3.00 | 1.00 | | 0.00 | 3.00 | 1.00 | | 2.00 | 0.00 | 2.00 | | 0.00 | 0.00 | 0.00 | |
| Final Sat.: | 0 | 5187 | 1900 | | 0 | 5187 | 1900 | | 2252 | 0 | 2842 | | 0 | 0 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.26 | 0.00 | | 0.00 | 0.46 | 0.00 | | 0.26 | 0.00 | 0.15 | | 0.00 | 0.00 | 0.00 | |
| Crit Moves: | | | | | | **** | | | **** | | | | | | | |
| Green/Cycle: | 0.00 | 0.60 | 0.00 | | 0.00 | 0.60 | 0.00 | | 0.34 | 0.00 | 0.34 | | 0.00 | 0.00 | 0.00 | |
| Volume/Cap: | 0.00 | 0.44 | 0.00 | | 0.00 | 0.76 | 0.00 | | 0.76 | 0.00 | 0.45 | | 0.00 | 0.00 | 0.00 | |
| Uniform Del: | 0.0 | 10.9 | 0.0 | | 0.0 | 14.9 | 0.0 | | 29.3 | 0.0 | 25.6 | | 0.0 | 0.0 | 0.0 | |
| IncremntDel: | 0.0 | 0.1 | 0.0 | | 0.0 | 1.2 | 0.0 | | 4.5 | 0.0 | 0.3 | | 0.0 | 0.0 | 0.0 | |
| 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: | 0.00 | 1.00 | 0.00 | | 0.00 | 1.00 | 0.00 | | 1.00 | 0.00 | 1.00 | | 0.00 | 0.00 | 0.00 | |
| Delay/Veh: | 0.0 | 11.0 | 0.0 | | 0.0 | 16.0 | 0.0 | | 33.9 | 0.0 | 25.9 | | 0.0 | 0.0 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 11.0 | 0.0 | | 0.0 | 16.0 | 0.0 | | 33.9 | 0.0 | 25.9 | | 0.0 | 0.0 | 0.0 | |
| LOS by Move: | A | B | A | | A | B | A | | C | A | C | | A | A | A | |
| HCM2kAvgQ: | 0 | 8 | 0 | | 0 | 19 | 0 | | 10 | 0 | 6 | | 0 | 0 | 0 | |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #100 El Dorado Hills Blvd/ WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.437
Loss Time (sec): 0 Average Delay (sec/veh): 0.0
Optimal Cycle: 26 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1518 | 0 | 0 | 2268 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 1518 | 0 | 0 | 2268 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 1518 | 0 | 0 | 2268 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 1518 | 0 | 0 | 2268 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 1518 | 0 | 0 | 2268 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 0.91 | 1.00 | 1.00 | 0.91 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 0.00 | 3.00 | 0.00 | 0.00 | 3.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 0 | 5187 | 0 | 0 | 5187 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.29 | 0.00 | 0.00 | 0.44 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | | | | | **** | | | | | | | | | | | |
| Green/Cycle: | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Volume/Cap: | 0.00 | 0.29 | 0.00 | 0.00 | 0.44 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Uniform Del: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| IncremntDel: | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 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 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay Adj: | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A |
| HCM2kAvgQ: | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Note: Queue reported is the number of cars per lane.





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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #101 El Dorado Hills Blvd/ EB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.407
Loss Time (sec): 6 Average Delay (sec/veh): 3.7
Optimal Cycle: 23 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Ignore | | | | Ignore | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 3 | 0 | 1 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1381 | 132 | 146 | 1983 | 0 | 0 | 0 | 1592 | 0 | 0 | 288 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 0 | 1381 | 132 | 146 | 1983 | 0 | 0 | 0 | 1592 | 0 | 0 | 288 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | | | | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | | | | |
| PHF Volume: | 0 | 1381 | 132 | 146 | 1983 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 0 | 1381 | 132 | 146 | 1983 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | | | | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | | | | |
| FinalVolume: | 0 | 1381 | 132 | 146 | 1983 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 0.97 | 0.91 | 0.85 | 0.95 | 0.91 | 1.00 | 1.00 | 1.00 | 0.88 | 1.00 | 1.00 | 1.00 | | | | |
| Lanes: | 2.00 | 3.00 | 1.00 | 1.00 | 3.00 | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 0.00 | 1.00 | | | | |
| Final Sat.: | 3686 | 5187 | 1615 | 1805 | 5187 | 0 | 0 | 0 | 3344 | 0 | 0 | 1900 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.27 | 0.08 | 0.08 | 0.38 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | | | |
| Crit Moves: | **** | | | | **** | | | | | | | | | | | |
| Green/Cycle: | 0.00 | 0.72 | 0.72 | 0.22 | 0.94 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | | | |
| Volume/Cap: | 0.00 | 0.37 | 0.11 | 0.37 | 0.41 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | | | |
| Uniform Del: | 0.0 | 5.3 | 4.2 | 33.2 | 0.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | |
| IncremntDel: | 0.0 | 0.1 | 0.0 | 0.6 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | |
| 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: | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | | | |
| Delay/Veh: | 0.0 | 5.4 | 4.3 | 33.8 | 0.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| AdjDel/Veh: | 0.0 | 5.4 | 4.3 | 33.8 | 0.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | |
| LOS by Move: | A | A | A | C | A | A | A | A | A | A | A | A | | | | |
| HCM2kAvgQ: | 0 | 6 | 1 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #102 Sunrise Rd/ Jackson Hwy-SR16

Cycle (sec): 100 Critical Vol./Cap. (X): 0.802
Loss Time (sec): 12 Average Delay (sec/veh): 29.2
Optimal Cycle: 78 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Ovl | | | Ovl | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 2 0 | 3 0 | 1 | 2 0 | 3 0 | 1 | 2 0 | 2 0 | 1 | 2 0 | 2 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 15 | 1006 | 188 | 83 | 430 | 97 | 90 | 558 | 12 | 251 | 1390 | 31 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 15 | 1006 | 188 | 83 | 430 | 97 | 90 | 558 | 12 | 251 | 1390 | 31 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 17 | 1130 | 211 | 93 | 483 | 109 | 101 | 627 | 13 | 282 | 1562 | 35 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 17 | 1130 | 211 | 93 | 483 | 109 | 101 | 627 | 13 | 282 | 1562 | 35 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 17 | 1130 | 211 | 93 | 483 | 109 | 101 | 627 | 13 | 282 | 1562 | 35 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.91 | 0.85 | 0.92 | 0.91 | 0.85 | 0.92 | 0.95 | 0.85 | 0.92 | 0.95 | 0.85 |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 |
| Final Sat.: | 3502 | 5187 | 1615 | 3502 | 5187 | 1615 | 3502 | 3610 | 1615 | 3502 | 3610 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.22 | 0.13 | 0.03 | 0.09 | 0.07 | 0.03 | 0.17 | 0.01 | 0.08 | 0.43 | 0.02 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green/Cycle: | 0.01 | 0.27 | 0.45 | 0.03 | 0.29 | 0.33 | 0.04 | 0.39 | 0.41 | 0.18 | 0.54 | 0.57 |
| Volume/Cap: | 0.32 | 0.80 | 0.29 | 0.80 | 0.32 | 0.21 | 0.80 | 0.44 | 0.02 | 0.44 | 0.80 | 0.04 |
| Uniform Del: | 48.7 | 33.9 | 17.2 | 48.0 | 27.8 | 24.4 | 47.8 | 22.3 | 17.7 | 36.4 | 18.7 | 9.3 |
| IncremntDel: | 3.5 | 3.4 | 0.2 | 31.7 | 0.1 | 0.2 | 29.7 | 0.2 | 0.0 | 0.5 | 2.5 | 0.0 |
| 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: | 52.3 | 37.3 | 17.4 | 79.7 | 27.9 | 24.6 | 77.6 | 22.5 | 17.7 | 36.9 | 21.2 | 9.4 |
| 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: | 52.3 | 37.3 | 17.4 | 79.7 | 27.9 | 24.6 | 77.6 | 22.5 | 17.7 | 36.9 | 21.2 | 9.4 |
| LOS by Move: | D | D | B | E | C | C | E | C | B | D | C | A |
| HCM2kAvgQ: | 0 | 12 | 4 | 2 | 4 | 2 | 3 | 8 | 0 | 4 | 21 | 0 |

Note: Queue reported is the number of cars per lane.





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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #103 Grant Line Rd/ Jackson Rd- SR16

Cycle (sec): 100 Critical Vol./Cap. (X): 0.431
Loss Time (sec): 12 Average Delay (sec/veh): 24.2
Optimal Cycle: 37 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Ovl | | | Ovl | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 2 0 | 2 0 | 1 | 2 0 | 2 0 | 2 | 2 0 | 2 0 | 2 | 2 0 | 2 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 169 | 796 | 54 | 2 | 714 | 140 | 51 | 406 | 191 | 176 | 598 | 2 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 169 | 796 | 54 | 2 | 714 | 140 | 51 | 406 | 191 | 176 | 598 | 2 |
| User Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 150 | 708 | 48 | 2 | 635 | 125 | 45 | 361 | 170 | 157 | 532 | 2 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 150 | 708 | 48 | 2 | 635 | 125 | 45 | 361 | 170 | 157 | 532 | 2 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 150 | 708 | 48 | 2 | 635 | 125 | 45 | 361 | 170 | 157 | 532 | 2 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.95 | 0.85 | 0.92 | 0.95 | 0.75 | 0.92 | 0.95 | 0.75 | 0.92 | 0.95 | 0.85 |
| Lanes: | 2.00 | 2.00 | 1.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 1.00 |
| Final Sat.: | 3502 | 3610 | 1615 | 3502 | 3610 | 2842 | 3502 | 3610 | 2842 | 3502 | 3610 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.20 | 0.03 | 0.00 | 0.18 | 0.04 | 0.01 | 0.10 | 0.06 | 0.04 | 0.15 | 0.00 |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | |
| Green/Cycle: | 0.10 | 0.51 | 0.62 | 0.00 | 0.41 | 0.44 | 0.03 | 0.26 | 0.36 | 0.11 | 0.34 | 0.34 |
| Volume/Cap: | 0.43 | 0.39 | 0.05 | 0.39 | 0.43 | 0.10 | 0.43 | 0.39 | 0.17 | 0.39 | 0.43 | 0.00 |
| Uniform Del: | 42.4 | 15.1 | 7.4 | 49.9 | 21.2 | 16.5 | 47.7 | 30.7 | 22.0 | 41.0 | 25.4 | 21.6 |
| IncremntDel: | 0.9 | 0.1 | 0.0 | 46.6 | 0.2 | 0.0 | 2.8 | 0.3 | 0.1 | 0.6 | 0.2 | 0.0 |
| 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: | 43.2 | 15.3 | 7.4 | 96.5 | 21.4 | 16.5 | 50.5 | 30.9 | 22.1 | 41.6 | 25.6 | 21.6 |
| 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: | 43.2 | 15.3 | 7.4 | 96.5 | 21.4 | 16.5 | 50.5 | 30.9 | 22.1 | 41.6 | 25.6 | 21.6 |
| LOS by Move: | D | B | A | F | C | B | D | C | C | D | C | C |
| HCM2kAvgQ: | 3 | 7 | 1 | 0 | 7 | 1 | 1 | 5 | 2 | 2 | 6 | 0 |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #104 Oak Ave Pkwy/ WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.780
Loss Time (sec): 6 Average Delay (sec/veh): 18.6
Optimal Cycle: 54 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Ignore | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1492 | 488 | | 0 | 891 | 639 | | 0 | 0 | 0 | | 538 | 0 | 110 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 0 | 1492 | 488 | | 0 | 891 | 639 | | 0 | 0 | 0 | | 538 | 0 | 110 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 0 | 1676 | 0 | | 0 | 1001 | 718 | | 0 | 0 | 0 | | 604 | 0 | 124 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 1676 | 0 | | 0 | 1001 | 718 | | 0 | 0 | 0 | | 604 | 0 | 124 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 1676 | 0 | | 0 | 1001 | 718 | | 0 | 0 | 0 | | 604 | 0 | 124 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.95 | 1.00 | | 1.00 | 0.95 | 0.85 | | 1.00 | 1.00 | 1.00 | | 0.59 | 1.00 | 0.75 | |
| Lanes: | 0.00 | 2.00 | 1.00 | | 0.00 | 2.00 | 1.00 | | 0.00 | 0.00 | 0.00 | | 2.00 | 0.00 | 2.00 | |
| Final Sat.: | 0 | 3610 | 1900 | | 0 | 3610 | 1615 | | 0 | 0 | 0 | | 2252 | 0 | 2842 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.46 | 0.00 | | 0.00 | 0.28 | 0.44 | | 0.00 | 0.00 | 0.00 | | 0.27 | 0.00 | 0.04 | |
| Crit Moves: | | **** | | | | | | | | | | | **** | | | |
| Green/Cycle: | 0.00 | 0.60 | 0.00 | | 0.00 | 0.60 | 0.60 | | 0.00 | 0.00 | 0.00 | | 0.34 | 0.00 | 0.34 | |
| Volume/Cap: | 0.00 | 0.78 | 0.00 | | 0.00 | 0.47 | 0.75 | | 0.00 | 0.00 | 0.00 | | 0.78 | 0.00 | 0.13 | |
| Uniform Del: | 0.0 | 15.3 | 0.0 | | 0.0 | 11.3 | 14.7 | | 0.0 | 0.0 | 0.0 | | 29.4 | 0.0 | 22.5 | |
| IncremntDel: | 0.0 | 1.9 | 0.0 | | 0.0 | 0.2 | 3.2 | | 0.0 | 0.0 | 0.0 | | 5.1 | 0.0 | 0.1 | |
| 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: | 0.00 | 1.00 | 0.00 | | 0.00 | 1.00 | 1.00 | | 0.00 | 0.00 | 0.00 | | 1.00 | 0.00 | 1.00 | |
| Delay/Veh: | 0.0 | 17.2 | 0.0 | | 0.0 | 11.5 | 18.0 | | 0.0 | 0.0 | 0.0 | | 34.5 | 0.0 | 22.5 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 17.2 | 0.0 | | 0.0 | 11.5 | 18.0 | | 0.0 | 0.0 | 0.0 | | 34.5 | 0.0 | 22.5 | |
| LOS by Move: | A | B | A | | A | B | B | | A | A | A | | C | A | C | |
| HCM2kAvgQ: | 0 | 20 | 0 | | 0 | 9 | 16 | | 0 | 0 | 0 | | 11 | 0 | 1 | |

Note: Queue reported is the number of cars per lane.





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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #105 Oak Ave Pkwy/ EB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.872
Loss Time (sec): 6 Average Delay (sec/veh): 28.0
Optimal Cycle: 80 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 2 | 0 | 1 | 2 | 0 | 0 | 0 | 2 | |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1003 | 154 | | 0 | 1053 | 124 | | 977 | 0 | 565 | | 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 | 1003 | 154 | | 0 | 1053 | 124 | | 977 | 0 | 565 | | 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: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 0 | 1127 | 173 | | 0 | 1183 | 139 | | 1098 | 0 | 635 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 1127 | 173 | | 0 | 1183 | 139 | | 1098 | 0 | 635 | | 0 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 1127 | 173 | | 0 | 1183 | 139 | | 1098 | 0 | 635 | | 0 | 0 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.95 | 0.85 | | 1.00 | 0.95 | 0.85 | | 0.59 | 1.00 | 0.75 | | 1.00 | 1.00 | 1.00 | |
| Lanes: | 0.00 | 2.00 | 1.00 | | 0.00 | 2.00 | 1.00 | | 2.00 | 0.00 | 2.00 | | 0.00 | 0.00 | 0.00 | |
| Final Sat.: | 0 | 3610 | 1615 | | 0 | 3610 | 1615 | | 2230 | 0 | 2842 | | 0 | 0 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.31 | 0.11 | | 0.00 | 0.33 | 0.09 | | 0.49 | 0.00 | 0.22 | | 0.00 | 0.00 | 0.00 | |
| Crit Moves: | | | | | | **** | | | **** | | | | | | | |
| Green/Cycle: | 0.00 | 0.38 | 0.38 | | 0.00 | 0.38 | 0.38 | | 0.56 | 0.00 | 0.56 | | 0.00 | 0.00 | 0.00 | |
| Volume/Cap: | 0.00 | 0.83 | 0.29 | | 0.00 | 0.87 | 0.23 | | 0.87 | 0.00 | 0.40 | | 0.00 | 0.00 | 0.00 | |
| Uniform Del: | 0.0 | 28.3 | 21.8 | | 0.0 | 29.0 | 21.3 | | 18.7 | 0.0 | 12.2 | | 0.0 | 0.0 | 0.0 | |
| IncremntDel: | 0.0 | 4.5 | 0.3 | | 0.0 | 6.5 | 0.2 | | 6.9 | 0.0 | 0.2 | | 0.0 | 0.0 | 0.0 | |
| 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: | 0.00 | 1.00 | 1.00 | | 0.00 | 1.00 | 1.00 | | 1.00 | 0.00 | 1.00 | | 0.00 | 0.00 | 0.00 | |
| Delay/Veh: | 0.0 | 32.8 | 22.1 | | 0.0 | 35.5 | 21.5 | | 25.6 | 0.0 | 12.4 | | 0.0 | 0.0 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 32.8 | 22.1 | | 0.0 | 35.5 | 21.5 | | 25.6 | 0.0 | 12.4 | | 0.0 | 0.0 | 0.0 | |
| LOS by Move: | A | C | C | | A | D | C | | C | A | B | | A | A | A | |
| HCM2kAvgQ: | 0 | 17 | 4 | | 0 | 19 | 3 | | 18 | 0 | 6 | | 0 | 0 | 0 | |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #106 Empire Ranch Rd/ WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.609
Loss Time (sec): 6 Average Delay (sec/veh): 15.6
Optimal Cycle: 34 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Permitted | | | Permitted | | | Permitted | | | Permitted | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 0 0 | 3 | 0 1 | 0 0 | 3 | 0 1 | 0 0 | 0 | 0 0 | 2 0 | 0 | 0 2 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 466 | 291 | 0 | 1263 | 513 | 0 | 0 | 0 | 297 | 0 | 545 |
| Growth Adj: | 1.00 | 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 | 466 | 291 | 0 | 1263 | 513 | 0 | 0 | 0 | 297 | 0 | 545 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 0 | 524 | 327 | 0 | 1419 | 576 | 0 | 0 | 0 | 334 | 0 | 612 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 524 | 327 | 0 | 1419 | 576 | 0 | 0 | 0 | 334 | 0 | 612 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 0 | 524 | 327 | 0 | 1419 | 576 | 0 | 0 | 0 | 334 | 0 | 612 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 0.91 | 0.85 | 1.00 | 0.91 | 0.85 | 1.00 | 1.00 | 1.00 | 0.59 | 1.00 | 0.75 |
| Lanes: | 0.00 | 3.00 | 1.00 | 0.00 | 3.00 | 1.00 | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 2.00 |
| Final Sat.: | 0 | 5187 | 1615 | 0 | 5187 | 1615 | 0 | 0 | 0 | 2252 | 0 | 2842 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.10 | 0.20 | 0.00 | 0.27 | 0.36 | 0.00 | 0.00 | 0.00 | 0.15 | 0.00 | 0.22 |
| Crit Moves: | | | | | | **** | | | | | | **** |
| Green/Cycle: | 0.00 | 0.59 | 0.59 | 0.00 | 0.59 | 0.59 | 0.00 | 0.00 | 0.00 | 0.35 | 0.00 | 0.35 |
| Volume/Cap: | 0.00 | 0.17 | 0.35 | 0.00 | 0.47 | 0.61 | 0.00 | 0.00 | 0.00 | 0.42 | 0.00 | 0.61 |
| Uniform Del: | 0.0 | 9.5 | 10.7 | 0.0 | 11.8 | 13.3 | 0.0 | 0.0 | 0.0 | 24.5 | 0.0 | 26.6 |
| IncremntDel: | 0.0 | 0.0 | 0.2 | 0.0 | 0.1 | 1.2 | 0.0 | 0.0 | 0.0 | 0.4 | 0.0 | 1.1 |
| 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: | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 |
| Delay/Veh: | 0.0 | 9.6 | 11.0 | 0.0 | 11.9 | 14.5 | 0.0 | 0.0 | 0.0 | 24.9 | 0.0 | 27.7 |
| 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: | 0.0 | 9.6 | 11.0 | 0.0 | 11.9 | 14.5 | 0.0 | 0.0 | 0.0 | 24.9 | 0.0 | 27.7 |
| LOS by Move: | A | A | B | A | B | B | A | A | A | C | A | C |
| HCM2kAvgQ: | 0 | 3 | 5 | 0 | 8 | 10 | 0 | 0 | 0 | 4 | 0 | 9 |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #107 Empire Ranch Rd/ EB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.398
Loss Time (sec): 6 Average Delay (sec/veh): 14.8
Optimal Cycle: 23 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Permitted | | | Permitted | | | Permitted | | | Permitted | | |
| Rights: | Ignore | | | Ignore | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 0 0 | 3 | 0 1 | 0 0 | 3 | 0 1 | 2 0 | 0 | 0 2 | 0 0 | 0 | 0 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 504 | 129 | 0 | 1052 | 508 | 253 | 0 | 370 | 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 | 504 | 129 | 0 | 1052 | 508 | 253 | 0 | 370 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | 0.00 | 0.89 | 0.89 | 0.00 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 0 | 566 | 0 | 0 | 1182 | 0 | 284 | 0 | 416 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 566 | 0 | 0 | 1182 | 0 | 284 | 0 | 416 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 566 | 0 | 0 | 1182 | 0 | 284 | 0 | 416 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 0.91 | 1.00 | 1.00 | 0.91 | 1.00 | 0.59 | 1.00 | 0.75 | 1.00 | 1.00 | 1.00 |
| Lanes: | 0.00 | 3.00 | 1.00 | 0.00 | 3.00 | 1.00 | 2.00 | 0.00 | 2.00 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 0 | 5187 | 1900 | 0 | 5187 | 1900 | 2248 | 0 | 2842 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.11 | 0.00 | 0.00 | 0.23 | 0.00 | 0.13 | 0.00 | 0.15 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | | | | | **** | | | | **** | | | |
| Green/Cycle: | 0.00 | 0.57 | 0.00 | 0.00 | 0.57 | 0.00 | 0.37 | 0.00 | 0.37 | 0.00 | 0.00 | 0.00 |
| Volume/Cap: | 0.00 | 0.19 | 0.00 | 0.00 | 0.40 | 0.00 | 0.34 | 0.00 | 0.40 | 0.00 | 0.00 | 0.00 |
| Uniform Del: | 0.0 | 10.3 | 0.0 | 0.0 | 11.8 | 0.0 | 22.9 | 0.0 | 23.4 | 0.0 | 0.0 | 0.0 |
| IncremntDel: | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 0.0 | 0.3 | 0.0 | 0.3 | 0.0 | 0.0 | 0.0 |
| 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: | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 10.3 | 0.0 | 0.0 | 11.9 | 0.0 | 23.2 | 0.0 | 23.7 | 0.0 | 0.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 10.3 | 0.0 | 0.0 | 11.9 | 0.0 | 23.2 | 0.0 | 23.7 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | A | B | A | A | B | A | C | A | C | A | A | A |
| HCM2kAvgQ: | 0 | 3 | 0 | 0 | 7 | 0 | 3 | 0 | 6 | 0 | 0 | 0 |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #108 Silva Way/ WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.956
Loss Time (sec): 6 Average Delay (sec/veh): 36.7
Optimal Cycle: 142 Level Of Service: D

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Ignore | | | | Ignore | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 | 2 | 0 1 | 0 | 0 | 2 | 0 1 | 0 | 0 | 0 | 0 0 | 2 | 0 | 0 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 559 | 0 | 0 | 1119 | 657 | 0 | 0 | 0 | 1090 | 0 | 114 | | | | |
| Growth Adj: | 1.00 | 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 | 559 | 0 | 0 | 1119 | 657 | 0 | 0 | 0 | 1090 | 0 | 114 | | | | |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.89 | 0.89 | 0.00 | 0.89 | 0.89 | 0.00 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | | | | |
| PHF Volume: | 0 | 628 | 0 | 0 | 1257 | 0 | 0 | 0 | 0 | 1225 | 0 | 128 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 0 | 628 | 0 | 0 | 1257 | 0 | 0 | 0 | 0 | 1225 | 0 | 128 | | | | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| FinalVolume: | 0 | 628 | 0 | 0 | 1257 | 0 | 0 | 0 | 0 | 1225 | 0 | 128 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 0.59 | 1.00 | 0.85 | | | | |
| Lanes: | 0.00 | 2.00 | 1.00 | 0.00 | 2.00 | 1.00 | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 1.00 | | | | |
| Final Sat.: | 0 | 3610 | 1900 | 0 | 3610 | 1900 | 0 | 0 | 0 | 2226 | 0 | 1615 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.17 | 0.00 | 0.00 | 0.35 | 0.00 | 0.00 | 0.00 | 0.00 | 0.55 | 0.00 | 0.08 | | | | |
| Crit Moves: | | | | | **** | | | | | **** | | | | | | |
| Green/Cycle: | 0.00 | 0.36 | 0.00 | 0.00 | 0.36 | 0.00 | 0.00 | 0.00 | 0.00 | 0.58 | 0.00 | 0.58 | | | | |
| Volume/Cap: | 0.00 | 0.48 | 0.00 | 0.00 | 0.96 | 0.00 | 0.00 | 0.00 | 0.00 | 0.96 | 0.00 | 0.14 | | | | |
| Uniform Del: | 0.0 | 24.5 | 0.0 | 0.0 | 31.0 | 0.0 | 0.0 | 0.0 | 0.0 | 20.0 | 0.0 | 9.8 | | | | |
| IncremntDel: | 0.0 | 0.3 | 0.0 | 0.0 | 15.5 | 0.0 | 0.0 | 0.0 | 0.0 | 15.7 | 0.0 | 0.1 | | | | |
| 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: | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | | | | |
| Delay/Veh: | 0.0 | 24.7 | 0.0 | 0.0 | 46.4 | 0.0 | 0.0 | 0.0 | 0.0 | 35.8 | 0.0 | 9.9 | | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| AdjDel/Veh: | 0.0 | 24.7 | 0.0 | 0.0 | 46.4 | 0.0 | 0.0 | 0.0 | 0.0 | 35.8 | 0.0 | 9.9 | | | | |
| LOS by Move: | A | C | A | A | D | A | A | A | A | D | A | A | | | | |
| HCM2kAvgQ: | 0 | 8 | 0 | 0 | 25 | 0 | 0 | 0 | 0 | 24 | 0 | 2 | | | | |

Note: Queue reported is the number of cars per lane.





AM Cumulative Centralized DFri May 8, 2009 17:37:13 Page 111-1

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #109 Silva Way/ EB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.720
Loss Time (sec): 6 Average Delay (sec/veh): 8.2
Optimal Cycle: 45 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Ignore | | | | Ignore | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 | 2 | 0 1 | 0 | 0 | 2 | 0 1 | 2 | 0 | 0 | 0 2 | 0 | 0 | 0 | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 502 | 418 | 0 | 1918 | 0 | 168 | 0 | 88 | 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 | 502 | 418 | 0 | 1918 | 0 | 168 | 0 | 88 | 0 | 0 | 0 | | | | |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.89 | 0.89 | 0.00 | 0.89 | 0.89 | 0.00 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | | | | |
| PHF Volume: | 0 | 564 | 0 | 0 | 2155 | 0 | 189 | 0 | 99 | 0 | 0 | 0 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 0 | 564 | 0 | 0 | 2155 | 0 | 189 | 0 | 99 | 0 | 0 | 0 | | | | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| FinalVolume: | 0 | 564 | 0 | 0 | 2155 | 0 | 189 | 0 | 99 | 0 | 0 | 0 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 0.62 | 1.00 | 0.75 | 1.00 | 1.00 | 1.00 | | | | |
| Lanes: | 0.00 | 2.00 | 1.00 | 0.00 | 2.00 | 1.00 | 2.00 | 0.00 | 2.00 | 0.00 | 0.00 | 0.00 | | | | |
| Final Sat.: | 0 | 3610 | 1900 | 0 | 3610 | 1900 | 2363 | 0 | 2842 | 0 | 0 | 0 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.16 | 0.00 | 0.00 | 0.60 | 0.00 | 0.08 | 0.00 | 0.03 | 0.00 | 0.00 | 0.00 | | | | |
| Crit Moves: | | | | | **** | | **** | | | | | | | | | |
| Green/Cycle: | 0.00 | 0.83 | 0.00 | 0.00 | 0.83 | 0.00 | 0.11 | 0.00 | 0.11 | 0.00 | 0.00 | 0.00 | | | | |
| Volume/Cap: | 0.00 | 0.19 | 0.00 | 0.00 | 0.72 | 0.00 | 0.72 | 0.00 | 0.31 | 0.00 | 0.00 | 0.00 | | | | |
| Uniform Del: | 0.0 | 1.7 | 0.0 | 0.0 | 3.6 | 0.0 | 43.0 | 0.0 | 40.9 | 0.0 | 0.0 | 0.0 | | | | |
| IncremntDel: | 0.0 | 0.0 | 0.0 | 0.0 | 0.9 | 0.0 | 9.3 | 0.0 | 0.6 | 0.0 | 0.0 | 0.0 | | | | |
| 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: | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | | | | |
| Delay/Veh: | 0.0 | 1.8 | 0.0 | 0.0 | 4.5 | 0.0 | 52.3 | 0.0 | 41.5 | 0.0 | 0.0 | 0.0 | | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| AdjDel/Veh: | 0.0 | 1.8 | 0.0 | 0.0 | 4.5 | 0.0 | 52.3 | 0.0 | 41.5 | 0.0 | 0.0 | 0.0 | | | | |
| LOS by Move: | A | A | A | A | A | A | D | A | D | A | A | A | | | | |
| HCM2kAvgQ: | 0 | 2 | 0 | 0 | 14 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | | | | |

Note: Queue reported is the number of cars per lane.

LEVEL OF SERVICE WORKSHEETS

# CUMULATIVE CONDITIONS
# CENTRALIZED DEVELOPMENT (CD) ALTERNATIVE
# PM PEAK HOUR

Impact Analysis Report
Level Of Service

| Intersection | Base LOS | Base Del/ Veh | Base V/ C | Future LOS | Future Del/ Veh | Future V/ C | Change in |
|---|---|---|---|---|---|---|---|
| # 1 Folsom Blvd/ Blue Ravine Rd | E | 64.1 | 1.025 | E | 64.1 | 1.025 | + 0.000 D/V |
| # 2 Sibly Street/ Blue Ravine Road | C | 30.3 | 0.737 | C | 30.3 | 0.737 | + 0.000 D/V |
| # 3 Oak Avenue Parkway/ Blue Ravin | D | 37.7 | 0.836 | D | 37.7 | 0.836 | + 0.000 D/V |
| # 4 Empire Ranch Road/ Natoma Stre | A | 9.1 | 0.669 | A | 9.1 | 0.669 | + 0.000 D/V |
| # 5 Oak Avenue Parkway/ Riley Stre | C | 24.4 | 0.787 | C | 24.4 | 0.787 | + 0.000 D/V |
| # 6 Oak Avenue Parkway/ East Bidwe | D | 48.8 | 0.972 | D | 48.8 | 0.972 | + 0.000 D/V |
| # 7 East Bidwell St/Nesmith Ct | E | 62.8 | 1.104 | E | 62.8 | 1.104 | + 0.000 D/V |
| # 8 East Bidwell St/Scholar Way | B | 15.6 | 0.662 | B | 15.6 | 0.662 | + 0.000 D/V |
| # 9 East Bidwell St/Power Center D | B | 18.2 | 0.742 | B | 18.2 | 0.742 | + 0.000 D/V |
| # 10 Broadstone Pkwy/ East Bidwell | C | 33.0 | 0.813 | C | 33.0 | 0.813 | + 0.000 D/V |
| # 11 Empire Ranch Road/ Broadstone | C | 24.1 | 0.583 | C | 24.1 | 0.583 | + 0.000 D/V |
| # 12 Oak Avenue Prky / Haverhill Dr | A | 8.7 | 0.647 | A | 8.7 | 0.647 | + 0.000 D/V |
| # 13 Oak Avenue Prky / Haldion Wy | B | 12.9 | 0.705 | B | 12.9 | 0.705 | + 0.000 D/V |
| # 14 Folsom Blvd/ Iron Point Road | C | 30.1 | 0.962 | C | 30.1 | 0.962 | + 0.000 D/V |
| # 15 Prairie City Rd/ Iron Point Rd | C | 30.4 | 0.691 | C | 30.4 | 0.691 | + 0.000 D/V |
| # 16 Grover Rd/ Iron Point Rd | B | 11.3 | 0.412 | B | 11.3 | 0.412 | + 0.000 D/V |
| # 17 McAdoo Dr/ Iron Point Rd | B | 16.7 | 0.478 | B | 16.7 | 0.478 | + 0.000 D/V |
| # 18 Oak Ave Pkwy/ Iron Point Rd | D | 41.1 | 0.887 | D | 41.1 | 0.887 | + 0.000 D/V |
| # 19 Rowberry Dr/ Iron Point Rd | C | 29.1 | 0.811 | C | 29.1 | 0.811 | + 0.000 D/V |
| # 20 Broadstone Pkwy/ Iron Point Rd | C | 20.5 | 0.585 | C | 20.5 | 0.585 | + 0.000 D/V |
| # 21 East Bidwell St/ Iron Point Rd | F | 81.4 | 1.142 | F | 81.4 | 1.142 | + 0.000 D/V |
| # 22 Cavitt Dr/ Iron Point Rd | C | 21.5 | 0.648 | C | 21.5 | 0.648 | + 0.000 D/V |
| # 23 Serpa Way / Iron Point Rd | D | 44.3 | 0.979 | D | 44.3 | 0.979 | + 0.000 D/V |
| # 24 Empire Ranch Road/ Iron Point | E | 71.4 | 1.099 | E | 71.4 | 1.099 | + 0.000 D/V |
| # 25 Prairie City Rd/ High School | C | 25.6 | 0.657 | C | 25.6 | 0.657 | + 0.000 D/V |





| Intersection | Base LOS | Base Del/ Veh | Base V/ C | Future LOS | Future Del/ Veh | Future V/ C | Change in |
|---|---|---|---|---|---|---|---|
| # 26 East Bidwell St / Placerville | F | OVRFL | 3.521 | F | OVRFL | 3.521 | + 0.000 D/V |
| # 27 Prairie City Rd/ White Rock Rd | C | 24.4 | 0.854 | C | 24.4 | 0.854 | + 0.000 D/V |
| # 28 Scott Rd (South)/ White Rock R | B | 10.3 | 0.749 | B | 10.3 | 0.749 | + 0.000 D/V |
| # 29 Scott Rd (North)/ White Rock R | C | 22.3 | 0.724 | C | 22.3 | 0.724 | + 0.000 D/V |
| # 30 Placerville Rd/ White Rock Rd | A | 9.5 | 0.511 | A | 9.5 | 0.511 | + 0.000 D/V |
| # 31 Empire Ranch Rd/ North Rd | C | 25.4 | 0.518 | C | 25.4 | 0.518 | + 0.000 D/V |
| # 32 Prairie City Rd/ Easton Valley | C | 32.7 | 0.703 | C | 32.7 | 0.703 | + 0.000 D/V |
| # 33 Oak Ave Pkwy/ Easton Valley Pk | C | 30.2 | 0.716 | C | 30.2 | 0.716 | + 0.000 D/V |
| # 34 RowberryDr/ Easton Valley Pkwy | C | 22.9 | 0.702 | C | 22.9 | 0.702 | + 0.000 D/V |
| # 35 1st/ Easton Valley Pkwy | C | 26.6 | 0.617 | C | 26.6 | 0.617 | + 0.000 D/V |
| # 36 2nd St/ Easton Valley Pkwy | C | 24.1 | 0.562 | C | 24.1 | 0.562 | + 0.000 D/V |
| # 37 3rd St/ Easton Valley Pkwy | C | 21.9 | 0.517 | C | 21.9 | 0.517 | + 0.000 D/V |
| # 38 Scott Rd (North)/ Easton Valle | D | 37.6 | 0.888 | D | 37.6 | 0.888 | + 0.000 D/V |
| # 39 Placerville Rd / Easton Valley | C | 25.3 | 0.296 | C | 25.3 | 0.296 | + 0.000 D/V |
| # 40 4th St/ Easton Valley Pkwy | C | 22.7 | 0.425 | C | 22.7 | 0.425 | + 0.000 D/V |
| # 41 Hillside Dr/ Easton Valley Pkw | B | 17.1 | 0.337 | B | 17.1 | 0.337 | + 0.000 D/V |
| # 42 Empire Ranch Rd/ Easton Valley | B | 16.1 | 0.265 | B | 16.1 | 0.265 | + 0.000 D/V |
| # 43 Prairie City Rd/Middle Rd | B | 10.6 | 0.482 | B | 10.6 | 0.482 | + 0.000 D/V |
| # 44 Oak Ave Pkwy/Middle Rd | C | 20.8 | 0.468 | C | 20.8 | 0.468 | + 0.000 D/V |
| # 45 Scott Rd (North)/ Street "B" | C | 32.0 | 0.796 | C | 32.0 | 0.796 | + 0.000 D/V |
| # 46 Placerville Drive/Street "B" | C | 22.3 | 0.417 | C | 22.3 | 0.417 | + 0.000 D/V |
| # 47 Prairie City Rd/Street "A" | B | 12.2 | 0.589 | B | 12.2 | 0.589 | + 0.000 D/V |
| # 48 Oak Ave Pkwy/Street "A" | C | 28.8 | 0.562 | C | 28.8 | 0.562 | + 0.000 D/V |
| # 49 2nd St/Street "A" | C | 22.2 | 0.452 | C | 22.2 | 0.452 | + 0.000 D/V |
| # 50 Scott Rd (North)/ Street "A" | C | 26.0 | 0.677 | C | 26.0 | 0.677 | + 0.000 D/V |
| # 51 East Rd/Street "A" | B | 10.6 | 0.415 | B | 10.6 | 0.415 | + 0.000 V/C |

| Intersection | Base LOS | Base Del/ Veh | Base V/ C | Future LOS | Future Del/ Veh | Future V/ C | Change in |
|---|---|---|---|---|---|---|---|
| # 52 Placerville Rd/ Street "A" | B | 18.1 | 0.428 | B | 18.1 | 0.428 | + 0.000 D/V |
| # 53 Empire Ranch Rd/Street "A" | A | 4.6 | 0.221 | A | 4.6 | 0.221 | + 0.000 D/V |
| # 54 Scott Rd (North)/South Rd | C | 21.1 | 0.532 | C | 21.1 | 0.532 | + 0.000 D/V |
| # 55 Oak Ave Pkwy/ White Rock Rd | C | 29.6 | 0.882 | C | 29.6 | 0.882 | + 0.000 D/V |
| # 56 Empire Ranch Rd/ White Rock Rd | B | 17.7 | 0.709 | B | 17.7 | 0.709 | + 0.000 D/V |
| # 57 Hazel Blvd/ Gold Country | F | xxxxx | 1.274 | F | xxxxx | 1.274 | + 0.000 V/C |
| # 58 Hazel Ave/ Folsom Blvd | D | xxxxx | 0.840 | D | xxxxx | 0.840 | + 0.000 V/C |
| # 59 Grant Line Rd/ White Rock Rd | E | xxxxx | 0.971 | E | xxxxx | 0.971 | + 0.000 V/C |
| # 60 Grant Line Rd/ Sunrise Rd | C | xxxxx | 0.705 | C | xxxxx | 0.705 | + 0.000 V/C |
| # 61 Hazel Ave/ Easton Valley Pkwy | C | xxxxx | 0.720 | C | xxxxx | 0.720 | + 0.000 V/C |
| # 62 Aerojet Road/ Easton Valley Pk | C | xxxxx | 0.754 | C | xxxxx | 0.754 | + 0.000 V/C |
| # 63 Alabama Ave/ Easton Valley Pkw | A | xxxxx | 0.393 | A | xxxxx | 0.393 | + 0.000 V/C |
| # 64 Glenborough Rd/ Easton Valley | A | xxxxx | 0.494 | A | xxxxx | 0.494 | + 0.000 V/C |
| # 65 Sunrise Blvd/ White Rock Rd | B | xxxxx | 0.672 | B | xxxxx | 0.672 | + 0.000 V/C |
| # 66 Fitzgerald Road / White Rock R | A | xxxxx | 0.332 | A | xxxxx | 0.332 | + 0.000 V/C |
| # 67 Sunrise Blvd/ Douglas Rd | D | xxxxx | 0.807 | D | xxxxx | 0.807 | + 0.000 V/C |
| # 68 Grant Line Rd/ Douglas Rd | B | xxxxx | 0.639 | B | xxxxx | 0.639 | + 0.000 V/C |
| # 69 Grant Line Rd/ Kiefer Boulevar | B | xxxxx | 0.647 | B | xxxxx | 0.647 | + 0.000 V/C |
| # 70 Rancho Cordova Pkwy/ Easton Va | E | xxxxx | 0.962 | E | xxxxx | 0.962 | + 0.000 V/C |
| # 71 Rancho Cordova Pkwy/ White Roc | D | xxxxx | 0.867 | D | xxxxx | 0.867 | + 0.000 V/C |
| # 72 International Drive/White Rock | B | xxxxx | 0.692 | B | xxxxx | 0.692 | + 0.000 V/C |
| # 73 Rio Del Oro Prky/ White Rock R | A | xxxxx | 0.369 | A | xxxxx | 0.369 | + 0.000 V/C |
| # 74 Villagio Prky/ White Rock Rd | A | xxxxx | 0.524 | A | xxxxx | 0.524 | + 0.000 V/C |
| # 75 Sunrise Rd/ International Dr | B | xxxxx | 0.700 | B | xxxxx | 0.700 | + 0.000 V/C |
| # 76 Villagio Prky/Americanos Blvd | B | xxxxx | 0.623 | B | xxxxx | 0.623 | + 0.000 V/C |
| # 77 Grant Line Rd/Centenial | C | xxxxx | 0.737 | C | xxxxx | 0.737 | + 0.000 V/C |

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| Intersection | Base LOS | Base Del/ Veh | Base V/ C | Future LOS | Future Del/ Veh | Future V/ C | Change in |
|---|---|---|---|---|---|---|---|
| # 78 Villagio Prky/ Rancho Cordova | C | 22.8 | 0.522 | C | 22.8 | 0.522 | + 0.000 D/V |
| # 79 Rancho Cordova Pkwy/ Douglas R | C | xxxxx | 0.760 | C | xxxxx | 0.760 | + 0.000 V/C |
| # 80 Americanos Blvd/ Douglas Rd | C | 30.3 | 0.681 | C | 30.3 | 0.681 | + 0.000 D/V |
| # 81 Grant Line Rd/ Chrysanthy Blvd | B | xxxxx | 0.652 | B | xxxxx | 0.652 | + 0.000 V/C |
| # 82 Grant Line Rd/ Rancho Cordova | A | xxxxx | 0.407 | A | xxxxx | 0.407 | + 0.000 V/C |
| # 83 White Rock Rd/ Carson Crossing | D | 48.0 | 1.049 | D | 48.0 | 1.049 | + 0.000 D/V |
| # 84 White Rock Rd/ Stonebriar Rd | B | 10.4 | 0.489 | B | 10.4 | 0.489 | + 0.000 D/V |
| # 85 White Rock Rd/ Windfield Way | C | 32.3 | 0.858 | C | 32.3 | 0.858 | + 0.000 D/V |
| # 86 White Rock Rd/ Latrobe Rd | C | 30.2 | 0.766 | C | 30.2 | 0.766 | + 0.000 D/V |
| # 87 White Rock Rd/ Valley View Pkw | E | 64.8 | 1.065 | E | 64.8 | 1.065 | + 0.000 D/V |
| # 88 El Dorado Hills Blvd/Serrano P | C | 26.2 | 0.821 | C | 26.2 | 0.821 | + 0.000 D/V |
| # 89 El Dorado Hills Blvd/Saratoga | D | 42.1 | 0.912 | D | 42.1 | 0.912 | + 0.000 D/V |
| # 90 El Dorado Hills Blvd/Park Driv | C | 27.1 | 0.807 | C | 27.1 | 0.807 | + 0.000 D/V |
| # 91 Latrobe Rd/ Town Center Blvd | E | 76.6 | 1.112 | E | 76.6 | 1.112 | + 0.000 D/V |
| # 92 Hazel Blvd/ Tributary- WB US 5 | F | 105.8 | 1.262 | F | 105.8 | 1.262 | + 0.000 D/V |
| # 93 Hazel Ave/ EB US-50 Ramps | F | 148.2 | 1.383 | F | 148.2 | 1.383 | + 0.000 D/V |
| # 94 Folsom Blvd/ WB US 50 Ramps | B | 10.8 | 0.585 | B | 10.8 | 0.585 | + 0.000 D/V |
| # 95 Folsom Blvd/ EB US 50 Ramps | C | 26.3 | 0.676 | C | 26.3 | 0.676 | + 0.000 D/V |
| # 96 Prairie City/ WB US 50 Ramps | B | 12.1 | 0.591 | B | 12.1 | 0.591 | + 0.000 D/V |
| # 97 Prairie City/ EB US 50 Ramps | B | 13.9 | 0.667 | B | 13.9 | 0.667 | + 0.000 D/V |
| # 98 East Bidwell St/ WB US 50 Ramp | C | 21.4 | 0.743 | C | 21.4 | 0.743 | + 0.000 D/V |
| # 99 East Bidwell St/ EB US 50 Ramp | C | 21.4 | 0.754 | C | 21.4 | 0.754 | + 0.000 D/V |
| #100 El Dorado Hills Blvd/ WB US 50 | A | 0.3 | 0.674 | A | 0.3 | 0.674 | + 0.000 D/V |
| #101 El Dorado Hills Blvd/ EB US 50 | A | 4.2 | 0.752 | A | 4.2 | 0.752 | + 0.000 D/V |
| #102 Sunrise Rd/ Jackson Hwy-SR16 | C | 30.2 | 0.829 | C | 30.2 | 0.829 | + 0.000 D/V |
| #103 Grant Line Rd/ Jackson Rd- SR1 | C | 26.2 | 0.609 | C | 26.2 | 0.609 | + 0.000 D/V |

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| Intersection | Base LOS | Base Del/ Veh | Base V/ C | Future LOS | Future Del/ Veh | Future V/ C | Change in |
|---|---|---|---|---|---|---|---|
| #104 Oak Ave Pkwy/ WB US 50 Ramps | B | 12.3 | 0.670 | B | 12.3 | 0.670 | + 0.000 D/V |
| #105 Oak Ave Pkwy/ EB US 50 Ramps | C | 28.4 | 0.829 | C | 28.4 | 0.829 | + 0.000 D/V |
| #106 Empire Ranch Rd/ WB US 50 Ramp | B | 16.7 | 0.524 | B | 16.7 | 0.524 | + 0.000 D/V |
| #107 Empire Ranch Rd/ EB US 50 Ramp | B | 19.3 | 0.490 | B | 19.3 | 0.490 | + 0.000 D/V |
| #108 Silva Way/ WB US 50 Ramps | C | 24.7 | 0.883 | C | 24.7 | 0.883 | + 0.000 D/V |
| #109 Silva Way/ EB US 50 Ramps | C | 23.4 | 0.785 | C | 23.4 | 0.785 | + 0.000 D/V |





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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #1 Folsom Blvd/ Blue Ravine Rd

Cycle (sec): 120 Critical Vol./Cap. (X): 1.025
Loss Time (sec): 15 Average Delay (sec/veh): 64.1
Optimal Cycle: 180 Level Of Service: E

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 2 | 0 1 | | 1 | 0 2 | 0 1 | | 1 | 0 1 | 0 1 | | 2 | 0 1 | 0 1 | |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 62 | 1175 | 397 | | 249 | 1492 | 19 | | 571 | 446 | 236 | | 88 | 120 | 275 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 62 | 1175 | 397 | | 249 | 1492 | 19 | | 571 | 446 | 236 | | 88 | 120 | 275 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 66 | 1250 | 422 | | 265 | 1587 | 20 | | 607 | 474 | 251 | | 94 | 128 | 293 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 66 | 1250 | 422 | | 265 | 1587 | 20 | | 607 | 474 | 251 | | 94 | 128 | 293 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 66 | 1250 | 422 | | 265 | 1587 | 20 | | 607 | 474 | 251 | | 94 | 128 | 293 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.95 | 0.85 | | 0.95 | 0.95 | 0.85 | | 0.95 | 1.00 | 0.85 | | 0.92 | 1.00 | 0.85 | |
| Lanes: | 1.00 | 2.00 | 1.00 | | 1.00 | 2.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 2.00 | 1.00 | 1.00 | |
| Final Sat.: | 1805 | 3610 | 1615 | | 1805 | 3610 | 1615 | | 1805 | 1900 | 1615 | | 3502 | 1900 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.35 | 0.26 | | 0.15 | 0.44 | 0.01 | | 0.34 | 0.25 | 0.16 | | 0.03 | 0.07 | 0.18 | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.04 | 0.34 | 0.38 | | 0.14 | 0.44 | 0.77 | | 0.33 | 0.36 | 0.39 | | 0.04 | 0.07 | 0.21 | |
| Volume/Cap: | 0.99 | 1.02 | 0.70 | | 1.02 | 0.99 | 0.02 | | 1.02 | 0.70 | 0.40 | | 0.70 | 1.02 | 0.87 | |
| Uniform Del: | 57.8 | 39.7 | 31.6 | | 51.4 | 33.1 | 3.1 | | 40.3 | 33.2 | 26.2 | | 57.0 | 56.1 | 45.9 | |
| IncremntDel: | 106.6 | 32.3 | 3.5 | | 62.5 | 20.0 | 0.0 | | 43.4 | 3.3 | 0.4 | | 15.4 | 87.4 | 20.5 | |
| 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: | 164.3 | 72.0 | 35.2 | | 113.9 | 53.1 | 3.1 | | 83.7 | 36.5 | 26.6 | | 72.5 | 143 | 66.4 | |
| 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: | 164.3 | 72.0 | 35.2 | | 113.9 | 53.1 | 3.1 | | 83.7 | 36.5 | 26.6 | | 72.5 | 143 | 66.4 | |
| LOS by Move: | F | E | D | | F | D | A | | F | D | C | | E | F | E | |
| HCM2kAvgQ: | 3 | 26 | 12 | | 15 | 37 | 0 | | 30 | 16 | 7 | | 2 | 6 | 11 | |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #2 Sibly Street/ Blue Ravine Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.737
Loss Time (sec): 12 Average Delay (sec/veh): 30.3
Optimal Cycle: 65 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Ovl | | | Ovl | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 0 | 2 0 | 1 | 1 0 | 2 0 | 1 | 2 0 | 2 0 | 1 | 2 0 | 1 1 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 141 | 1073 | 346 | 67 | 656 | 172 | 294 | 667 | 266 | 317 | 307 | 55 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 141 | 1073 | 346 | 67 | 656 | 172 | 294 | 667 | 266 | 317 | 307 | 55 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 150 | 1141 | 368 | 71 | 698 | 183 | 313 | 710 | 283 | 337 | 327 | 59 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 150 | 1141 | 368 | 71 | 698 | 183 | 313 | 710 | 283 | 337 | 327 | 59 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 150 | 1141 | 368 | 71 | 698 | 183 | 313 | 710 | 283 | 337 | 327 | 59 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.95 | 0.85 | 0.95 | 0.95 | 0.85 | 0.92 | 0.95 | 0.85 | 0.92 | 0.93 | 0.93 |
| Lanes: | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 | 2.00 | 1.70 | 0.30 |
| Final Sat.: | 1805 | 3610 | 1615 | 1805 | 3610 | 1615 | 3502 | 3610 | 1615 | 3502 | 2991 | 536 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.08 | 0.32 | 0.23 | 0.04 | 0.19 | 0.11 | 0.09 | 0.20 | 0.18 | 0.10 | 0.11 | 0.11 |
| Crit Moves: | | **** | | **** | | | | **** | | **** | | |
| Green/Cycle: | 0.15 | 0.43 | 0.56 | 0.05 | 0.34 | 0.52 | 0.18 | 0.27 | 0.41 | 0.13 | 0.22 | 0.27 |
| Volume/Cap: | 0.57 | 0.74 | 0.41 | 0.74 | 0.57 | 0.22 | 0.50 | 0.74 | 0.43 | 0.74 | 0.50 | 0.40 |
| Uniform Del: | 39.9 | 23.8 | 12.6 | 46.6 | 27.2 | 13.2 | 37.0 | 33.5 | 21.0 | 41.8 | 34.3 | 29.7 |
| IncremntDel: | 3.1 | 1.9 | 0.3 | 25.4 | 0.7 | 0.1 | 0.6 | 3.0 | 0.4 | 6.2 | 0.5 | 0.3 |
| 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: | 42.9 | 25.7 | 12.9 | 72.0 | 27.9 | 13.3 | 37.7 | 36.5 | 21.4 | 48.0 | 34.8 | 30.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 42.9 | 25.7 | 12.9 | 72.0 | 27.9 | 13.3 | 37.7 | 36.5 | 21.4 | 48.0 | 34.8 | 30.0 |
| LOS by Move: | D | C | B | E | C | B | D | D | C | D | C | C |
| HCM2kAvgQ: | 4 | 15 | 6 | 4 | 10 | 3 | 4 | 10 | 6 | 5 | 5 | 5 |

Note: Queue reported is the number of cars per lane.





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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #3 Oak Avenue Parkway/ Blue Ravine Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.836
Loss Time (sec): 12 Average Delay (sec/veh): 37.7
Optimal Cycle: 86 Level Of Service: D

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Include | | | Ignore | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 0 | 3 0 | 1 | 1 0 | 3 0 | 1 | 2 0 | 2 0 | 1 | 2 0 | 1 1 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 215 | 1252 | 936 | 61 | 878 | 34 | 39 | 1018 | 169 | 424 | 449 | 45 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 215 | 1252 | 936 | 61 | 878 | 34 | 39 | 1018 | 169 | 424 | 449 | 45 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.00 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.00 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 229 | 1332 | 0 | 65 | 934 | 36 | 41 | 1083 | 0 | 451 | 478 | 48 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 229 | 1332 | 0 | 65 | 934 | 36 | 41 | 1083 | 0 | 451 | 478 | 48 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 229 | 1332 | 0 | 65 | 934 | 36 | 41 | 1083 | 0 | 451 | 478 | 48 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.91 | 1.00 | 0.95 | 0.91 | 0.85 | 0.92 | 0.95 | 1.00 | 0.92 | 0.94 | 0.94 |
| Lanes: | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 | 2.00 | 2.00 | 1.00 | 2.00 | 1.82 | 0.18 |
| Final Sat.: | 1805 | 5187 | 1900 | 1805 | 5187 | 1615 | 3502 | 3610 | 1900 | 3502 | 3235 | 324 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.13 | 0.26 | 0.00 | 0.04 | 0.18 | 0.02 | 0.01 | 0.30 | 0.00 | 0.13 | 0.15 | 0.15 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green/Cycle: | 0.15 | 0.32 | 0.00 | 0.05 | 0.22 | 0.22 | 0.04 | 0.36 | 0.00 | 0.15 | 0.47 | 0.47 |
| Volume/Cap: | 0.84 | 0.80 | 0.00 | 0.80 | 0.84 | 0.10 | 0.31 | 0.84 | 0.00 | 0.84 | 0.31 | 0.31 |
| Uniform Del: | 41.2 | 30.9 | 0.0 | 47.3 | 37.5 | 31.5 | 46.8 | 29.4 | 0.0 | 41.1 | 16.2 | 16.2 |
| IncremntDel: | 19.5 | 2.8 | 0.0 | 40.8 | 5.6 | 0.1 | 1.3 | 4.9 | 0.0 | 10.9 | 0.1 | 0.1 |
| 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 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| Delay/Veh: | 60.8 | 33.7 | 0.0 | 88.0 | 43.2 | 31.6 | 48.1 | 34.3 | 0.0 | 52.0 | 16.3 | 16.3 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 60.8 | 33.7 | 0.0 | 88.0 | 43.2 | 31.6 | 48.1 | 34.3 | 0.0 | 52.0 | 16.3 | 16.3 |
| LOS by Move: | E | C | A | F | D | C | D | C | A | D | B | B |
| HCM2kAvgQ: | 6 | 13 | 0 | 4 | 13 | 1 | 1 | 16 | 0 | 10 | 5 | 5 |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #4 Empire Ranch Road/ Natoma Street

Cycle (sec): 100 Critical Vol./Cap. (X): 0.669
Loss Time (sec): 9 Average Delay (sec/veh): 9.1
Optimal Cycle: 48 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Ovl | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 1! | 0 | 1 | 0 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 901 | 393 | 0 | | 0 | 223 | 46 | | 18 | 0 | 711 | | 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: | 901 | 393 | 0 | | 0 | 223 | 46 | | 18 | 0 | 711 | | 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: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 959 | 418 | 0 | | 0 | 237 | 49 | | 19 | 0 | 756 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 959 | 418 | 0 | | 0 | 237 | 49 | | 19 | 0 | 756 | | 0 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 959 | 418 | 0 | | 0 | 237 | 49 | | 19 | 0 | 756 | | 0 | 0 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.95 | 1.00 | | 1.00 | 0.95 | 0.85 | | 0.82 | 1.00 | 0.82 | | 1.00 | 1.00 | 1.00 | |
| Lanes: | 1.00 | 2.00 | 0.00 | | 0.00 | 2.00 | 1.00 | | 1.02 | 0.00 | 1.98 | | 0.00 | 0.00 | 0.00 | |
| Final Sat.: | 1805 | 3610 | 0 | | 0 | 3610 | 1615 | | 1588 | 0 | 3061 | | 0 | 0 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.53 | 0.12 | 0.00 | | 0.00 | 0.07 | 0.03 | | 0.01 | 0.00 | 0.25 | | 0.00 | 0.00 | 0.00 | |
| Crit Moves: | **** | | | | | **** | | | **** | | | | | | | |
| Green/Cycle: | 0.79 | 0.89 | 0.00 | | 0.00 | 0.10 | 0.10 | | 0.02 | 0.00 | 0.81 | | 0.00 | 0.00 | 0.00 | |
| Volume/Cap: | 0.67 | 0.13 | 0.00 | | 0.00 | 0.67 | 0.31 | | 0.27 | 0.00 | 0.30 | | 0.00 | 0.00 | 0.00 | |
| Uniform Del: | 4.5 | 0.7 | 0.0 | | 0.0 | 43.5 | 41.9 | | 48.4 | 0.0 | 2.4 | | 0.0 | 0.0 | 0.0 | |
| IncremntDel: | 1.2 | 0.0 | 0.0 | | 0.0 | 4.9 | 1.1 | | 0.0 | 0.0 | 0.1 | | 0.0 | 0.0 | 0.0 | |
| 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 | 0.00 | | 0.00 | 1.00 | 1.00 | | 1.00 | 0.00 | 1.00 | | 0.00 | 0.00 | 0.00 | |
| Delay/Veh: | 5.8 | 0.7 | 0.0 | | 0.0 | 48.4 | 43.0 | | 48.5 | 0.0 | 2.4 | | 0.0 | 0.0 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 5.8 | 0.7 | 0.0 | | 0.0 | 48.4 | 43.0 | | 48.5 | 0.0 | 2.4 | | 0.0 | 0.0 | 0.0 | |
| LOS by Move: | A | A | A | | A | D | D | | D | A | A | | A | A | A | |
| HCM2kAvgQ: | 13 | 1 | 0 | | 0 | 5 | 2 | | 1 | 0 | 3 | | 0 | 0 | 0 | |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #5 Oak Avenue Parkway/ Riley Street

Cycle (sec): 100 Critical Vol./Cap. (X): 0.787
Loss Time (sec): 12 Average Delay (sec/veh): 24.4
Optimal Cycle: 74 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 2 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 232 | 1371 | 42 | | 26 | 1039 | 197 | | 293 | 3 | 158 | | 43 | 8 | 8 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 232 | 1371 | 42 | | 26 | 1039 | 197 | | 293 | 3 | 158 | | 43 | 8 | 8 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 247 | 1459 | 45 | | 28 | 1105 | 210 | | 312 | 3 | 168 | | 46 | 9 | 9 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 247 | 1459 | 45 | | 28 | 1105 | 210 | | 312 | 3 | 168 | | 46 | 9 | 9 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 247 | 1459 | 45 | | 28 | 1105 | 210 | | 312 | 3 | 168 | | 46 | 9 | 9 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.91 | 0.91 | | 0.95 | 0.93 | 0.93 | | 0.95 | 1.00 | 0.85 | | 0.95 | 0.93 | 0.93 | |
| Lanes: | 1.00 | 2.91 | 0.09 | | 1.00 | 1.68 | 0.32 | | 1.00 | 1.00 | 1.00 | | 1.00 | 0.50 | 0.50 | |
| Final Sat.: | 1805 | 5013 | 154 | | 1805 | 2962 | 562 | | 1805 | 1900 | 1615 | | 1805 | 879 | 879 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.14 | 0.29 | 0.29 | | 0.02 | 0.37 | 0.37 | | 0.17 | 0.00 | 0.10 | | 0.03 | 0.01 | 0.01 | |
| Crit Moves: | **** | | | | | **** | | | **** | | | | | **** | | |
| Green/Cycle: | 0.17 | 0.62 | 0.62 | | 0.03 | 0.47 | 0.47 | | 0.22 | 0.19 | 0.19 | | 0.05 | 0.01 | 0.01 | |
| Volume/Cap: | 0.79 | 0.47 | 0.47 | | 0.47 | 0.79 | 0.79 | | 0.79 | 0.01 | 0.56 | | 0.56 | 0.79 | 0.79 | |
| Uniform Del: | 39.5 | 10.4 | 10.4 | | 47.5 | 22.0 | 22.0 | | 36.8 | 33.2 | 36.9 | | 46.7 | 49.3 | 49.3 | |
| IncremntDel: | 12.4 | 0.1 | 0.1 | | 5.9 | 2.6 | 2.6 | | 10.0 | 0.0 | 2.3 | | 8.3 | 99.6 | 99.6 | |
| 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: | 51.9 | 10.5 | 10.5 | | 53.5 | 24.6 | 24.6 | | 46.8 | 33.2 | 39.3 | | 55.1 | 149 | 148.9 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 51.9 | 10.5 | 10.5 | | 53.5 | 24.6 | 24.6 | | 46.8 | 33.2 | 39.3 | | 55.1 | 149 | 148.9 | |
| LOS by Move: | D | B | B | | D | C | C | | D | C | D | | E | F | F | |
| HCM2kAvgQ: | 7 | 9 | 9 | | 1 | 18 | 18 | | 11 | 0 | 5 | | 2 | 2 | 2 | |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #6 Oak Avenue Parkway/ East Bidwell Street

Cycle (sec): 100 Critical Vol./Cap. (X): 0.972
Loss Time (sec): 12 Average Delay (sec/veh): 48.8
Optimal Cycle: 158 Level Of Service: D

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Ignore | | | Ignore | | | Ignore | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 2 | 0 3 | 0 1 | 2 | 0 3 | 0 1 | 2 | 0 3 | 0 1 | 2 | 0 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 187 | 976 | 477 | 734 | 422 | 90 | 83 | 1255 | 272 | 576 | 1330 | 990 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 187 | 976 | 477 | 734 | 422 | 90 | 83 | 1255 | 272 | 576 | 1330 | 990 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 0.94 | 0.94 | 0.00 | 0.94 | 0.94 | 0.00 | 0.94 | 0.94 | 0.00 | 0.94 | 0.94 | 0.00 |
| PHF Volume: | 199 | 1038 | 0 | 781 | 449 | 0 | 88 | 1335 | 0 | 613 | 1415 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 199 | 1038 | 0 | 781 | 449 | 0 | 88 | 1335 | 0 | 613 | 1415 | 0 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| FinalVolume: | 199 | 1038 | 0 | 781 | 449 | 0 | 88 | 1335 | 0 | 613 | 1415 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.91 | 1.00 | 0.92 | 0.91 | 1.00 | 0.92 | 0.91 | 1.00 | 0.92 | 0.91 | 1.00 |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3502 | 5187 | 1900 | 3502 | 5187 | 1900 | 3502 | 5187 | 1900 | 3502 | 5187 | 1900 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.06 | 0.20 | 0.00 | 0.22 | 0.09 | 0.00 | 0.03 | 0.26 | 0.00 | 0.17 | 0.27 | 0.00 |
| Crit Moves: | | **** | | **** | | | | **** | | **** | | |
| Green/Cycle: | 0.17 | 0.21 | 0.00 | 0.23 | 0.26 | 0.00 | 0.04 | 0.26 | 0.00 | 0.18 | 0.41 | 0.00 |
| Volume/Cap: | 0.33 | 0.97 | 0.00 | 0.97 | 0.33 | 0.00 | 0.67 | 0.97 | 0.00 | 0.97 | 0.67 | 0.00 |
| Uniform Del: | 36.3 | 39.4 | 0.0 | 38.2 | 29.7 | 0.0 | 47.5 | 36.4 | 0.0 | 40.8 | 24.2 | 0.0 |
| IncremntDel: | 0.3 | 21.0 | 0.0 | 25.0 | 0.1 | 0.0 | 12.6 | 18.0 | 0.0 | 28.9 | 0.8 | 0.0 |
| 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 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| Delay/Veh: | 36.6 | 60.4 | 0.0 | 63.2 | 29.9 | 0.0 | 60.1 | 54.4 | 0.0 | 69.6 | 25.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 36.6 | 60.4 | 0.0 | 63.2 | 29.9 | 0.0 | 60.1 | 54.4 | 0.0 | 69.6 | 25.0 | 0.0 |
| LOS by Move: | D | E | A | E | C | A | E | D | A | E | C | A |
| HCM2kAvgQ: | 3 | 14 | 0 | 14 | 4 | 0 | 3 | 20 | 0 | 12 | 13 | 0 |

Note: Queue reported is the number of cars per lane.





Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #7 East Bidwell St/Nesmith Ct

Cycle (sec): 100 Critical Vol./Cap. (X): 1.104
Loss Time (sec): 12 Average Delay (sec/veh): 62.8
Optimal Cycle: 180 Level Of Service: E

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Split Phase | | | Split Phase | | |
| Rights: | Ovl | | | Include | | | Include | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 | 0 3 | 0 1 | 2 | 0 2 | 1 0 | 0 | 0 1! | 0 0 | 1 | 1 0 | 0 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 13 | 1950 | 375 | 625 | 1756 | 16 | 57 | 2 | 53 | 382 | 1 | 763 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 13 | 1950 | 375 | 625 | 1756 | 16 | 57 | 2 | 53 | 382 | 1 | 763 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 14 | 2074 | 399 | 665 | 1868 | 17 | 61 | 2 | 56 | 406 | 1 | 812 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 14 | 2074 | 399 | 665 | 1868 | 17 | 61 | 2 | 56 | 406 | 1 | 812 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 14 | 2074 | 399 | 665 | 1868 | 17 | 61 | 2 | 56 | 406 | 1 | 812 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.91 | 0.85 | 0.92 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.95 | 0.95 | 0.85 |
| Lanes: | 1.00 | 3.00 | 1.00 | 2.00 | 2.97 | 0.03 | 0.51 | 0.02 | 0.47 | 1.99 | 0.01 | 1.00 |
| Final Sat.: | 1805 | 5187 | 1615 | 3502 | 5135 | 47 | 882 | 31 | 821 | 3612 | 9 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.40 | 0.25 | 0.19 | 0.36 | 0.36 | 0.07 | 0.07 | 0.07 | 0.11 | 0.11 | 0.50 |
| Crit Moves: | | **** | | **** | | | | | **** | | | **** |
| Green/Cycle: | 0.01 | 0.36 | 0.65 | 0.17 | 0.52 | 0.52 | 0.06 | 0.06 | 0.06 | 0.28 | 0.28 | 0.46 |
| Volume/Cap: | 0.70 | 1.10 | 0.38 | 1.10 | 0.70 | 0.70 | 1.10 | 1.10 | 1.10 | 0.40 | 0.40 | 1.10 |
| Uniform Del: | 49.3 | 31.9 | 8.3 | 41.4 | 17.9 | 17.9 | 46.9 | 46.9 | 46.9 | 28.9 | 28.9 | 27.2 |
| IncremntDel: | 72.0 | 55.3 | 0.2 | 68.4 | 0.8 | 0.8 | 117.3 | 117 | 117.3 | 0.3 | 0.3 | 65.3 |
| 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: | 121.3 | 87.2 | 8.6 | 109.8 | 18.7 | 18.7 | 164.2 | 164 | 164.2 | 29.2 | 29.2 | 92.5 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 121.3 | 87.2 | 8.6 | 109.8 | 18.7 | 18.7 | 164.2 | 164 | 164.2 | 29.2 | 29.2 | 92.5 |
| LOS by Move: | F | F | A | F | B | B | F | F | F | C | C | F |
| HCM2kAvgQ: | 1 | 36 | 6 | 18 | 17 | 17 | 5 | 5 | 5 | 5 | 5 | 35 |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #8 East Bidwell St/Scholar Way

Cycle (sec): 100 Critical Vol./Cap. (X): 0.662
Loss Time (sec): 12 Average Delay (sec/veh): 15.6
Optimal Cycle: 55 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ignore | | | | Ignore | | | | Ignore | | | | Ignore | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 3 | 0 | 1 | 2 | 0 3 | 0 | 1 | 1 | 0 2 | 0 | 1 | 1 | 0 2 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 32 | 2032 | 277 | | 104 | 1910 | 181 | | 205 | 55 | 5 | | 108 | 45 | 119 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 32 | 2032 | 277 | | 104 | 1910 | 181 | | 205 | 55 | 5 | | 108 | 45 | 119 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.00 | |
| PHF Volume: | 34 | 2162 | 0 | | 111 | 2032 | 0 | | 218 | 59 | 0 | | 115 | 48 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 34 | 2162 | 0 | | 111 | 2032 | 0 | | 218 | 59 | 0 | | 115 | 48 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| FinalVolume: | 34 | 2162 | 0 | | 111 | 2032 | 0 | | 218 | 59 | 0 | | 115 | 48 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.91 | 1.00 | | 0.92 | 0.91 | 1.00 | | 0.95 | 0.95 | 1.00 | | 0.95 | 0.95 | 1.00 | |
| Lanes: | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 1.00 | 2.00 | 1.00 | | 1.00 | 2.00 | 1.00 | |
| Final Sat.: | 3502 | 5187 | 1900 | | 3502 | 5187 | 1900 | | 1805 | 3610 | 1900 | | 1805 | 3610 | 1900 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.42 | 0.00 | | 0.03 | 0.39 | 0.00 | | 0.12 | 0.02 | 0.00 | | 0.06 | 0.01 | 0.00 | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.02 | 0.63 | 0.00 | | 0.05 | 0.66 | 0.00 | | 0.18 | 0.04 | 0.00 | | 0.16 | 0.02 | 0.00 | |
| Volume/Cap: | 0.59 | 0.66 | 0.00 | | 0.66 | 0.59 | 0.00 | | 0.66 | 0.39 | 0.00 | | 0.39 | 0.66 | 0.00 | |
| Uniform Del: | 48.8 | 11.8 | 0.0 | | 46.8 | 9.4 | 0.0 | | 38.0 | 46.7 | 0.0 | | 37.5 | 48.7 | 0.0 | |
| IncremntDel: | 15.5 | 0.5 | 0.0 | | 9.5 | 0.3 | 0.0 | | 5.0 | 1.7 | 0.0 | | 0.9 | 20.6 | 0.0 | |
| 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 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| Delay/Veh: | 64.3 | 12.3 | 0.0 | | 56.3 | 9.7 | 0.0 | | 43.0 | 48.5 | 0.0 | | 38.4 | 69.2 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 64.3 | 12.3 | 0.0 | | 56.3 | 9.7 | 0.0 | | 43.0 | 48.5 | 0.0 | | 38.4 | 69.2 | 0.0 | |
| LOS by Move: | E | B | A | | E | A | A | | D | D | A | | D | E | A | |
| HCM2kAvgQ: | 1 | 16 | 0 | | 3 | 13 | 0 | | 6 | 1 | 0 | | 3 | 1 | 0 | |

Note: Queue reported is the number of cars per lane.





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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #9 East Bidwell St/Power Center Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.742
Loss Time (sec): 12 Average Delay (sec/veh): 18.2
Optimal Cycle: 66 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Split Phase | | | | Split Phase | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 3 | 0 | 1 | 1 | 0 3 | 0 | 1 | 1 | 1 0 | 0 | 1 | 0 | 1 0 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 100 | 2194 | 191 | | 145 | 1865 | 63 | | 123 | 28 | 75 | | 123 | 2 | 65 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 100 | 2194 | 191 | | 145 | 1865 | 63 | | 123 | 28 | 75 | | 123 | 2 | 65 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 106 | 2334 | 203 | | 154 | 1984 | 67 | | 131 | 30 | 80 | | 131 | 2 | 69 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 106 | 2334 | 203 | | 154 | 1984 | 67 | | 131 | 30 | 80 | | 131 | 2 | 69 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 106 | 2334 | 203 | | 154 | 1984 | 67 | | 131 | 30 | 80 | | 131 | 2 | 69 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.91 | 0.85 | | 0.95 | 0.91 | 0.85 | | 0.96 | 0.96 | 0.85 | | 0.95 | 0.95 | 0.85 | |
| Lanes: | 1.00 | 3.00 | 1.00 | | 1.00 | 3.00 | 1.00 | | 1.63 | 0.37 | 1.00 | | 0.98 | 0.02 | 1.00 | |
| Final Sat.: | 1805 | 5187 | 1615 | | 1805 | 5187 | 1615 | | 2975 | 677 | 1615 | | 1782 | 29 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.06 | 0.45 | 0.13 | | 0.09 | 0.38 | 0.04 | | 0.04 | 0.04 | 0.05 | | 0.07 | 0.07 | 0.04 | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | **** | | | |
| Green/Cycle: | 0.10 | 0.61 | 0.71 | | 0.12 | 0.63 | 0.68 | | 0.06 | 0.06 | 0.16 | | 0.10 | 0.10 | 0.21 | |
| Volume/Cap: | 0.61 | 0.74 | 0.18 | | 0.74 | 0.61 | 0.06 | | 0.74 | 0.74 | 0.32 | | 0.74 | 0.74 | 0.20 | |
| Uniform Del: | 43.4 | 14.1 | 5.0 | | 42.8 | 11.4 | 5.2 | | 46.3 | 46.3 | 37.5 | | 43.8 | 43.8 | 32.3 | |
| IncremntDel: | 6.3 | 1.0 | 0.1 | | 13.4 | 0.3 | 0.0 | | 12.9 | 12.9 | 0.7 | | 15.3 | 15.3 | 0.3 | |
| 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: | 49.7 | 15.1 | 5.0 | | 56.2 | 11.7 | 5.2 | | 59.2 | 59.2 | 38.2 | | 59.1 | 59.1 | 32.5 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 49.7 | 15.1 | 5.0 | | 56.2 | 11.7 | 5.2 | | 59.2 | 59.2 | 38.2 | | 59.1 | 59.1 | 32.5 | |
| LOS by Move: | D | B | A | | E | B | A | | E | E | D | | E | E | C | |
| HCM2kAvgQ: | 4 | 20 | 2 | | 6 | 14 | 1 | | 3 | 3 | 2 | | 4 | 4 | 2 | |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #10 Broadstone Pkwy/ East Bidwell St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.813
Loss Time (sec): 12 Average Delay (sec/veh): 33.0
Optimal Cycle: 80 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - | R | L | - T | - | R | L | - T | - | R | L | - T | - | R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ignore | | | | Ignore | | | | Ignore | | | | Ignore | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | |
| Lanes: | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 68 | 1248 | 55 | | 247 | 999 | 183 | | 292 | 1271 | 49 | | 162 | 1443 | 378 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 68 | 1248 | 55 | | 247 | 999 | 183 | | 292 | 1271 | 49 | | 162 | 1443 | 378 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.00 | |
| PHF Volume: | 72 | 1328 | 0 | | 263 | 1063 | 0 | | 311 | 1352 | 0 | | 172 | 1535 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 72 | 1328 | 0 | | 263 | 1063 | 0 | | 311 | 1352 | 0 | | 172 | 1535 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| FinalVolume: | 72 | 1328 | 0 | | 263 | 1063 | 0 | | 311 | 1352 | 0 | | 172 | 1535 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.91 | 1.00 | | 0.92 | 0.91 | 1.00 | | 0.92 | 0.91 | 1.00 | | 0.92 | 0.91 | 1.00 | |
| Lanes: | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | |
| Final Sat.: | 3502 | 5187 | 1900 | | 3502 | 5187 | 1900 | | 3502 | 5187 | 1900 | | 3502 | 5187 | 1900 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.26 | 0.00 | | 0.08 | 0.20 | 0.00 | | 0.09 | 0.26 | 0.00 | | 0.05 | 0.30 | 0.00 | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.04 | 0.31 | 0.00 | | 0.09 | 0.37 | 0.00 | | 0.11 | 0.40 | 0.00 | | 0.08 | 0.36 | 0.00 | |
| Volume/Cap: | 0.55 | 0.81 | 0.00 | | 0.81 | 0.55 | 0.00 | | 0.81 | 0.66 | 0.00 | | 0.66 | 0.81 | 0.00 | |
| Uniform Del: | 47.3 | 31.6 | 0.0 | | 44.5 | 25.0 | 0.0 | | 43.6 | 24.5 | 0.0 | | 45.0 | 28.7 | 0.0 | |
| IncremntDel: | 5.1 | 3.2 | 0.0 | | 14.5 | 0.4 | 0.0 | | 12.5 | 0.8 | 0.0 | | 5.9 | 2.8 | 0.0 | |
| 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 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| Delay/Veh: | 52.4 | 34.8 | 0.0 | | 59.0 | 25.3 | 0.0 | | 56.1 | 25.3 | 0.0 | | 50.9 | 31.6 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 52.4 | 34.8 | 0.0 | | 59.0 | 25.3 | 0.0 | | 56.1 | 25.3 | 0.0 | | 50.9 | 31.6 | 0.0 | |
| LOS by Move: | D | C | A | | E | C | A | | E | C | A | | D | C | A | |
| HCM2kAvgQ: | 1 | 13 | 0 | | 6 | 10 | 0 | | 5 | 12 | 0 | | 4 | 18 | 0 | |

Note: Queue reported is the number of cars per lane.





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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #11 Empire Ranch Road/ Broadstone Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.583
Loss Time (sec): 12 Average Delay (sec/veh): 24.1
Optimal Cycle: 47 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - | R | L | - T | - | R | L | - T | - | R | L | - T | - | R |
| Control: | Protected | | | | Protected | | | | Split Phase | | | | Split Phase | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | |
| Lanes: | 1 | 0 | 2 | 1 0 | 1 | 0 | 2 | 1 0 | 2 | 0 | 1 | 0 1 | 0 | 0 | 1! | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 155 | 1304 | 14 | | 11 | 927 | 72 | | 103 | 22 | 292 | | 8 | 28 | 3 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 155 | 1304 | 14 | | 11 | 927 | 72 | | 103 | 22 | 292 | | 8 | 28 | 3 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 165 | 1387 | 15 | | 12 | 986 | 77 | | 110 | 23 | 311 | | 9 | 30 | 3 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 165 | 1387 | 15 | | 12 | 986 | 77 | | 110 | 23 | 311 | | 9 | 30 | 3 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 165 | 1387 | 15 | | 12 | 986 | 77 | | 110 | 23 | 311 | | 9 | 30 | 3 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.91 | 0.91 | | 0.95 | 0.90 | 0.90 | | 0.92 | 1.00 | 0.85 | | 0.98 | 0.98 | 0.98 | |
| Lanes: | 1.00 | 2.97 | 0.03 | | 1.00 | 2.78 | 0.22 | | 2.00 | 1.00 | 1.00 | | 0.20 | 0.72 | 0.08 | |
| Final Sat.: | 1805 | 5122 | 55 | | 1805 | 4760 | 370 | | 3502 | 1900 | 1615 | | 382 | 1337 | 143 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.09 | 0.27 | 0.27 | | 0.01 | 0.21 | 0.21 | | 0.03 | 0.01 | 0.19 | | 0.02 | 0.02 | 0.02 | |
| Crit Moves: | **** | | | | | **** | | | | | **** | | **** | | | |
| Green/Cycle: | 0.16 | 0.50 | 0.50 | | 0.01 | 0.36 | 0.36 | | 0.33 | 0.33 | 0.33 | | 0.04 | 0.04 | 0.04 | |
| Volume/Cap: | 0.58 | 0.54 | 0.54 | | 0.54 | 0.58 | 0.58 | | 0.09 | 0.04 | 0.58 | | 0.58 | 0.58 | 0.58 | |
| Uniform Del: | 39.1 | 17.1 | 17.1 | | 49.1 | 26.2 | 26.2 | | 23.2 | 22.7 | 27.8 | | 47.3 | 47.3 | 47.3 | |
| IncremntDel: | 3.1 | 0.2 | 0.2 | | 25.2 | 0.5 | 0.5 | | 0.0 | 0.0 | 1.7 | | 11.8 | 11.8 | 11.8 | |
| 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: | 42.2 | 17.4 | 17.4 | | 74.3 | 26.7 | 26.7 | | 23.2 | 22.8 | 29.5 | | 59.1 | 59.1 | 59.1 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 42.2 | 17.4 | 17.4 | | 74.3 | 26.7 | 26.7 | | 23.2 | 22.8 | 29.5 | | 59.1 | 59.1 | 59.1 | |
| LOS by Move: | D | B | B | | E | C | C | | C | C | C | | E | E | E | |
| HCM2kAvgQ: | 4 | 10 | 10 | | 0 | 9 | 9 | | 1 | 0 | 8 | | 2 | 2 | 2 | |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #12 Oak Avenue Prky / Haverhill Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.647
Loss Time (sec): 9 Average Delay (sec/veh): 8.7
Optimal Cycle: 45 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | |
| Lanes: | 1 | 0 | 1 | 1 0 | 1 | 0 | 1 | 1 0 | 0 | 0 | 1! | 0 0 | 0 | 0 | 1! | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 5 | 1536 | 74 | | 60 | 1167 | 4 | | 2 | 5 | 3 | | 21 | 7 | 87 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 5 | 1536 | 74 | | 60 | 1167 | 4 | | 2 | 5 | 3 | | 21 | 7 | 87 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 5 | 1634 | 79 | | 64 | 1241 | 4 | | 2 | 5 | 3 | | 22 | 7 | 93 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 5 | 1634 | 79 | | 64 | 1241 | 4 | | 2 | 5 | 3 | | 22 | 7 | 93 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 5 | 1634 | 79 | | 64 | 1241 | 4 | | 2 | 5 | 3 | | 22 | 7 | 93 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.94 | 0.94 | | 0.95 | 0.95 | 0.95 | | 0.93 | 0.93 | 0.93 | | 0.85 | 0.85 | 0.85 | |
| Lanes: | 1.00 | 1.91 | 0.09 | | 1.00 | 1.99 | 0.01 | | 0.20 | 0.50 | 0.30 | | 0.18 | 0.06 | 0.76 | |
| Final Sat.: | 1805 | 3420 | 165 | | 1805 | 3598 | 12 | | 353 | 882 | 529 | | 294 | 98 | 1220 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.48 | 0.48 | | 0.04 | 0.35 | 0.35 | | 0.01 | 0.01 | 0.01 | | 0.08 | 0.08 | 0.08 | |
| Crit Moves: | | **** | | | **** | | | | | | | | | **** | | |
| Green/Cycle: | 0.01 | 0.74 | 0.74 | | 0.05 | 0.79 | 0.79 | | 0.12 | 0.12 | 0.12 | | 0.12 | 0.12 | 0.12 | |
| Volume/Cap: | 0.44 | 0.65 | 0.65 | | 0.65 | 0.44 | 0.44 | | 0.05 | 0.05 | 0.05 | | 0.65 | 0.65 | 0.65 | |
| Uniform Del: | 49.5 | 6.6 | 6.6 | | 46.3 | 3.5 | 3.5 | | 39.2 | 39.2 | 39.2 | | 42.2 | 42.2 | 42.2 | |
| IncremntDel: | 23.4 | 0.6 | 0.6 | | 14.0 | 0.1 | 0.1 | | 0.1 | 0.1 | 0.1 | | 7.6 | 7.6 | 7.6 | |
| 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: | 72.9 | 7.1 | 7.1 | | 60.3 | 3.6 | 3.6 | | 39.3 | 39.3 | 39.3 | | 49.8 | 49.8 | 49.8 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 72.9 | 7.1 | 7.1 | | 60.3 | 3.6 | 3.6 | | 39.3 | 39.3 | 39.3 | | 49.8 | 49.8 | 49.8 | |
| LOS by Move: | E | A | A | | E | A | A | | D | D | D | | D | D | D | |
| HCM2kAvgQ: | 0 | 14 | 14 | | 2 | 6 | 6 | | 0 | 0 | 0 | | 5 | 5 | 5 | |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #13 Oak Avenue Prky / Haldion Wy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.705
Loss Time (sec): 9 Average Delay (sec/veh): 12.9
Optimal Cycle: 52 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | |
| Lanes: | 1 | 0 | 1 | 1 0 | 1 | 0 | 1 | 1 0 | 0 | 0 | 1! | 0 0 | 0 | 0 | 1! | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 61 | 1561 | 120 | | 65 | 1094 | 23 | | 15 | 5 | 47 | | 80 | 8 | 41 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 61 | 1561 | 120 | | 65 | 1094 | 23 | | 15 | 5 | 47 | | 80 | 8 | 41 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 65 | 1661 | 128 | | 69 | 1164 | 24 | | 16 | 5 | 50 | | 85 | 9 | 44 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 65 | 1661 | 128 | | 69 | 1164 | 24 | | 16 | 5 | 50 | | 85 | 9 | 44 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 65 | 1661 | 128 | | 69 | 1164 | 24 | | 16 | 5 | 50 | | 85 | 9 | 44 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.94 | 0.94 | | 0.95 | 0.95 | 0.95 | | 0.85 | 0.85 | 0.85 | | 0.71 | 0.71 | 0.71 | |
| Lanes: | 1.00 | 1.86 | 0.14 | | 1.00 | 1.96 | 0.04 | | 0.22 | 0.07 | 0.71 | | 0.62 | 0.06 | 0.32 | |
| Final Sat.: | 1805 | 3315 | 255 | | 1805 | 3525 | 74 | | 360 | 120 | 1128 | | 834 | 83 | 428 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.50 | 0.50 | | 0.04 | 0.33 | 0.33 | | 0.04 | 0.04 | 0.04 | | 0.10 | 0.10 | 0.10 | |
| Crit Moves: | | **** | | | **** | | | | | | | | | **** | | |
| Green/Cycle: | 0.08 | 0.71 | 0.71 | | 0.05 | 0.69 | 0.69 | | 0.14 | 0.14 | 0.14 | | 0.14 | 0.14 | 0.14 | |
| Volume/Cap: | 0.48 | 0.70 | 0.70 | | 0.70 | 0.48 | 0.48 | | 0.31 | 0.31 | 0.31 | | 0.70 | 0.70 | 0.70 | |
| Uniform Del: | 44.4 | 8.4 | 8.4 | | 46.5 | 7.2 | 7.2 | | 38.3 | 38.3 | 38.3 | | 40.7 | 40.7 | 40.7 | |
| IncremntDel: | 2.6 | 0.9 | 0.9 | | 20.7 | 0.1 | 0.1 | | 0.7 | 0.7 | 0.7 | | 11.1 | 11.1 | 11.1 | |
| 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: | 47.0 | 9.3 | 9.3 | | 67.2 | 7.3 | 7.3 | | 39.0 | 39.0 | 39.0 | | 51.8 | 51.8 | 51.8 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 47.0 | 9.3 | 9.3 | | 67.2 | 7.3 | 7.3 | | 39.0 | 39.0 | 39.0 | | 51.8 | 51.8 | 51.8 | |
| LOS by Move: | D | A | A | | E | A | A | | D | D | D | | D | D | D | |
| HCM2kAvgQ: | 2 | 16 | 16 | | 2 | 9 | 9 | | 2 | 2 | 2 | | 6 | 6 | 6 | |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #14 Folsom Blvd/ Iron Point Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.962
Loss Time (sec): 12 Average Delay (sec/veh): 30.1
Optimal Cycle: 149 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 2 | 0 1 | 1 | 0 | 2 | 0 0 | 0 | 0 | 0 | 0 0 | 2 | 0 | 0 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1762 | 700 | | 157 | 1723 | 0 | | 0 | 0 | 0 | | 773 | 0 | 178 | |
| Growth Adj: | 1.00 | 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 | 1762 | 700 | | 157 | 1723 | 0 | | 0 | 0 | 0 | | 773 | 0 | 178 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 0 | 1874 | 745 | | 167 | 1833 | 0 | | 0 | 0 | 0 | | 822 | 0 | 189 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 1874 | 745 | | 167 | 1833 | 0 | | 0 | 0 | 0 | | 822 | 0 | 189 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 0 | 1874 | 745 | | 167 | 1833 | 0 | | 0 | 0 | 0 | | 822 | 0 | 189 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.95 | 0.85 | | 0.95 | 0.95 | 1.00 | | 1.00 | 1.00 | 1.00 | | 0.92 | 1.00 | 0.85 | |
| Lanes: | 0.00 | 2.00 | 1.00 | | 1.00 | 2.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 2.00 | 0.00 | 1.00 | |
| Final Sat.: | 0 | 3610 | 1615 | | 1805 | 3610 | 0 | | 0 | 0 | 0 | | 3502 | 0 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.52 | 0.46 | | 0.09 | 0.51 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.23 | 0.00 | 0.12 | |
| Crit Moves: | | **** | | | **** | | | | | | | | **** | | | |
| Green/Cycle: | 0.00 | 0.54 | 0.78 | | 0.10 | 0.64 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.24 | 0.00 | 0.24 | |
| Volume/Cap: | 0.00 | 0.96 | 0.59 | | 0.96 | 0.80 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.96 | 0.00 | 0.48 | |
| Uniform Del: | 0.0 | 22.0 | 4.3 | | 45.0 | 13.5 | 0.0 | | 0.0 | 0.0 | 0.0 | | 37.3 | 0.0 | 32.4 | |
| IncremntDel: | 0.0 | 12.6 | 0.7 | | 57.0 | 2.1 | 0.0 | | 0.0 | 0.0 | 0.0 | | 21.9 | 0.0 | 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: | 0.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 1.00 | 0.00 | 1.00 | |
| Delay/Veh: | 0.0 | 34.7 | 5.1 | | 102.0 | 15.5 | 0.0 | | 0.0 | 0.0 | 0.0 | | 59.3 | 0.0 | 33.3 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 34.7 | 5.1 | | 102.0 | 15.5 | 0.0 | | 0.0 | 0.0 | 0.0 | | 59.3 | 0.0 | 33.3 | |
| LOS by Move: | A | C | A | | F | B | A | | A | A | A | | E | A | C | |
| HCM2kAvgQ: | 0 | 33 | 9 | | 5 | 20 | 0 | | 0 | 0 | 0 | | 16 | 0 | 5 | |

Note: Queue reported is the number of cars per lane.





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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #15 Prairie City Rd/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.691
Loss Time (sec): 12 Average Delay (sec/veh): 30.4
Optimal Cycle: 58 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ignore | | | | Ignore | | | | Ignore | | | | Ignore | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 303 | 1316 | 327 | | 526 | 969 | 2 | | 11 | 714 | 313 | | 105 | 294 | 370 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 303 | 1316 | 327 | | 526 | 969 | 2 | | 11 | 714 | 313 | | 105 | 294 | 370 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.00 | |
| PHF Volume: | 322 | 1400 | 0 | | 560 | 1031 | 0 | | 12 | 760 | 0 | | 112 | 313 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 322 | 1400 | 0 | | 560 | 1031 | 0 | | 12 | 760 | 0 | | 112 | 313 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| FinalVolume: | 322 | 1400 | 0 | | 560 | 1031 | 0 | | 12 | 760 | 0 | | 112 | 313 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.91 | 1.00 | | 0.92 | 0.91 | 1.00 | | 0.92 | 0.91 | 1.00 | | 0.92 | 0.91 | 1.00 | |
| Lanes: | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | |
| Final Sat.: | 3502 | 5187 | 1900 | | 3502 | 5187 | 1900 | | 3502 | 5187 | 1900 | | 3502 | 5187 | 1900 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.09 | 0.27 | 0.00 | | 0.16 | 0.20 | 0.00 | | 0.00 | 0.15 | 0.00 | | 0.03 | 0.06 | 0.00 | |
| Crit Moves: | | **** | | | **** | | | | | **** | | | **** | | | |
| Green/Cycle: | 0.20 | 0.39 | 0.00 | | 0.23 | 0.43 | 0.00 | | 0.01 | 0.21 | 0.00 | | 0.05 | 0.24 | 0.00 | |
| Volume/Cap: | 0.47 | 0.69 | 0.00 | | 0.69 | 0.47 | 0.00 | | 0.25 | 0.69 | 0.00 | | 0.69 | 0.25 | 0.00 | |
| Uniform Del: | 35.5 | 25.4 | 0.0 | | 35.2 | 20.6 | 0.0 | | 48.8 | 36.4 | 0.0 | | 47.0 | 30.4 | 0.0 | |
| IncremntDel: | 0.5 | 1.0 | 0.0 | | 2.6 | 0.2 | 0.0 | | 2.7 | 1.9 | 0.0 | | 12.0 | 0.1 | 0.0 | |
| 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 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| Delay/Veh: | 36.0 | 26.5 | 0.0 | | 37.7 | 20.8 | 0.0 | | 51.5 | 38.3 | 0.0 | | 59.0 | 30.5 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 36.0 | 26.5 | 0.0 | | 37.7 | 20.8 | 0.0 | | 51.5 | 38.3 | 0.0 | | 59.0 | 30.5 | 0.0 | |
| LOS by Move: | D | C | A | | D | C | A | | D | D | A | | E | C | A | |
| HCM2kAvgQ: | 4 | 13 | 0 | | 8 | 8 | 0 | | 0 | 8 | 0 | | 2 | 3 | 0 | |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #16 Grover Rd/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.412
Loss Time (sec): 12 Average Delay (sec/veh): 11.3
Optimal Cycle: 36 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Split Phase | | | | Split Phase | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 1! | 0 0 | 1 | 0 | 0 | 1 0 | 1 | 0 | 3 | 0 1 | 1 | 0 | 2 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 20 | 1 | 2 | 71 | 2 | 25 | 104 | 1444 | 2 | 29 | 723 | 90 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 20 | 1 | 2 | 71 | 2 | 25 | 104 | 1444 | 2 | 29 | 723 | 90 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | | | | |
| PHF Volume: | 21 | 1 | 2 | 76 | 2 | 27 | 111 | 1536 | 2 | 31 | 769 | 96 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 21 | 1 | 2 | 76 | 2 | 27 | 111 | 1536 | 2 | 31 | 769 | 96 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| 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: | 21 | 1 | 2 | 76 | 2 | 27 | 111 | 1536 | 2 | 31 | 769 | 96 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 0.95 | 0.95 | 0.95 | 0.95 | 0.86 | 0.86 | 0.95 | 0.91 | 0.85 | 0.95 | 0.89 | 0.89 | | | | |
| Lanes: | 1.77 | 0.08 | 0.15 | 1.00 | 0.07 | 0.93 | 1.00 | 3.00 | 1.00 | 1.00 | 2.67 | 0.33 | | | | |
| Final Sat.: | 3178 | 138 | 276 | 1805 | 121 | 1515 | 1805 | 5187 | 1615 | 1805 | 4534 | 564 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.01 | 0.01 | 0.04 | 0.02 | 0.02 | 0.06 | 0.30 | 0.00 | 0.02 | 0.17 | 0.17 | | | | |
| Crit Moves: | | **** | | **** | | | | **** | | **** | | | | | | |
| Green/Cycle: | 0.02 | 0.02 | 0.02 | 0.10 | 0.10 | 0.10 | 0.20 | 0.72 | 0.72 | 0.04 | 0.56 | 0.56 | | | | |
| Volume/Cap: | 0.36 | 0.41 | 0.41 | 0.41 | 0.17 | 0.17 | 0.30 | 0.41 | 0.00 | 0.41 | 0.30 | 0.30 | | | | |
| Uniform Del: | 48.5 | 48.5 | 48.5 | 42.1 | 41.1 | 41.1 | 33.9 | 5.6 | 4.0 | 46.7 | 11.8 | 11.8 | | | | |
| IncremntDel: | 3.2 | 4.6 | 4.6 | 1.5 | 0.5 | 0.5 | 0.5 | 0.1 | 0.0 | 3.7 | 0.1 | 0.1 | | | | |
| 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: | 51.7 | 53.1 | 53.1 | 43.6 | 41.6 | 41.6 | 34.4 | 5.7 | 4.0 | 50.4 | 11.8 | 11.8 | | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| AdjDel/Veh: | 51.7 | 53.1 | 53.1 | 43.6 | 41.6 | 41.6 | 34.4 | 5.7 | 4.0 | 50.4 | 11.8 | 11.8 | | | | |
| LOS by Move: | D | D | D | D | D | D | C | A | A | D | B | B | | | | |
| HCM2kAvgQ: | 1 | 1 | 1 | 3 | 1 | 1 | 3 | 7 | 0 | 1 | 5 | 5 | | | | |

Note: Queue reported is the number of cars per lane.





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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #17 McAdoo Dr/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.478
Loss Time (sec): 12 Average Delay (sec/veh): 16.7
Optimal Cycle: 39 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 | 0 | 0 0 | 1 | 0 | 0 | 0 1 | 1 | 0 | 3 | 0 0 | 0 | 0 | 2 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 138 | 0 | 50 | 243 | 1447 | 0 | 0 | 659 | 176 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 0 | 0 | 0 | 138 | 0 | 50 | 243 | 1447 | 0 | 0 | 659 | 176 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | | | | |
| PHF Volume: | 0 | 0 | 0 | 147 | 0 | 53 | 259 | 1539 | 0 | 0 | 701 | 187 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 0 | 0 | 0 | 147 | 0 | 53 | 259 | 1539 | 0 | 0 | 701 | 187 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| 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: | 0 | 0 | 0 | 147 | 0 | 53 | 259 | 1539 | 0 | 0 | 701 | 187 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 1.00 | 1.00 | 1.00 | 0.77 | 1.00 | 0.85 | 0.95 | 0.91 | 1.00 | 1.00 | 0.88 | 0.88 | | | | |
| Lanes: | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 3.00 | 0.00 | 0.00 | 2.37 | 0.63 | | | | |
| Final Sat.: | 0 | 0 | 0 | 1461 | 0 | 1615 | 1805 | 5187 | 0 | 0 | 3963 | 1058 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.10 | 0.00 | 0.03 | 0.14 | 0.30 | 0.00 | 0.00 | 0.18 | 0.18 | | | | |
| Crit Moves: | | | | **** | | | **** | | | | **** | | | | | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | 0.21 | 0.00 | 0.21 | 0.30 | 0.67 | 0.00 | 0.00 | 0.37 | 0.37 | | | | |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.48 | 0.00 | 0.16 | 0.48 | 0.44 | 0.00 | 0.00 | 0.48 | 0.48 | | | | |
| Uniform Del: | 0.0 | 0.0 | 0.0 | 34.7 | 0.0 | 32.2 | 28.6 | 7.8 | 0.0 | 0.0 | 24.1 | 24.1 | | | | |
| IncremntDel: | 0.0 | 0.0 | 0.0 | 1.2 | 0.0 | 0.2 | 0.7 | 0.1 | 0.0 | 0.0 | 0.2 | 0.2 | | | | |
| 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: | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 | | | | |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 35.8 | 0.0 | 32.5 | 29.3 | 7.8 | 0.0 | 0.0 | 24.3 | 24.3 | | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 35.8 | 0.0 | 32.5 | 29.3 | 7.8 | 0.0 | 0.0 | 24.3 | 24.3 | | | | |
| LOS by Move: | A | A | A | D | A | C | C | A | A | A | C | C | | | | |
| HCM2kAvgQ: | 0 | 0 | 0 | 4 | 0 | 1 | 6 | 8 | 0 | 0 | 7 | 7 | | | | |

Note: Queue reported is the number of cars per lane.

PM Cumulative Centralized DFri May 8, 2009 17:37:57 Page 20-1

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #18 Oak Ave Pkwy/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.887
Loss Time (sec): 12 Average Delay (sec/veh): 41.1
Optimal Cycle: 104 Level Of Service: D

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ignore | | | | Ovl | | | | Ignore | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 2 | 0 | 1 | 2 | 0 | 2 | 0 | 1 | 2 | 0 | 3 | 0 | 1 | 2 | 0 | 3 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 325 | 951 | 459 | | 299 | 890 | 104 | | 501 | 1160 | 386 | | 565 | 630 | 413 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 325 | 951 | 459 | | 299 | 890 | 104 | | 501 | 1160 | 386 | | 565 | 630 | 413 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.00 | |
| PHF Volume: | 346 | 1012 | 488 | | 318 | 947 | 0 | | 533 | 1234 | 411 | | 601 | 670 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 346 | 1012 | 488 | | 318 | 947 | 0 | | 533 | 1234 | 411 | | 601 | 670 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| FinalVolume: | 346 | 1012 | 488 | | 318 | 947 | 0 | | 533 | 1234 | 411 | | 601 | 670 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.95 | 0.85 | | 0.92 | 0.95 | 1.00 | | 0.92 | 0.91 | 0.85 | | 0.92 | 0.91 | 1.00 | |
| Lanes: | 2.00 | 2.00 | 1.00 | | 2.00 | 2.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | |
| Final Sat.: | 3502 | 3610 | 1615 | | 3502 | 3610 | 1900 | | 3502 | 5187 | 1615 | | 3502 | 5187 | 1900 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.10 | 0.28 | 0.30 | | 0.09 | 0.26 | 0.00 | | 0.15 | 0.24 | 0.25 | | 0.17 | 0.13 | 0.00 | |
| Crit Moves: | | **** | | | **** | | | | | **** | | | **** | | | |
| Green/Cycle: | 0.11 | 0.32 | 0.51 | | 0.10 | 0.30 | 0.00 | | 0.25 | 0.27 | 0.38 | | 0.19 | 0.21 | 0.00 | |
| Volume/Cap: | 0.86 | 0.89 | 0.59 | | 0.89 | 0.86 | 0.00 | | 0.61 | 0.89 | 0.66 | | 0.89 | 0.61 | 0.00 | |
| Uniform Del: | 43.5 | 32.5 | 17.2 | | 44.3 | 32.8 | 0.0 | | 33.2 | 35.1 | 25.6 | | 39.3 | 35.7 | 0.0 | |
| IncremntDel: | 17.3 | 8.7 | 1.2 | | 22.4 | 7.2 | 0.0 | | 1.3 | 7.3 | 2.7 | | 13.5 | 1.0 | 0.0 | |
| 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 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| Delay/Veh: | 60.8 | 41.2 | 18.4 | | 66.7 | 40.1 | 0.0 | | 34.5 | 42.4 | 28.3 | | 52.8 | 36.7 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 60.8 | 41.2 | 18.4 | | 66.7 | 40.1 | 0.0 | | 34.5 | 42.4 | 28.3 | | 52.8 | 36.7 | 0.0 | |
| LOS by Move: | E | D | B | | E | D | A | | C | D | C | | D | D | A | |
| HCM2kAvgQ: | 6 | 16 | 10 | | 6 | 15 | 0 | | 7 | 15 | 10 | | 10 | 7 | 0 | |

Note: Queue reported is the number of cars per lane.





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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #19 Rowberry Dr/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.811
Loss Time (sec): 12 Average Delay (sec/veh): 29.1
Optimal Cycle: 80 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Split Phase | | | | Split Phase | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Include | | | | Ovl | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 3 | 0 | 1 | 2 | 0 | 2 | 1 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 616 | 93 | 589 | | 6 | 69 | 12 | | 31 | 1363 | 574 | | 528 | 1017 | 18 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 616 | 93 | 589 | | 6 | 69 | 12 | | 31 | 1363 | 574 | | 528 | 1017 | 18 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 655 | 99 | 627 | | 6 | 73 | 13 | | 33 | 1450 | 611 | | 562 | 1082 | 19 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 655 | 99 | 627 | | 6 | 73 | 13 | | 33 | 1450 | 611 | | 562 | 1082 | 19 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 655 | 99 | 627 | | 6 | 73 | 13 | | 33 | 1450 | 611 | | 562 | 1082 | 19 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.96 | 0.96 | 0.85 | | 0.95 | 0.98 | 0.98 | | 0.95 | 0.91 | 0.85 | | 0.92 | 0.91 | 0.91 | |
| Lanes: | 1.74 | 0.26 | 1.00 | | 1.00 | 0.85 | 0.15 | | 1.00 | 3.00 | 1.00 | | 2.00 | 2.95 | 0.05 | |
| Final Sat.: | 3163 | 478 | 1615 | | 1805 | 1583 | 275 | | 1805 | 5187 | 1615 | | 3502 | 5082 | 90 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.21 | 0.21 | 0.39 | | 0.00 | 0.05 | 0.05 | | 0.02 | 0.28 | 0.38 | | 0.16 | 0.21 | 0.21 | |
| Crit Moves: | | | **** | | | | **** | | | **** | | | **** | | | |
| Green/Cycle: | 0.28 | 0.28 | 0.48 | | 0.06 | 0.06 | 0.06 | | 0.04 | 0.34 | 0.63 | | 0.20 | 0.50 | 0.50 | |
| Volume/Cap: | 0.74 | 0.74 | 0.81 | | 0.06 | 0.81 | 0.81 | | 0.43 | 0.81 | 0.60 | | 0.81 | 0.43 | 0.43 | |
| Uniform Del: | 32.6 | 32.6 | 22.2 | | 44.6 | 46.6 | 46.6 | | 46.7 | 29.8 | 11.3 | | 38.3 | 15.9 | 15.9 | |
| IncremntDel: | 2.9 | 2.9 | 6.5 | | 0.3 | 35.8 | 35.8 | | 3.7 | 2.9 | 1.1 | | 7.2 | 0.1 | 0.1 | |
| 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: | 35.5 | 35.5 | 28.7 | | 44.9 | 82.4 | 82.4 | | 50.4 | 32.7 | 12.4 | | 45.5 | 16.0 | 16.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 35.5 | 35.5 | 28.7 | | 44.9 | 82.4 | 82.4 | | 50.4 | 32.7 | 12.4 | | 45.5 | 16.0 | 16.0 | |
| LOS by Move: | D | D | C | | D | F | F | | D | C | B | | D | B | B | |
| HCM2kAvgQ: | 11 | 11 | 17 | | 0 | 5 | 5 | | 1 | 14 | 11 | | 9 | 8 | 8 | |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #20 Broadstone Pkwy/ Iron Point Rd

| | | | |
|---|---|---|---|
| Cycle (sec): | 100 | Critical Vol./Cap. (X): | 0.585 |
| Loss Time (sec): | 12 | Average Delay (sec/veh): | 20.5 |
| Optimal Cycle: | 47 | Level Of Service: | C |

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Split Phase | | | | Split Phase | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Ignore | | | | Include | | | | Ignore | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 1 | 0 | 0 1 | 2 | 0 | 1 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 52 | 50 | 81 | | 78 | 14 | 606 | | 804 | 1146 | 8 | | 29 | 943 | 95 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 52 | 50 | 81 | | 78 | 14 | 606 | | 804 | 1146 | 8 | | 29 | 943 | 95 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.00 | |
| PHF Volume: | 55 | 53 | 86 | | 83 | 15 | 0 | | 855 | 1219 | 9 | | 31 | 1003 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 55 | 53 | 86 | | 83 | 15 | 0 | | 855 | 1219 | 9 | | 31 | 1003 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| FinalVolume: | 55 | 53 | 86 | | 83 | 15 | 0 | | 855 | 1219 | 9 | | 31 | 1003 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.98 | 0.98 | 0.85 | | 0.92 | 1.00 | 1.00 | | 0.92 | 0.91 | 0.85 | | 0.92 | 0.91 | 1.00 | |
| Lanes: | 1.02 | 0.98 | 1.00 | | 2.00 | 1.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | |
| Final Sat.: | 1889 | 1816 | 1615 | | 3502 | 1900 | 1900 | | 3502 | 5187 | 1615 | | 3502 | 5187 | 1900 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.03 | 0.05 | | 0.02 | 0.01 | 0.00 | | 0.24 | 0.24 | 0.01 | | 0.01 | 0.19 | 0.00 | |
| Crit Moves: | | | **** | | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.09 | 0.09 | 0.09 | | 0.04 | 0.04 | 0.00 | | 0.42 | 0.72 | 0.72 | | 0.03 | 0.33 | 0.00 | |
| Volume/Cap: | 0.32 | 0.32 | 0.58 | | 0.58 | 0.19 | 0.00 | | 0.58 | 0.33 | 0.01 | | 0.33 | 0.58 | 0.00 | |
| Uniform Del: | 42.5 | 42.5 | 43.6 | | 47.1 | 46.4 | 0.0 | | 22.4 | 5.1 | 3.9 | | 47.8 | 27.8 | 0.0 | |
| IncremntDel: | 0.6 | 0.6 | 5.9 | | 6.2 | 1.2 | 0.0 | | 0.6 | 0.1 | 0.0 | | 2.0 | 0.5 | 0.0 | |
| 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 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| Delay/Veh: | 43.1 | 43.1 | 49.6 | | 53.3 | 47.6 | 0.0 | | 23.1 | 5.1 | 3.9 | | 49.8 | 28.3 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 43.1 | 43.1 | 49.6 | | 53.3 | 47.6 | 0.0 | | 23.1 | 5.1 | 3.9 | | 49.8 | 28.3 | 0.0 | |
| LOS by Move: | D | D | D | | D | D | A | | C | A | A | | D | C | A | |
| HCM2kAvgQ: | 2 | 2 | 4 | | 2 | 1 | 0 | | 10 | 5 | 0 | | 0 | 9 | 0 | |

Note: Queue reported is the number of cars per lane.





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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #21 East Bidwell St/ Iron Point Rd

| | | | |
|---|---|---|---|
| Cycle (sec): | 100 | Critical Vol./Cap. (X): | 1.142 |
| Loss Time (sec): | 12 | Average Delay (sec/veh): | 81.4 |
| Optimal Cycle: | 180 | Level Of Service: | F |

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ignore | | | | Ignore | | | | Ovl | | | | Ignore | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 527 | 2127 | 603 | | 724 | 1361 | 178 | | 192 | 753 | 473 | | 641 | 403 | 522 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 527 | 2127 | 603 | | 724 | 1361 | 178 | | 192 | 753 | 473 | | 641 | 403 | 522 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.00 | |
| PHF Volume: | 561 | 2263 | 0 | | 770 | 1448 | 0 | | 204 | 801 | 503 | | 682 | 429 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 561 | 2263 | 0 | | 770 | 1448 | 0 | | 204 | 801 | 503 | | 682 | 429 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| FinalVolume: | 561 | 2263 | 0 | | 770 | 1448 | 0 | | 204 | 801 | 503 | | 682 | 429 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.91 | 1.00 | | 0.92 | 0.91 | 1.00 | | 0.92 | 0.91 | 0.85 | | 0.92 | 0.91 | 1.00 | |
| Lanes: | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | |
| Final Sat.: | 3502 | 5187 | 1900 | | 3502 | 5187 | 1900 | | 3502 | 5187 | 1615 | | 3502 | 5187 | 1900 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.16 | 0.44 | 0.00 | | 0.22 | 0.28 | 0.00 | | 0.06 | 0.15 | 0.31 | | 0.19 | 0.08 | 0.00 | |
| Crit Moves: | | **** | | | **** | | | | | **** | | | **** | | | |
| Green/Cycle: | 0.21 | 0.38 | 0.00 | | 0.19 | 0.37 | 0.00 | | 0.13 | 0.14 | 0.34 | | 0.17 | 0.18 | 0.00 | |
| Volume/Cap: | 0.76 | 1.14 | 0.00 | | 1.14 | 0.76 | 0.00 | | 0.46 | 1.14 | 0.90 | | 1.14 | 0.46 | 0.00 | |
| Uniform Del: | 37.2 | 30.9 | 0.0 | | 40.4 | 28.0 | 0.0 | | 40.5 | 43.2 | 31.2 | | 41.5 | 36.7 | 0.0 | |
| IncremntDel: | 4.8 | 70.7 | 0.0 | | 81.0 | 1.9 | 0.0 | | 0.8 | 80.5 | 18.2 | | 82.8 | 0.4 | 0.0 | |
| 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 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| Delay/Veh: | 42.0 | 102 | 0.0 | | 121.4 | 29.9 | 0.0 | | 41.3 | 124 | 49.4 | | 124.3 | 37.1 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 42.0 | 102 | 0.0 | | 121.4 | 29.9 | 0.0 | | 41.3 | 124 | 49.4 | | 124.3 | 37.1 | 0.0 | |
| LOS by Move: | D | F | A | | F | C | A | | D | F | D | | F | D | A | |
| HCM2kAvgQ: | 8 | 38 | 0 | | 19 | 14 | 0 | | 3 | 15 | 16 | | 17 | 4 | 0 | |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #22 Cavitt Dr/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.648
Loss Time (sec): 12 Average Delay (sec/veh): 21.5
Optimal Cycle: 53 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | |
| Lanes: | 1 | 1 | 0 | 0 1 | 1 | 1 | 0 | 0 1 | 1 | 0 | 3 | 0 1 | 1 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 354 | 52 | 75 | | 201 | 43 | 22 | | 70 | 1576 | 448 | | 50 | 1193 | 184 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 354 | 52 | 75 | | 201 | 43 | 22 | | 70 | 1576 | 448 | | 50 | 1193 | 184 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 377 | 55 | 80 | | 214 | 46 | 23 | | 74 | 1677 | 477 | | 53 | 1269 | 196 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 377 | 55 | 80 | | 214 | 46 | 23 | | 74 | 1677 | 477 | | 53 | 1269 | 196 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 377 | 55 | 80 | | 214 | 46 | 23 | | 74 | 1677 | 477 | | 53 | 1269 | 196 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.52 | 0.52 | 0.85 | | 0.53 | 0.53 | 0.85 | | 0.95 | 0.91 | 0.85 | | 0.95 | 0.91 | 0.85 | |
| Lanes: | 1.74 | 0.26 | 1.00 | | 1.65 | 0.35 | 1.00 | | 1.00 | 3.00 | 1.00 | | 1.00 | 3.00 | 1.00 | |
| Final Sat.: | 1730 | 254 | 1615 | | 1653 | 354 | 1615 | | 1805 | 5187 | 1615 | | 1805 | 5187 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.22 | 0.22 | 0.05 | | 0.13 | 0.13 | 0.01 | | 0.04 | 0.32 | 0.30 | | 0.03 | 0.24 | 0.12 | |
| Crit Moves: | | **** | | | | | | | | **** | | | **** | | | |
| Green/Cycle: | 0.34 | 0.34 | 0.34 | | 0.34 | 0.34 | 0.34 | | 0.08 | 0.50 | 0.50 | | 0.05 | 0.47 | 0.47 | |
| Volume/Cap: | 0.65 | 0.65 | 0.15 | | 0.39 | 0.39 | 0.04 | | 0.53 | 0.65 | 0.59 | | 0.65 | 0.53 | 0.26 | |
| Uniform Del: | 28.2 | 28.2 | 23.2 | | 25.3 | 25.3 | 22.4 | | 44.3 | 18.6 | 17.8 | | 46.9 | 18.9 | 16.2 | |
| IncremntDel: | 2.2 | 2.2 | 0.1 | | 0.4 | 0.4 | 0.0 | | 3.6 | 0.6 | 1.2 | | 16.7 | 0.2 | 0.2 | |
| 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: | 30.4 | 30.4 | 23.3 | | 25.7 | 25.7 | 22.4 | | 47.9 | 19.2 | 19.0 | | 63.7 | 19.1 | 16.4 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 30.4 | 30.4 | 23.3 | | 25.7 | 25.7 | 22.4 | | 47.9 | 19.2 | 19.0 | | 63.7 | 19.1 | 16.4 | |
| LOS by Move: | C | C | C | | C | C | C | | D | B | B | | E | B | B | |
| HCM2kAvgQ: | 7 | 7 | 2 | | 3 | 3 | 0 | | 2 | 13 | 10 | | 2 | 10 | 3 | |

Note: Queue reported is the number of cars per lane.





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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #23 Serpa Way / Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.979
Loss Time (sec): 12 Average Delay (sec/veh): 44.3
Optimal Cycle: 165 Level Of Service: D

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Include | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | |
| Lanes: | 1 | 0 | 1 | 0 1 | 1 | 0 | 0 | 1 0 | 1 | 0 | 3 | 0 1 | 1 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 758 | 28 | 279 | | 101 | 19 | 64 | | 94 | 1217 | 563 | | 191 | 714 | 86 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 758 | 28 | 279 | | 101 | 19 | 64 | | 94 | 1217 | 563 | | 191 | 714 | 86 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 806 | 30 | 297 | | 107 | 20 | 68 | | 100 | 1295 | 599 | | 203 | 760 | 91 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 806 | 30 | 297 | | 107 | 20 | 68 | | 100 | 1295 | 599 | | 203 | 760 | 91 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 806 | 30 | 297 | | 107 | 20 | 68 | | 100 | 1295 | 599 | | 203 | 760 | 91 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 1.00 | 0.85 | | 0.95 | 0.88 | 0.88 | | 0.95 | 0.91 | 0.85 | | 0.95 | 0.91 | 0.85 | |
| Lanes: | 1.00 | 1.00 | 1.00 | | 1.00 | 0.23 | 0.77 | | 1.00 | 3.00 | 1.00 | | 1.00 | 3.00 | 1.00 | |
| Final Sat.: | 1805 | 1900 | 1615 | | 1805 | 384 | 1295 | | 1805 | 5187 | 1615 | | 1805 | 5187 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.45 | 0.02 | 0.18 | | 0.06 | 0.05 | 0.05 | | 0.06 | 0.25 | 0.37 | | 0.11 | 0.15 | 0.06 | |
| Crit Moves: | **** | | | | | **** | | | | **** | | | **** | | | |
| Green/Cycle: | 0.46 | 0.28 | 0.39 | | 0.23 | 0.05 | 0.05 | | 0.10 | 0.25 | 0.71 | | 0.11 | 0.27 | 0.50 | |
| Volume/Cap: | 0.98 | 0.06 | 0.47 | | 0.26 | 0.98 | 0.98 | | 0.55 | 0.98 | 0.52 | | 0.98 | 0.55 | 0.11 | |
| Uniform Del: | 26.7 | 26.5 | 22.6 | | 31.3 | 47.3 | 47.3 | | 42.7 | 37.0 | 6.6 | | 44.1 | 31.4 | 13.2 | |
| IncremntDel: | 26.1 | 0.0 | 0.5 | | 0.3 | 87.6 | 87.6 | | 3.4 | 19.8 | 0.4 | | 56.2 | 0.5 | 0.1 | |
| 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: | 52.8 | 26.5 | 23.1 | | 31.7 | 135 | 134.8 | | 46.1 | 56.8 | 7.1 | | 100.3 | 31.8 | 13.3 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 52.8 | 26.5 | 23.1 | | 31.7 | 135 | 134.8 | | 46.1 | 56.8 | 7.1 | | 100.3 | 31.8 | 13.3 | |
| LOS by Move: | D | C | C | | C | F | F | | D | E | A | | F | C | B | |
| HCM2kAvgQ: | 31 | 1 | 7 | | 3 | 6 | 6 | | 3 | 17 | 8 | | 7 | 7 | 1 | |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #24 Empire Ranch Road/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 1.099
Loss Time (sec): 12 Average Delay (sec/veh): 71.4
Optimal Cycle: 180 Level Of Service: E

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Ovl | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 0 | 3 0 | 1 | 1 0 | 3 0 | 1 | 1 0 | 1 1 | 0 | 1 0 | 1 1 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 284 | 1224 | 411 | 375 | 1000 | 117 | 86 | 834 | 551 | 104 | 552 | 420 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 284 | 1224 | 411 | 375 | 1000 | 117 | 86 | 834 | 551 | 104 | 552 | 420 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 302 | 1302 | 437 | 399 | 1064 | 124 | 91 | 887 | 586 | 111 | 587 | 447 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 302 | 1302 | 437 | 399 | 1064 | 124 | 91 | 887 | 586 | 111 | 587 | 447 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 302 | 1302 | 437 | 399 | 1064 | 124 | 91 | 887 | 586 | 111 | 587 | 447 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.91 | 0.85 | 0.95 | 0.91 | 0.85 | 0.95 | 0.89 | 0.89 | 0.95 | 0.89 | 0.89 |
| Lanes: | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 | 1.00 | 1.20 | 0.80 | 1.00 | 1.14 | 0.86 |
| Final Sat.: | 1805 | 5187 | 1615 | 1805 | 5187 | 1615 | 1805 | 2043 | 1350 | 1805 | 1917 | 1458 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.17 | 0.25 | 0.27 | 0.22 | 0.21 | 0.08 | 0.05 | 0.43 | 0.43 | 0.06 | 0.31 | 0.31 |
| Crit Moves: | | **** | | **** | | | | **** | | **** | | |
| Green/Cycle: | 0.19 | 0.23 | 0.28 | 0.20 | 0.24 | 0.30 | 0.06 | 0.39 | 0.39 | 0.06 | 0.39 | 0.39 |
| Volume/Cap: | 0.87 | 1.10 | 0.95 | 1.10 | 0.87 | 0.26 | 0.79 | 1.10 | 1.10 | 1.10 | 0.79 | 0.79 |
| Uniform Del: | 39.1 | 38.6 | 35.1 | 39.9 | 36.7 | 26.5 | 46.1 | 30.3 | 30.3 | 47.2 | 27.1 | 27.1 |
| IncremntDel: | 20.0 | 57.8 | 30.3 | 76.7 | 6.8 | 0.3 | 30.1 | 56.5 | 56.5 | 119.1 | 3.4 | 3.4 |
| 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: | 59.1 | 96.4 | 65.4 | 116.7 | 43.5 | 26.8 | 76.2 | 86.8 | 86.8 | 166.3 | 30.5 | 30.5 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 59.1 | 96.4 | 65.4 | 116.7 | 43.5 | 26.8 | 76.2 | 86.8 | 86.8 | 166.3 | 30.5 | 30.5 |
| LOS by Move: | E | F | E | F | D | C | E | F | F | F | C | C |
| HCM2kAvgQ: | 10 | 21 | 15 | 18 | 12 | 3 | 3 | 31 | 31 | 5 | 15 | 15 |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #25 Prairie City Rd/ High School

Cycle (sec): 100 Critical Vol./Cap. (X): 0.657
Loss Time (sec): 12 Average Delay (sec/veh): 25.6
Optimal Cycle: 54 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 2 0 | 2 1 | 0 | 2 0 | 2 1 | 0 | 2 0 | 0 1 | 1 | 1 0 | 0 1 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 303 | 1297 | 64 | 30 | 1180 | 173 | 627 | 0 | 507 | 62 | 1 | 22 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 303 | 1297 | 64 | 30 | 1180 | 173 | 627 | 0 | 507 | 62 | 1 | 22 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 322 | 1380 | 68 | 32 | 1255 | 184 | 667 | 0 | 539 | 66 | 1 | 23 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 322 | 1380 | 68 | 32 | 1255 | 184 | 667 | 0 | 539 | 66 | 1 | 23 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 322 | 1380 | 68 | 32 | 1255 | 184 | 667 | 0 | 539 | 66 | 1 | 23 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.90 | 0.90 | 0.92 | 0.89 | 0.89 | 0.92 | 1.00 | 0.85 | 0.95 | 0.86 | 0.86 |
| Lanes: | 2.00 | 2.86 | 0.14 | 2.00 | 2.62 | 0.38 | 2.00 | 0.00 | 2.00 | 1.00 | 0.09 | 1.91 |
| Final Sat.: | 3502 | 4908 | 242 | 3502 | 4438 | 651 | 3502 | 0 | 3230 | 1805 | 141 | 3111 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.09 | 0.28 | 0.28 | 0.01 | 0.28 | 0.28 | 0.19 | 0.00 | 0.17 | 0.04 | 0.01 | 0.01 |
| Crit Moves: | **** | | | | **** | | | | **** | **** | | |
| Green/Cycle: | 0.14 | 0.55 | 0.55 | 0.02 | 0.43 | 0.43 | 0.30 | 0.00 | 0.25 | 0.06 | 0.01 | 0.01 |
| Volume/Cap: | 0.66 | 0.51 | 0.51 | 0.51 | 0.66 | 0.66 | 0.64 | 0.00 | 0.66 | 0.66 | 0.64 | 0.64 |
| Uniform Del: | 40.7 | 13.9 | 13.9 | 48.7 | 22.6 | 22.6 | 30.4 | 0.0 | 33.4 | 46.3 | 49.2 | 49.2 |
| IncremntDel: | 3.3 | 0.2 | 0.2 | 6.8 | 0.7 | 0.7 | 1.3 | 0.0 | 2.0 | 14.8 | 31.0 | 31.0 |
| 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 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Delay/Veh: | 44.0 | 14.1 | 14.1 | 55.4 | 23.4 | 23.4 | 31.8 | 0.0 | 35.4 | 61.1 | 80.2 | 80.2 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 44.0 | 14.1 | 14.1 | 55.4 | 23.4 | 23.4 | 31.8 | 0.0 | 35.4 | 61.1 | 80.2 | 80.2 |
| LOS by Move: | D | B | B | E | C | C | C | A | D | E | F | F |
| HCM2kAvgQ: | 5 | 10 | 10 | 1 | 13 | 13 | 10 | 0 | 8 | 3 | 1 | 1 |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #26 East Bidwell St / Placerville Rd

Average Delay (sec/veh): 133.1 Worst Case Level Of Service: F[1179.4]

| 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 | 2 | 1 0 | 0 | 0 | 3 | 0 0 | 0 | 0 | 0 | 0 0 | 0 | 0 | 0 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 3044 | 23 | 0 | 2475 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 705 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 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 | 3044 | 23 | 0 | 2475 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 705 | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 0 | 3238 | 24 | 0 | 2633 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 750 | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| FinalVolume: | 0 | 3238 | 24 | 0 | 2633 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 750 | |

Critical Gap Module:

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Critical Gp: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | 6.9 |
| FollowUpTim: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | 3.3 |

Capacity Module:

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Cnflict Vol: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | 1092 |
| Potent Cap.: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | 213 |
| Move Cap.: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | 213 |
| Volume/Cap: | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | 3.52 |

Level Of Service Module:

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2Way95thQ: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | 71.1 |
| Control Del: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | 1179 |
| LOS by Move: | * | * | * | * | * | * | * | * | * | * | * | F |
| Movement: | LT - LTR - RT | | | | LT - LTR - RT | | | | LT - LTR - RT | | | LT - LTR - RT |
| Shared Cap.: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| SharedQueue: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| Shrd ConDel: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| Shared LOS: | * | * | * | * | * | * | * | * | * | * | * | * |
| ApproachDel: | xxxxxx | | | xxxxxx | | | xxxxxx | | | 1179.4 | | |
| ApproachLOS: | * | | | * | | | * | | | F | | |

Note: Queue reported is the number of cars per lane.





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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #27 Prairie City Rd/ White Rock Rd

| | | | |
|---|---|---|---|
| Cycle (sec): | 100 | Critical Vol./Cap. (X): | 0.854 |
| Loss Time (sec): | 12 | Average Delay (sec/veh): | 24.4 |
| Optimal Cycle: | 92 | Level Of Service: | C |

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Split Phase | | | | Split Phase | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Ovl | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 | 1! | 0 0 | 1 | 1 | 0 | 0 2 | 2 | 0 | 2 | 0 1 | 1 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 245 | 0 | 884 | 924 | 1555 | 0 | 0 | 1946 | 34 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 0 | 0 | 0 | 245 | 0 | 884 | 924 | 1555 | 0 | 0 | 1946 | 34 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | | | | |
| PHF Volume: | 0 | 0 | 0 | 261 | 0 | 940 | 983 | 1654 | 0 | 0 | 2070 | 36 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 0 | 0 | 0 | 261 | 0 | 940 | 983 | 1654 | 0 | 0 | 2070 | 36 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| FinalVolume: | 0 | 0 | 0 | 261 | 0 | 940 | 983 | 1654 | 0 | 0 | 2070 | 36 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 0.75 | 0.92 | 0.95 | 1.00 | 1.00 | 0.91 | 0.85 | | | | |
| Lanes: | 0.00 | 1.00 | 0.00 | 2.00 | 0.00 | 2.00 | 2.00 | 2.00 | 1.00 | 1.00 | 3.00 | 1.00 | | | | |
| Final Sat.: | 0 | 1900 | 0 | 3618 | 0 | 2842 | 3502 | 3610 | 1900 | 1900 | 5187 | 1615 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.07 | 0.00 | 0.33 | 0.28 | 0.46 | 0.00 | 0.00 | 0.40 | 0.02 | | | | |
| Crit Moves: | | | | **** | | | **** | | | | **** | | | | | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | 0.08 | 0.00 | 0.41 | 0.33 | 0.80 | 0.00 | 0.00 | 0.47 | 0.47 | | | | |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.85 | 0.00 | 0.80 | 0.85 | 0.58 | 0.00 | 0.00 | 0.85 | 0.05 | | | | |
| Uniform Del: | 0.0 | 0.0 | 0.0 | 45.2 | 0.0 | 25.8 | 31.3 | 3.9 | 0.0 | 0.0 | 23.6 | 14.5 | | | | |
| IncremntDel: | 0.0 | 0.0 | 0.0 | 20.3 | 0.0 | 4.0 | 6.4 | 0.3 | 0.0 | 0.0 | 3.2 | 0.0 | | | | |
| 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: | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 | | | | |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 65.5 | 0.0 | 29.8 | 37.8 | 4.1 | 0.0 | 0.0 | 26.8 | 14.5 | | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 65.5 | 0.0 | 29.8 | 37.8 | 4.1 | 0.0 | 0.0 | 26.8 | 14.5 | | | | |
| LOS by Move: | A | A | A | E | A | C | D | A | A | A | C | B | | | | |
| HCM2kAvgQ: | 0 | 0 | 0 | 5 | 0 | 15 | 14 | 9 | 0 | 0 | 22 | 1 | | | | |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #28 Scott Rd (South)/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.749
Loss Time (sec): 0 Average Delay (sec/veh): 10.3
Optimal Cycle: 74 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Include | | | | Ovl | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 0 | 0 1 | 0 | 0 | 0 | 0 0 | 0 | 0 | 2 | 0 1 | 1 | 0 | 3 | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 47 | 0 | 118 | | 0 | 0 | 0 | | 0 | 1613 | 139 | | 441 | 1996 | 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: | 47 | 0 | 118 | | 0 | 0 | 0 | | 0 | 1613 | 139 | | 441 | 1996 | 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: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 50 | 0 | 126 | | 0 | 0 | 0 | | 0 | 1716 | 148 | | 469 | 2123 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 50 | 0 | 126 | | 0 | 0 | 0 | | 0 | 1716 | 148 | | 469 | 2123 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 50 | 0 | 126 | | 0 | 0 | 0 | | 0 | 1716 | 148 | | 469 | 2123 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.97 | 1.00 | 0.85 | | 1.00 | 1.00 | 1.00 | | 1.00 | 0.95 | 0.85 | | 0.95 | 0.91 | 1.00 | |
| Lanes: | 2.00 | 0.00 | 1.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 2.00 | 1.00 | | 1.00 | 3.00 | 0.00 | |
| Final Sat.: | 3686 | 0 | 1615 | | 0 | 0 | 0 | | 0 | 3610 | 1615 | | 1805 | 5187 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.00 | 0.08 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.48 | 0.09 | | 0.26 | 0.41 | 0.00 | |
| Crit Moves: | **** | | | | | | | | | **** | | | **** | | | |
| Green/Cycle: | 0.02 | 0.00 | 0.37 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.63 | 0.63 | | 0.35 | 0.98 | 0.00 | |
| Volume/Cap: | 0.69 | 0.00 | 0.21 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.75 | 0.14 | | 0.75 | 0.42 | 0.00 | |
| Uniform Del: | 48.8 | 0.0 | 21.8 | | 0.0 | 0.0 | 0.0 | | 0.0 | 12.7 | 7.3 | | 28.8 | 0.0 | 0.0 | |
| IncremntDel: | 25.5 | 0.0 | 0.2 | | 0.0 | 0.0 | 0.0 | | 0.0 | 1.4 | 0.1 | | 5.0 | 0.1 | 0.0 | |
| 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 | 0.00 | 1.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| Delay/Veh: | 74.3 | 0.0 | 22.0 | | 0.0 | 0.0 | 0.0 | | 0.0 | 14.1 | 7.4 | | 33.8 | 0.1 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 74.3 | 0.0 | 22.0 | | 0.0 | 0.0 | 0.0 | | 0.0 | 14.1 | 7.4 | | 33.8 | 0.1 | 0.0 | |
| LOS by Move: | E | A | C | | A | A | A | | A | B | A | | C | A | A | |
| HCM2kAvgQ: | 2 | 0 | 3 | | 0 | 0 | 0 | | 0 | 19 | 2 | | 12 | 1 | 0 | |

Note: Queue reported is the number of cars per lane.





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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #29 Scott Rd (North)/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.724
Loss Time (sec): 9 Average Delay (sec/veh): 22.3
Optimal Cycle: 55 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Ovl | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 1 | 0 1 | 1 | 0 | 1 | 0 2 | 2 | 0 | 2 | 0 1 | 1 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 1 | 3 | 0 | | 202 | 3 | 688 | | 807 | 867 | 1 | | 1 | 1429 | 257 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 1 | 3 | 0 | | 202 | 3 | 688 | | 807 | 867 | 1 | | 1 | 1429 | 257 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 1 | 3 | 0 | | 215 | 3 | 732 | | 859 | 922 | 1 | | 1 | 1520 | 273 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 1 | 3 | 0 | | 215 | 3 | 732 | | 859 | 922 | 1 | | 1 | 1520 | 273 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 1 | 3 | 0 | | 215 | 3 | 732 | | 859 | 922 | 1 | | 1 | 1520 | 273 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 1.00 | 1.00 | | 0.95 | 1.00 | 0.75 | | 0.92 | 0.95 | 0.85 | | 0.95 | 0.91 | 0.85 | |
| Lanes: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 2.00 | | 2.00 | 2.00 | 1.00 | | 1.00 | 3.00 | 1.00 | |
| Final Sat.: | 1805 | 1900 | 1900 | | 1805 | 1900 | 2842 | | 3502 | 3610 | 1615 | | 1805 | 5187 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | | 0.12 | 0.00 | 0.26 | | 0.25 | 0.26 | 0.00 | | 0.00 | 0.29 | 0.17 | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.01 | 0.00 | 0.00 | | 0.16 | 0.16 | 0.50 | | 0.34 | 0.74 | 0.74 | | 0.00 | 0.40 | 0.40 | |
| Volume/Cap: | 0.08 | 0.72 | 0.00 | | 0.72 | 0.01 | 0.52 | | 0.72 | 0.34 | 0.00 | | 0.34 | 0.72 | 0.42 | |
| Uniform Del: | 49.3 | 49.9 | 0.0 | | 39.6 | 35.4 | 17.0 | | 29.0 | 4.5 | 3.3 | | 49.9 | 25.1 | 21.3 | |
| IncremntDel: | 2.4 | 221 | 0.0 | | 8.5 | 0.0 | 0.3 | | 2.2 | 0.1 | 0.0 | | 56.6 | 1.3 | 0.4 | |
| 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 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Delay/Veh: | 51.7 | 271 | 0.0 | | 48.2 | 35.4 | 17.3 | | 31.2 | 4.6 | 3.3 | | 106.4 | 26.3 | 21.8 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 51.7 | 271 | 0.0 | | 48.2 | 35.4 | 17.3 | | 31.2 | 4.6 | 3.3 | | 106.4 | 26.3 | 21.8 | |
| LOS by Move: | D | F | A | | D | D | B | | C | A | A | | F | C | C | |
| HCM2kAvgQ: | 0 | 1 | 0 | | 6 | 0 | 8 | | 12 | 5 | 0 | | 0 | 14 | 6 | |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #30 Placerville Rd/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.511
Loss Time (sec): 12 Average Delay (sec/veh): 9.5
Optimal Cycle: 41 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Split Phase | | | | Split Phase | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 0 | 2 | 0 | 1 | 0 | 3 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 2 | | 323 | 0 | 6 | | 5 | 938 | 1 | | 0 | 1709 | 520 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 0 | 0 | 2 | | 323 | 0 | 6 | | 5 | 938 | 1 | | 0 | 1709 | 520 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 0 | 0 | 2 | | 344 | 0 | 6 | | 5 | 998 | 1 | | 0 | 1818 | 553 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 0 | 2 | | 344 | 0 | 6 | | 5 | 998 | 1 | | 0 | 1818 | 553 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 0 | 0 | 2 | | 344 | 0 | 6 | | 5 | 998 | 1 | | 0 | 1818 | 553 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 1.00 | 0.87 | | 0.95 | 1.00 | 0.85 | | 0.95 | 0.95 | 0.85 | | 1.00 | 0.91 | 0.85 | |
| Lanes: | 0.00 | 0.00 | 1.00 | | 2.00 | 0.00 | 1.00 | | 1.00 | 2.00 | 1.00 | | 1.00 | 3.00 | 1.00 | |
| Final Sat.: | 0 | 0 | 1644 | | 3618 | 0 | 1615 | | 1805 | 3610 | 1615 | | 1900 | 5187 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | | 0.09 | 0.00 | 0.00 | | 0.00 | 0.28 | 0.00 | | 0.00 | 0.35 | 0.34 | |
| Crit Moves: | | | **** | | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | | 0.19 | 0.00 | 0.19 | | 0.01 | 0.69 | 0.69 | | 0.00 | 0.69 | 0.87 | |
| Volume/Cap: | 0.00 | 0.00 | 0.51 | | 0.51 | 0.00 | 0.02 | | 0.51 | 0.40 | 0.00 | | 0.00 | 0.51 | 0.39 | |
| Uniform Del: | 0.0 | 0.0 | 49.8 | | 36.6 | 0.0 | 32.8 | | 49.6 | 6.6 | 4.7 | | 0.0 | 7.6 | 1.3 | |
| IncremntDel: | 0.0 | 0.0 | 79.0 | | 0.7 | 0.0 | 0.0 | | 36.8 | 0.1 | 0.0 | | 0.0 | 0.1 | 0.2 | |
| 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: | 0.00 | 0.00 | 1.00 | | 1.00 | 0.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 0.00 | 1.00 | 1.00 | |
| Delay/Veh: | 0.0 | 0.0 | 128.8 | | 37.3 | 0.0 | 32.8 | | 86.4 | 6.7 | 4.7 | | 0.0 | 7.7 | 1.4 | |
| 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: | 0.0 | 0.0 | 128.8 | | 37.3 | 0.0 | 32.8 | | 86.4 | 6.7 | 4.7 | | 0.0 | 7.7 | 1.4 | |
| LOS by Move: | A | A | F | | D | A | C | | F | A | A | | A | A | A | |
| HCM2kAvgQ: | 0 | 0 | 0 | | 5 | 0 | 0 | | 0 | 7 | 0 | | 0 | 10 | 3 | |

Note: Queue reported is the number of cars per lane.





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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #31 Empire Ranch Rd/ North Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.518
Loss Time (sec): 12 Average Delay (sec/veh): 25.4
Optimal Cycle: 42 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 3 | 0 | 1 | 2 | 0 | 3 | 0 | 1 | 2 | 0 | 1 | 0 | 1 | 2 | 0 | 1 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | | | | | |
| Base Vol: | 24 | 819 | 90 | | 249 | 656 | 162 | | 242 | 8 | 22 | | 108 | 7 | 325 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 24 | 819 | 90 | | 249 | 656 | 162 | | 242 | 8 | 22 | | 108 | 7 | 325 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 26 | 871 | 96 | | 265 | 698 | 172 | | 257 | 9 | 23 | | 115 | 7 | 346 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 26 | 871 | 96 | | 265 | 698 | 172 | | 257 | 9 | 23 | | 115 | 7 | 346 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 26 | 871 | 96 | | 265 | 698 | 172 | | 257 | 9 | 23 | | 115 | 7 | 346 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.91 | 0.85 | | 0.92 | 0.91 | 0.85 | | 0.92 | 1.00 | 0.85 | | 0.92 | 1.00 | 0.85 | |
| Lanes: | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 1.00 | 1.00 | | 2.00 | 1.00 | 1.00 | |
| Final Sat.: | 3502 | 5187 | 1615 | | 3502 | 5187 | 1615 | | 3502 | 1900 | 1615 | | 3502 | 1900 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.17 | 0.06 | | 0.08 | 0.13 | 0.11 | | 0.07 | 0.00 | 0.01 | | 0.03 | 0.00 | 0.21 | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | | **** | |
| Green/Cycle: | 0.02 | 0.32 | 0.66 | | 0.15 | 0.45 | 0.59 | | 0.14 | 0.07 | 0.10 | | 0.34 | 0.27 | 0.41 | |
| Volume/Cap: | 0.30 | 0.52 | 0.09 | | 0.52 | 0.30 | 0.18 | | 0.52 | 0.06 | 0.15 | | 0.10 | 0.01 | 0.52 | |
| Uniform Del: | 48.0 | 27.4 | 6.1 | | 39.4 | 17.7 | 9.5 | | 39.7 | 43.1 | 41.3 | | 22.8 | 26.9 | 21.9 | |
| IncremntDel: | 2.0 | 0.3 | 0.0 | | 0.9 | 0.1 | 0.1 | | 1.0 | 0.2 | 0.4 | | 0.0 | 0.0 | 0.7 | |
| 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: | 50.0 | 27.7 | 6.2 | | 40.4 | 17.8 | 9.6 | | 40.7 | 43.3 | 41.7 | | 22.8 | 27.0 | 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: | 50.0 | 27.7 | 6.2 | | 40.4 | 17.8 | 9.6 | | 40.7 | 43.3 | 41.7 | | 22.8 | 27.0 | 22.6 | |
| LOS by Move: | D | C | A | | D | B | A | | D | D | D | | C | C | C | |
| HCM2kAvgQ: | 0 | 8 | 1 | | 4 | 5 | 2 | | 4 | 0 | 1 | | 1 | 0 | 8 | |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #32 Prairie City Rd/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.703
Loss Time (sec): 12 Average Delay (sec/veh): 32.7
Optimal Cycle: 60 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Ovl | | | Ovl | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 2 | 0 3 | 0 1 | 2 | 0 3 | 0 1 | 2 | 0 3 | 0 1 | 2 | 0 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 254 | 847 | 316 | 350 | 981 | 231 | 518 | 934 | 386 | 256 | 884 | 375 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 254 | 847 | 316 | 350 | 981 | 231 | 518 | 934 | 386 | 256 | 884 | 375 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 270 | 901 | 336 | 372 | 1044 | 246 | 551 | 994 | 411 | 272 | 940 | 399 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 270 | 901 | 336 | 372 | 1044 | 246 | 551 | 994 | 411 | 272 | 940 | 399 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 270 | 901 | 336 | 372 | 1044 | 246 | 551 | 994 | 411 | 272 | 940 | 399 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.91 | 0.85 | 0.92 | 0.91 | 0.85 | 0.92 | 0.91 | 0.85 | 0.92 | 0.91 | 0.85 |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3502 | 5187 | 1615 | 3502 | 5187 | 1615 | 3502 | 5187 | 1615 | 3502 | 5187 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.08 | 0.17 | 0.21 | 0.11 | 0.20 | 0.15 | 0.16 | 0.19 | 0.25 | 0.08 | 0.18 | 0.25 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green/Cycle: | 0.11 | 0.25 | 0.39 | 0.15 | 0.29 | 0.51 | 0.22 | 0.34 | 0.45 | 0.14 | 0.26 | 0.41 |
| Volume/Cap: | 0.70 | 0.70 | 0.54 | 0.70 | 0.70 | 0.30 | 0.70 | 0.56 | 0.56 | 0.56 | 0.70 | 0.60 |
| Uniform Del: | 42.9 | 34.3 | 23.8 | 40.3 | 31.7 | 14.1 | 35.7 | 26.7 | 20.1 | 40.2 | 33.6 | 23.2 |
| IncremntDel: | 5.6 | 1.8 | 0.9 | 4.2 | 1.5 | 0.2 | 2.9 | 0.4 | 1.0 | 1.5 | 1.7 | 1.6 |
| 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: | 48.5 | 36.1 | 24.7 | 44.6 | 33.2 | 14.3 | 38.6 | 27.1 | 21.1 | 41.6 | 35.3 | 24.8 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 48.5 | 36.1 | 24.7 | 44.6 | 33.2 | 14.3 | 38.6 | 27.1 | 21.1 | 41.6 | 35.3 | 24.8 |
| LOS by Move: | D | D | C | D | C | B | D | C | C | D | D | C |
| HCM2kAvgQ: | 4 | 9 | 8 | 6 | 10 | 4 | 8 | 9 | 9 | 4 | 9 | 9 |

Note: Queue reported is the number of cars per lane.

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PM Cumulative Centralized DFri May 8, 2009 17:37:57 Page 35-1

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #33 Oak Ave Pkwy/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.716
Loss Time (sec): 12 Average Delay (sec/veh): 30.2
Optimal Cycle: 62 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Ovl | | | Ovl | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 2 | 0 2 | 0 1 | 2 | 0 2 | 0 1 | 2 | 0 2 | 0 1 | 2 | 0 2 | 0 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 93 | 248 | 155 | 196 | 354 | 600 | 702 | 983 | 46 | 315 | 702 | 298 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 93 | 248 | 155 | 196 | 354 | 600 | 702 | 983 | 46 | 315 | 702 | 298 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 99 | 264 | 165 | 209 | 377 | 638 | 747 | 1046 | 49 | 335 | 747 | 317 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 99 | 264 | 165 | 209 | 377 | 638 | 747 | 1046 | 49 | 335 | 747 | 317 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 99 | 264 | 165 | 209 | 377 | 638 | 747 | 1046 | 49 | 335 | 747 | 317 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.95 | 0.85 | 0.92 | 0.95 | 0.85 | 0.92 | 0.95 | 0.85 | 0.92 | 0.95 | 0.85 |
| Lanes: | 2.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 |
| Final Sat.: | 3502 | 3610 | 1615 | 3502 | 3610 | 1615 | 3502 | 3610 | 1615 | 3502 | 3610 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.07 | 0.10 | 0.06 | 0.10 | 0.40 | 0.21 | 0.29 | 0.03 | 0.10 | 0.21 | 0.20 |
| Crit Moves: | **** | | | | | **** | **** | | | | **** | |
| Green/Cycle: | 0.04 | 0.16 | 0.31 | 0.13 | 0.25 | 0.55 | 0.30 | 0.44 | 0.48 | 0.15 | 0.29 | 0.42 |
| Volume/Cap: | 0.72 | 0.45 | 0.33 | 0.45 | 0.41 | 0.72 | 0.72 | 0.66 | 0.06 | 0.66 | 0.72 | 0.47 |
| Uniform Del: | 47.5 | 37.9 | 26.7 | 40.1 | 31.1 | 16.6 | 31.3 | 22.0 | 13.9 | 40.4 | 31.9 | 20.9 |
| IncremntDel: | 16.4 | 0.6 | 0.4 | 0.7 | 0.3 | 2.8 | 2.4 | 1.0 | 0.0 | 3.1 | 2.4 | 0.5 |
| 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: | 63.9 | 38.5 | 27.1 | 40.8 | 31.4 | 19.4 | 33.8 | 23.0 | 14.0 | 43.5 | 34.3 | 21.4 |
| 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: | 63.9 | 38.5 | 27.1 | 40.8 | 31.4 | 19.4 | 33.8 | 23.0 | 14.0 | 43.5 | 34.3 | 21.4 |
| LOS by Move: | E | D | C | D | C | B | C | C | B | D | C | C |
| HCM2kAvgQ: | 2 | 4 | 4 | 3 | 5 | 14 | 11 | 13 | 1 | 5 | 11 | 7 |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #34 RowberryDr/ Easton Valley Pkwy

| | | | |
|---|---|---|---|
| Cycle (sec): | 100 | Critical Vol./Cap. (X): | 0.702 |
| Loss Time (sec): | 12 | Average Delay (sec/veh): | 22.9 |
| Optimal Cycle: | 60 | Level Of Service: | C |

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Split Phase | | | | Split Phase | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 | 1! | 0 0 | 1 | 1 | 0 | 0 1 | 2 | 0 | 2 | 0 1 | 1 | 0 | 2 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 764 | 0 | 421 | 427 | 906 | 0 | 0 | 894 | 710 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 0 | 0 | 0 | 764 | 0 | 421 | 427 | 906 | 0 | 0 | 894 | 710 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | | | | |
| PHF Volume: | 0 | 0 | 0 | 813 | 0 | 448 | 454 | 964 | 0 | 0 | 951 | 755 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 0 | 0 | 0 | 813 | 0 | 448 | 454 | 964 | 0 | 0 | 951 | 755 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| 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: | 0 | 0 | 0 | 813 | 0 | 448 | 454 | 964 | 0 | 0 | 951 | 755 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 0.85 | 0.92 | 0.95 | 1.00 | 1.00 | 0.95 | 0.85 | | | | |
| Lanes: | 0.00 | 1.00 | 0.00 | 2.00 | 0.00 | 1.00 | 2.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | | | | |
| Final Sat.: | 0 | 1900 | 0 | 3618 | 0 | 1615 | 3502 | 3610 | 1900 | 1900 | 3610 | 1615 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.22 | 0.00 | 0.28 | 0.13 | 0.27 | 0.00 | 0.00 | 0.26 | 0.47 | | | | |
| Crit Moves: | | | | **** | | | **** | | | | **** | | | | | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | 0.32 | 0.00 | 0.50 | 0.18 | 0.56 | 0.00 | 0.00 | 0.38 | 0.70 | | | | |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.70 | 0.00 | 0.55 | 0.70 | 0.48 | 0.00 | 0.00 | 0.70 | 0.67 | | | | |
| Uniform Del: | 0.0 | 0.0 | 0.0 | 29.8 | 0.0 | 17.0 | 38.2 | 13.2 | 0.0 | 0.0 | 26.5 | 8.7 | | | | |
| IncremntDel: | 0.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.8 | 3.5 | 0.2 | 0.0 | 0.0 | 1.7 | 1.6 | | | | |
| 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: | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 | | | | |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 31.8 | 0.0 | 17.8 | 41.7 | 13.4 | 0.0 | 0.0 | 28.2 | 10.3 | | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 31.8 | 0.0 | 17.8 | 41.7 | 13.4 | 0.0 | 0.0 | 28.2 | 10.3 | | | | |
| LOS by Move: | A | A | A | C | A | B | D | B | A | A | C | B | | | | |
| HCM2kAvgQ: | 0 | 0 | 0 | 10 | 0 | 9 | 7 | 9 | 0 | 0 | 13 | 13 | | | | |

Note: Queue reported is the number of cars per lane.





Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #35 1st/ Easton Valley Pkwy

| | | | |
|---|---|---|---|
| Cycle (sec): | 100 | Critical Vol./Cap. (X): | 0.617 |
| Loss Time (sec): | 12 | Average Delay (sec/veh): | 26.6 |
| Optimal Cycle: | 50 | Level Of Service: | C |

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Ovl | | | | Include | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 0 | 1 0 | 1 | 0 | 1 | 0 1 | 1 | 0 | 2 | 1 0 | 1 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 247 | 89 | 0 | 216 | 137 | 341 | 286 | 929 | 326 | 0 | 743 | 159 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 247 | 89 | 0 | 216 | 137 | 341 | 286 | 929 | 326 | 0 | 743 | 159 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | | | | |
| PHF Volume: | 263 | 95 | 0 | 230 | 146 | 363 | 304 | 988 | 347 | 0 | 790 | 169 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 263 | 95 | 0 | 230 | 146 | 363 | 304 | 988 | 347 | 0 | 790 | 169 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| FinalVolume: | 263 | 95 | 0 | 230 | 146 | 363 | 304 | 988 | 347 | 0 | 790 | 169 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 0.85 | 0.95 | 0.87 | 0.87 | 1.00 | 0.91 | 0.85 | | | | |
| Lanes: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.22 | 0.78 | 1.00 | 3.00 | 1.00 | | | | |
| Final Sat.: | 1805 | 1900 | 0 | 1805 | 1900 | 1615 | 1805 | 3690 | 1295 | 1900 | 5187 | 1615 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.15 | 0.05 | 0.00 | 0.13 | 0.08 | 0.22 | 0.17 | 0.27 | 0.27 | 0.00 | 0.15 | 0.10 | | | | |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | | | | | |
| Green/Cycle: | 0.24 | 0.10 | 0.00 | 0.26 | 0.12 | 0.40 | 0.27 | 0.52 | 0.52 | 0.00 | 0.25 | 0.51 | | | | |
| Volume/Cap: | 0.62 | 0.49 | 0.00 | 0.49 | 0.62 | 0.57 | 0.62 | 0.52 | 0.52 | 0.00 | 0.62 | 0.21 | | | | |
| Uniform Del: | 34.2 | 42.5 | 0.0 | 31.5 | 41.5 | 23.4 | 31.8 | 15.7 | 15.7 | 0.0 | 33.5 | 13.6 | | | | |
| IncremntDel: | 2.7 | 2.0 | 0.0 | 0.8 | 4.9 | 1.2 | 2.4 | 0.2 | 0.2 | 0.0 | 0.9 | 0.1 | | | | |
| 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 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | | | | |
| Delay/Veh: | 36.9 | 44.5 | 0.0 | 32.3 | 46.4 | 24.6 | 34.1 | 15.9 | 15.9 | 0.0 | 34.4 | 13.8 | | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| AdjDel/Veh: | 36.9 | 44.5 | 0.0 | 32.3 | 46.4 | 24.6 | 34.1 | 15.9 | 15.9 | 0.0 | 34.4 | 13.8 | | | | |
| LOS by Move: | D | D | A | C | D | C | C | B | B | A | C | B | | | | |
| HCM2kAvgQ: | 8 | 3 | 0 | 6 | 5 | 9 | 8 | 10 | 10 | 0 | 8 | 3 | | | | |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #36 2nd St/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.562
Loss Time (sec): 12 Average Delay (sec/veh): 24.1
Optimal Cycle: 45 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 0 | 0 1 | 0 | 2 0 | 1 0 | 1 | 1 0 | 2 1 | 0 | 1 0 | 2 1 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 79 | 1 | 290 | 140 | 267 | 200 | 893 | 23 | 1 | 680 | 258 |
| Growth Adj: | 1.00 | 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 | 79 | 1 | 290 | 140 | 267 | 200 | 893 | 23 | 1 | 680 | 258 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 0 | 84 | 1 | 309 | 149 | 284 | 213 | 950 | 24 | 1 | 723 | 274 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 84 | 1 | 309 | 149 | 284 | 213 | 950 | 24 | 1 | 723 | 274 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 0 | 84 | 1 | 309 | 149 | 284 | 213 | 950 | 24 | 1 | 723 | 274 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 0.92 | 1.00 | 0.85 | 0.95 | 0.91 | 0.91 | 0.95 | 0.87 | 0.87 |
| Lanes: | 1.00 | 0.99 | 0.01 | 2.00 | 1.00 | 1.00 | 1.00 | 2.92 | 0.08 | 1.00 | 2.17 | 0.83 |
| Final Sat.: | 1900 | 1872 | 24 | 3502 | 1900 | 1615 | 1805 | 5037 | 130 | 1805 | 3606 | 1368 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.04 | 0.04 | 0.09 | 0.08 | 0.18 | 0.12 | 0.19 | 0.19 | 0.00 | 0.20 | 0.20 |
| Crit Moves: | **** | | | | | **** | **** | | | | **** | |
| Green/Cycle: | 0.00 | 0.11 | 0.11 | 0.21 | 0.31 | 0.31 | 0.21 | 0.57 | 0.57 | 0.00 | 0.36 | 0.36 |
| Volume/Cap: | 0.00 | 0.42 | 0.42 | 0.42 | 0.25 | 0.56 | 0.56 | 0.33 | 0.33 | 0.33 | 0.56 | 0.56 |
| Uniform Del: | 0.0 | 41.9 | 41.9 | 34.4 | 25.6 | 28.6 | 35.4 | 11.7 | 11.7 | 49.9 | 25.9 | 25.9 |
| IncremntDel: | 0.0 | 1.5 | 1.5 | 0.4 | 0.2 | 1.4 | 1.9 | 0.1 | 0.1 | 52.9 | 0.4 | 0.4 |
| 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: | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Delay/Veh: | 0.0 | 43.3 | 43.3 | 34.8 | 25.8 | 30.1 | 37.3 | 11.7 | 11.7 | 102.8 | 26.3 | 26.3 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 43.3 | 43.3 | 34.8 | 25.8 | 30.1 | 37.3 | 11.7 | 11.7 | 102.8 | 26.3 | 26.3 |
| LOS by Move: | A | D | D | C | C | C | D | B | B | F | C | C |
| HCM2kAvgQ: | 0 | 3 | 3 | 5 | 3 | 8 | 6 | 6 | 6 | 0 | 9 | 9 |

Note: Queue reported is the number of cars per lane.





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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #37 3rd St/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.517
Loss Time (sec): 12 Average Delay (sec/veh): 21.9
Optimal Cycle: 42 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Ovl | | | Include | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 0 | 1 0 | 1 | 2 0 | 1 0 | 1 | 1 0 | 2 1 | 0 | 1 0 | 3 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 79 | 10 | 156 | 335 | 14 | 160 | 66 | 1109 | 104 | 153 | 828 | 160 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 79 | 10 | 156 | 335 | 14 | 160 | 66 | 1109 | 104 | 153 | 828 | 160 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 84 | 11 | 166 | 356 | 15 | 170 | 70 | 1180 | 111 | 163 | 881 | 170 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 84 | 11 | 166 | 356 | 15 | 170 | 70 | 1180 | 111 | 163 | 881 | 170 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 84 | 11 | 166 | 356 | 15 | 170 | 70 | 1180 | 111 | 163 | 881 | 170 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 1.00 | 0.85 | 0.92 | 1.00 | 0.85 | 0.95 | 0.90 | 0.90 | 0.95 | 0.91 | 0.85 |
| Lanes: | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 1.00 | 2.74 | 0.26 | 1.00 | 3.00 | 1.00 |
| Final Sat.: | 1805 | 1900 | 1615 | 3502 | 1900 | 1615 | 1805 | 4681 | 439 | 1805 | 5187 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.05 | 0.01 | 0.10 | 0.10 | 0.01 | 0.11 | 0.04 | 0.25 | 0.25 | 0.09 | 0.17 | 0.11 |
| Crit Moves: | **** | | | | | **** | | **** | | **** | | |
| Green/Cycle: | 0.09 | 0.02 | 0.20 | 0.19 | 0.13 | 0.25 | 0.12 | 0.49 | 0.49 | 0.17 | 0.54 | 0.73 |
| Volume/Cap: | 0.52 | 0.23 | 0.52 | 0.52 | 0.06 | 0.42 | 0.32 | 0.52 | 0.52 | 0.52 | 0.32 | 0.14 |
| Uniform Del: | 43.4 | 47.9 | 35.8 | 36.1 | 38.3 | 31.3 | 40.0 | 17.6 | 17.6 | 37.5 | 12.8 | 4.0 |
| IncremntDel: | 2.9 | 2.6 | 1.5 | 0.7 | 0.1 | 0.7 | 0.8 | 0.2 | 0.2 | 1.5 | 0.1 | 0.1 |
| 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: | 46.3 | 50.5 | 37.3 | 36.9 | 38.4 | 32.0 | 40.8 | 17.8 | 17.8 | 39.0 | 12.9 | 4.1 |
| 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: | 46.3 | 50.5 | 37.3 | 36.9 | 38.4 | 32.0 | 40.8 | 17.8 | 17.8 | 39.0 | 12.9 | 4.1 |
| LOS by Move: | D | D | D | D | D | C | D | B | B | D | B | A |
| HCM2kAvgQ: | 3 | 1 | 5 | 6 | 0 | 5 | 2 | 10 | 10 | 4 | 5 | 1 |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #38 Scott Rd (North)/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.888
Loss Time (sec): 12 Average Delay (sec/veh): 37.6
Optimal Cycle: 104 Level Of Service: D

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Ovl | | | Ovl | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 2 0 | 3 0 | 1 | 2 0 | 3 0 | 1 | 2 0 | 3 0 | 1 | 2 0 | 3 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 282 | 1080 | 110 | 687 | 905 | 478 | 1064 | 361 | 175 | 252 | 381 | 244 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 282 | 1080 | 110 | 687 | 905 | 478 | 1064 | 361 | 175 | 252 | 381 | 244 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 282 | 1080 | 110 | 687 | 905 | 478 | 1064 | 361 | 175 | 252 | 381 | 244 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 282 | 1080 | 110 | 687 | 905 | 478 | 1064 | 361 | 175 | 252 | 381 | 244 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 282 | 1080 | 110 | 687 | 905 | 478 | 1064 | 361 | 175 | 252 | 381 | 244 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.91 | 0.85 | 0.92 | 0.91 | 0.85 | 0.92 | 0.91 | 0.85 | 0.92 | 0.91 | 0.85 |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3502 | 5187 | 1615 | 3502 | 5187 | 1615 | 3502 | 5187 | 1615 | 3502 | 5187 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.08 | 0.21 | 0.07 | 0.20 | 0.17 | 0.30 | 0.30 | 0.07 | 0.11 | 0.07 | 0.07 | 0.15 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green/Cycle: | 0.14 | 0.23 | 0.45 | 0.22 | 0.31 | 0.65 | 0.34 | 0.21 | 0.35 | 0.22 | 0.08 | 0.30 |
| Volume/Cap: | 0.56 | 0.89 | 0.15 | 0.89 | 0.56 | 0.45 | 0.89 | 0.33 | 0.31 | 0.33 | 0.89 | 0.50 |
| Uniform Del: | 39.9 | 37.0 | 16.2 | 37.8 | 28.7 | 8.5 | 31.1 | 33.6 | 23.5 | 33.1 | 45.4 | 28.6 |
| IncremntDel: | 1.4 | 8.3 | 0.1 | 12.2 | 0.4 | 0.3 | 8.4 | 0.2 | 0.3 | 0.3 | 19.7 | 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: | 41.3 | 45.3 | 16.3 | 50.0 | 29.2 | 8.8 | 39.5 | 33.8 | 23.8 | 33.4 | 65.1 | 29.4 |
| 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: | 41.3 | 45.3 | 16.3 | 50.0 | 29.2 | 8.8 | 39.5 | 33.8 | 23.8 | 33.4 | 65.1 | 29.4 |
| LOS by Move: | D | D | B | D | C | A | D | C | C | C | E | C |
| HCM2kAvgQ: | 4 | 12 | 2 | 11 | 8 | 7 | 17 | 3 | 4 | 3 | 5 | 6 |

Note: Queue reported is the number of cars per lane.





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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #39 Placerville Rd / Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.296
Loss Time (sec): 12 Average Delay (sec/veh): 25.3
Optimal Cycle: 31 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Ovl | | | Include | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 0 | 1 0 | 1 | 1 0 | 1 0 | 1 | 2 0 | 2 1 | 0 | 1 0 | 3 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 33 | 102 | 85 | 57 | 97 | 23 | 330 | 527 | 103 | 64 | 261 | 106 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 33 | 102 | 85 | 57 | 97 | 23 | 330 | 527 | 103 | 64 | 261 | 106 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 35 | 109 | 90 | 61 | 103 | 24 | 351 | 561 | 110 | 68 | 278 | 113 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 35 | 109 | 90 | 61 | 103 | 24 | 351 | 561 | 110 | 68 | 278 | 113 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 35 | 109 | 90 | 61 | 103 | 24 | 351 | 561 | 110 | 68 | 278 | 113 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 1.00 | 0.85 | 0.95 | 1.00 | 0.85 | 0.92 | 0.89 | 0.89 | 0.95 | 0.91 | 0.85 |
| Lanes: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 2.51 | 0.49 | 1.00 | 3.00 | 1.00 |
| Final Sat.: | 1805 | 1900 | 1615 | 1805 | 1900 | 1615 | 3502 | 4235 | 828 | 1805 | 5187 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.06 | 0.06 | 0.03 | 0.05 | 0.02 | 0.10 | 0.13 | 0.13 | 0.04 | 0.05 | 0.07 |
| Crit Moves: | | **** | | **** | | | | **** | | **** | | |
| Green/Cycle: | 0.08 | 0.19 | 0.32 | 0.11 | 0.23 | 0.60 | 0.37 | 0.45 | 0.45 | 0.13 | 0.20 | 0.31 |
| Volume/Cap: | 0.24 | 0.30 | 0.17 | 0.30 | 0.24 | 0.03 | 0.27 | 0.30 | 0.30 | 0.30 | 0.27 | 0.22 |
| Uniform Del: | 43.1 | 34.6 | 24.5 | 40.7 | 31.7 | 8.1 | 21.8 | 17.6 | 17.6 | 39.6 | 33.8 | 25.4 |
| IncremntDel: | 0.9 | 0.5 | 0.2 | 0.8 | 0.3 | 0.0 | 0.1 | 0.1 | 0.1 | 0.7 | 0.1 | 0.2 |
| 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: | 44.0 | 35.0 | 24.7 | 41.5 | 32.0 | 8.2 | 21.9 | 17.7 | 17.7 | 40.3 | 34.0 | 25.6 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 44.0 | 35.0 | 24.7 | 41.5 | 32.0 | 8.2 | 21.9 | 17.7 | 17.7 | 40.3 | 34.0 | 25.6 |
| LOS by Move: | D | D | C | D | C | A | C | B | B | D | C | C |
| HCM2kAvgQ: | 1 | 3 | 2 | 2 | 3 | 0 | 4 | 5 | 5 | 2 | 3 | 2 |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #40 4th St/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.425
Loss Time (sec): 12 Average Delay (sec/veh): 22.7
Optimal Cycle: 36 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 | 0 0 | 1 0 | 1 | 0 1 | 0 1 | 1 | 0 1 | 1 0 | 1 | 0 1 | 1 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 272 | 21 | 13 | 9 | 25 | 56 | 487 | 127 | 23 | 407 | 93 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 272 | 21 | 13 | 9 | 25 | 56 | 487 | 127 | 23 | 407 | 93 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 0 | 289 | 22 | 14 | 10 | 27 | 60 | 518 | 135 | 24 | 433 | 99 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 289 | 22 | 14 | 10 | 27 | 60 | 518 | 135 | 24 | 433 | 99 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 0 | 289 | 22 | 14 | 10 | 27 | 60 | 518 | 135 | 24 | 433 | 99 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 0.99 | 0.99 | 0.95 | 1.00 | 0.85 | 0.95 | 0.92 | 0.92 | 0.95 | 0.92 | 0.92 |
| Lanes: | 1.00 | 0.93 | 0.07 | 1.00 | 1.00 | 1.00 | 1.00 | 1.59 | 0.41 | 1.00 | 1.63 | 0.37 |
| Final Sat.: | 1900 | 1744 | 135 | 1805 | 1900 | 1615 | 1805 | 2775 | 724 | 1805 | 2856 | 653 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.17 | 0.17 | 0.01 | 0.01 | 0.02 | 0.03 | 0.19 | 0.19 | 0.01 | 0.15 | 0.15 |
| Crit Moves: | | **** | | **** | | | | **** | | **** | | |
| Green/Cycle: | 0.00 | 0.39 | 0.39 | 0.02 | 0.41 | 0.41 | 0.08 | 0.44 | 0.44 | 0.03 | 0.39 | 0.39 |
| Volume/Cap: | 0.00 | 0.42 | 0.42 | 0.42 | 0.01 | 0.04 | 0.39 | 0.42 | 0.42 | 0.42 | 0.39 | 0.39 |
| Uniform Del: | 0.0 | 22.3 | 22.3 | 48.6 | 17.6 | 17.8 | 43.4 | 19.3 | 19.3 | 47.5 | 22.1 | 22.1 |
| IncremntDel: | 0.0 | 0.4 | 0.4 | 8.7 | 0.0 | 0.0 | 1.7 | 0.2 | 0.2 | 5.0 | 0.2 | 0.2 |
| 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: | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Delay/Veh: | 0.0 | 22.7 | 22.7 | 57.3 | 17.6 | 17.8 | 45.0 | 19.5 | 19.5 | 52.5 | 22.3 | 22.3 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 22.7 | 22.7 | 57.3 | 17.6 | 17.8 | 45.0 | 19.5 | 19.5 | 52.5 | 22.3 | 22.3 |
| LOS by Move: | A | C | C | E | B | B | D | B | B | D | C | C |
| HCM2kAvgQ: | 0 | 7 | 7 | 1 | 0 | 0 | 2 | 7 | 7 | 1 | 6 | 6 |

Note: Queue reported is the number of cars per lane.





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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #41 Hillside Dr/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.337
Loss Time (sec): 9 Average Delay (sec/veh): 17.1
Optimal Cycle: 27 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Ovl | | | Include | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 0 | 0 0 | 0 0 | 1 | 0 0 | 0 1 | 1 | 0 1 | 0 0 | 0 | 0 1 | 0 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 131 | 0 | 197 | 119 | 311 | 0 | 0 | 285 | 67 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 131 | 0 | 197 | 119 | 311 | 0 | 0 | 285 | 67 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 0 | 0 | 0 | 139 | 0 | 210 | 127 | 331 | 0 | 0 | 303 | 71 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 139 | 0 | 210 | 127 | 331 | 0 | 0 | 303 | 71 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 0 | 0 | 0 | 139 | 0 | 210 | 127 | 331 | 0 | 0 | 303 | 71 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 0.85 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 0.85 |
| Lanes: | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 |
| Final Sat.: | 0 | 0 | 0 | 1805 | 0 | 1615 | 1805 | 1900 | 0 | 0 | 1900 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.08 | 0.00 | 0.13 | 0.07 | 0.17 | 0.00 | 0.00 | 0.16 | 0.04 |
| Crit Moves: | | | | **** | | | **** | | | | **** | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | 0.23 | 0.00 | 0.44 | 0.21 | 0.68 | 0.00 | 0.00 | 0.47 | 0.70 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.34 | 0.00 | 0.30 | 0.34 | 0.26 | 0.00 | 0.00 | 0.34 | 0.06 |
| Uniform Del: | 0.0 | 0.0 | 0.0 | 32.2 | 0.0 | 18.2 | 33.7 | 6.2 | 0.0 | 0.0 | 16.5 | 4.6 |
| IncremntDel: | 0.0 | 0.0 | 0.0 | 0.5 | 0.0 | 0.2 | 0.5 | 0.1 | 0.0 | 0.0 | 0.2 | 0.0 |
| 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: | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 32.7 | 0.0 | 18.5 | 34.3 | 6.3 | 0.0 | 0.0 | 16.7 | 4.7 |
| 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: | 0.0 | 0.0 | 0.0 | 32.7 | 0.0 | 18.5 | 34.3 | 6.3 | 0.0 | 0.0 | 16.7 | 4.7 |
| LOS by Move: | A | A | A | C | A | B | C | A | A | A | B | A |
| HCM2kAvgQ: | 0 | 0 | 0 | 4 | 0 | 4 | 3 | 4 | 0 | 0 | 6 | 1 |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #42 Empire Ranch Rd/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.265
Loss Time (sec): 12 Average Delay (sec/veh): 16.1
Optimal Cycle: 30 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Split Phase | | | | Split Phase | | | |
| Rights: | Include | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 2 | 1 | 0 | 1 | 0 | 3 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 27 | 572 | 0 | | 0 | 541 | 245 | | 362 | 0 | 26 | | 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: | 27 | 572 | 0 | | 0 | 541 | 245 | | 362 | 0 | 26 | | 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: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 29 | 609 | 0 | | 0 | 576 | 261 | | 385 | 0 | 28 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 29 | 609 | 0 | | 0 | 576 | 261 | | 385 | 0 | 28 | | 0 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 29 | 609 | 0 | | 0 | 576 | 261 | | 385 | 0 | 28 | | 0 | 0 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.91 | 0.91 | | 1.00 | 0.91 | 0.85 | | 0.95 | 1.00 | 0.85 | | 1.00 | 1.00 | 1.00 | |
| Lanes: | 1.00 | 3.00 | 0.00 | | 1.00 | 3.00 | 1.00 | | 2.00 | 0.00 | 1.00 | | 0.00 | 1.00 | 1.00 | |
| Final Sat.: | 1805 | 5187 | 0 | | 1900 | 5187 | 1615 | | 3618 | 0 | 1615 | | 0 | 1900 | 1900 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.12 | 0.00 | | 0.00 | 0.11 | 0.16 | | 0.11 | 0.00 | 0.02 | | 0.00 | 0.00 | 0.00 | |
| Crit Moves: | **** | | | | | **** | | | **** | | | | | | | |
| Green/Cycle: | 0.06 | 0.48 | 0.00 | | 0.00 | 0.42 | 0.82 | | 0.40 | 0.00 | 0.46 | | 0.00 | 0.00 | 0.00 | |
| Volume/Cap: | 0.27 | 0.25 | 0.00 | | 0.00 | 0.27 | 0.20 | | 0.27 | 0.00 | 0.04 | | 0.00 | 0.00 | 0.00 | |
| Uniform Del: | 44.9 | 15.4 | 0.0 | | 0.0 | 19.0 | 1.9 | | 20.0 | 0.0 | 14.8 | | 0.0 | 0.0 | 0.0 | |
| IncremntDel: | 1.3 | 0.1 | 0.0 | | 0.0 | 0.1 | 0.1 | | 0.1 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | |
| 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 | 0.00 | | 0.00 | 1.00 | 1.00 | | 1.00 | 0.00 | 1.00 | | 0.00 | 0.00 | 0.00 | |
| Delay/Veh: | 46.2 | 15.5 | 0.0 | | 0.0 | 19.1 | 2.0 | | 20.1 | 0.0 | 14.8 | | 0.0 | 0.0 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 46.2 | 15.5 | 0.0 | | 0.0 | 19.1 | 2.0 | | 20.1 | 0.0 | 14.8 | | 0.0 | 0.0 | 0.0 | |
| LOS by Move: | D | B | A | | A | B | A | | C | A | B | | A | A | A | |
| HCM2kAvgQ: | 1 | 4 | 0 | | 0 | 4 | 2 | | 4 | 0 | 0 | | 0 | 0 | 0 | |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #43 Prairie City Rd/Middle Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.482
Loss Time (sec): 9 Average Delay (sec/veh): 10.6
Optimal Cycle: 33 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 2 | 1 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1182 | 20 | | 325 | 1285 | 0 | | 0 | 0 | 0 | | 8 | 0 | 202 | |
| Growth Adj: | 1.00 | 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 | 1182 | 20 | | 325 | 1285 | 0 | | 0 | 0 | 0 | | 8 | 0 | 202 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 0 | 1257 | 21 | | 346 | 1367 | 0 | | 0 | 0 | 0 | | 9 | 0 | 215 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 1257 | 21 | | 346 | 1367 | 0 | | 0 | 0 | 0 | | 9 | 0 | 215 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 0 | 1257 | 21 | | 346 | 1367 | 0 | | 0 | 0 | 0 | | 9 | 0 | 215 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.91 | 0.91 | | 0.95 | 0.91 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.85 | |
| Lanes: | 0.00 | 2.95 | 0.05 | | 1.00 | 3.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 1.00 | 0.00 | 1.00 | |
| Final Sat.: | 0 | 5085 | 86 | | 1805 | 5187 | 0 | | 0 | 0 | 0 | | 1900 | 0 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.25 | 0.25 | | 0.19 | 0.26 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.13 | |
| Crit Moves: | | **** | | | **** | | | | | | | | | **** | | |
| Green/Cycle: | 0.00 | 0.51 | 0.51 | | 0.40 | 0.91 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.40 | |
| Volume/Cap: | 0.00 | 0.48 | 0.48 | | 0.48 | 0.29 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.12 | 0.00 | 0.33 | |
| Uniform Del: | 0.0 | 15.8 | 15.8 | | 22.5 | 0.5 | 0.0 | | 0.0 | 0.0 | 0.0 | | 50.0 | 0.0 | 21.0 | |
| IncremntDel: | 0.0 | 0.1 | 0.1 | | 0.5 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.7 | 0.0 | 0.3 | |
| 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: | 0.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 1.00 | 0.00 | 1.00 | |
| Delay/Veh: | 0.0 | 15.9 | 15.9 | | 23.0 | 0.6 | 0.0 | | 0.0 | 0.0 | 0.0 | | 50.7 | 0.0 | 21.3 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 15.9 | 15.9 | | 23.0 | 0.6 | 0.0 | | 0.0 | 0.0 | 0.0 | | 50.7 | 0.0 | 21.3 | |
| LOS by Move: | A | B | B | | C | A | A | | A | A | A | | D | A | C | |
| HCM2kAvgQ: | 0 | 9 | 9 | | 8 | 2 | 0 | | 0 | 0 | 0 | | 0 | 0 | 4 | |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #44 Oak Ave Pkwy/Middle Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.468
Loss Time (sec): 12 Average Delay (sec/veh): 20.8
Optimal Cycle: 39 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Ovl | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | |
| Lanes: | 1 | 0 | 1 | 1 0 | 1 | 0 | 1 | 1 0 | 1 | 0 | 1 | 0 1 | 1 | 0 | 0 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 216 | 427 | 7 | | 38 | 644 | 33 | | 41 | 22 | 316 | | 5 | 8 | 28 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 216 | 427 | 7 | | 38 | 644 | 33 | | 41 | 22 | 316 | | 5 | 8 | 28 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 230 | 454 | 7 | | 40 | 685 | 35 | | 44 | 23 | 336 | | 5 | 9 | 30 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 230 | 454 | 7 | | 40 | 685 | 35 | | 44 | 23 | 336 | | 5 | 9 | 30 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 230 | 454 | 7 | | 40 | 685 | 35 | | 44 | 23 | 336 | | 5 | 9 | 30 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.95 | 0.95 | | 0.95 | 0.94 | 0.94 | | 0.95 | 1.00 | 0.85 | | 0.95 | 0.88 | 0.88 | |
| Lanes: | 1.00 | 1.97 | 0.03 | | 1.00 | 1.90 | 0.10 | | 1.00 | 1.00 | 1.00 | | 1.00 | 0.22 | 0.78 | |
| Final Sat.: | 1805 | 3545 | 58 | | 1805 | 3410 | 175 | | 1805 | 1900 | 1615 | | 1805 | 373 | 1305 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.13 | 0.13 | 0.13 | | 0.02 | 0.20 | 0.20 | | 0.02 | 0.01 | 0.21 | | 0.00 | 0.02 | 0.02 | |
| Crit Moves: | **** | | | | | **** | | | | | **** | **** | | | | |
| Green/Cycle: | 0.27 | 0.60 | 0.60 | | 0.10 | 0.43 | 0.43 | | 0.09 | 0.17 | 0.44 | | 0.01 | 0.09 | 0.09 | |
| Volume/Cap: | 0.47 | 0.21 | 0.21 | | 0.21 | 0.47 | 0.47 | | 0.26 | 0.07 | 0.47 | | 0.47 | 0.26 | 0.26 | |
| Uniform Del: | 30.4 | 9.3 | 9.3 | | 41.0 | 20.4 | 20.4 | | 42.2 | 34.6 | 19.5 | | 49.5 | 42.7 | 42.7 | |
| IncremntDel: | 0.7 | 0.1 | 0.1 | | 0.6 | 0.2 | 0.2 | | 0.8 | 0.1 | 0.5 | | 27.5 | 1.0 | 1.0 | |
| 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: | 31.1 | 9.4 | 9.4 | | 41.6 | 20.6 | 20.6 | | 43.1 | 34.7 | 20.0 | | 77.0 | 43.6 | 43.6 | |
| 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: | 31.1 | 9.4 | 9.4 | | 41.6 | 20.6 | 20.6 | | 43.1 | 34.7 | 20.0 | | 77.0 | 43.6 | 43.6 | |
| LOS by Move: | C | A | A | | D | C | C | | D | C | B | | E | D | D | |
| HCM2kAvgQ: | 6 | 3 | 3 | | 1 | 8 | 8 | | 1 | 1 | 7 | | 1 | 1 | 1 | |

Note: Queue reported is the number of cars per lane.





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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #45 Scott Rd (North)/ Street "B"

Cycle (sec): 100 Critical Vol./Cap. (X): 0.796
Loss Time (sec): 12 Average Delay (sec/veh): 32.0
Optimal Cycle: 76 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | |
| Lanes: | 1 | 0 | 3 | 0 1 | 1 | 0 | 3 | 0 1 | 1 | 0 | 0 | 1 0 | 1 | 0 | 0 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 58 | 1182 | 74 | | 377 | 952 | 2 | | 23 | 75 | 79 | | 101 | 85 | 267 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 58 | 1182 | 74 | | 377 | 952 | 2 | | 23 | 75 | 79 | | 101 | 85 | 267 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 62 | 1257 | 79 | | 401 | 1013 | 2 | | 24 | 80 | 84 | | 107 | 90 | 284 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 62 | 1257 | 79 | | 401 | 1013 | 2 | | 24 | 80 | 84 | | 107 | 90 | 284 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 62 | 1257 | 79 | | 401 | 1013 | 2 | | 24 | 80 | 84 | | 107 | 90 | 284 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.91 | 0.85 | | 0.95 | 0.91 | 0.85 | | 0.95 | 0.92 | 0.92 | | 0.95 | 0.89 | 0.89 | |
| Lanes: | 1.00 | 3.00 | 1.00 | | 1.00 | 3.00 | 1.00 | | 1.00 | 0.49 | 0.51 | | 1.00 | 0.24 | 0.76 | |
| Final Sat.: | 1805 | 5187 | 1615 | | 1805 | 5187 | 1615 | | 1805 | 854 | 900 | | 1805 | 407 | 1277 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.24 | 0.05 | | 0.22 | 0.20 | 0.00 | | 0.01 | 0.09 | 0.09 | | 0.06 | 0.22 | 0.22 | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.09 | 0.30 | 0.30 | | 0.28 | 0.50 | 0.50 | | 0.02 | 0.18 | 0.18 | | 0.12 | 0.28 | 0.28 | |
| Volume/Cap: | 0.39 | 0.80 | 0.16 | | 0.80 | 0.39 | 0.00 | | 0.80 | 0.52 | 0.52 | | 0.52 | 0.80 | 0.80 | |
| Uniform Del: | 43.2 | 31.9 | 25.4 | | 33.4 | 15.7 | 12.7 | | 49.0 | 37.0 | 37.0 | | 41.6 | 33.4 | 33.4 | |
| IncremntDel: | 1.6 | 2.9 | 0.2 | | 8.6 | 0.1 | 0.0 | | 81.7 | 1.5 | 1.5 | | 2.2 | 9.2 | 9.2 | |
| 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: | 44.8 | 34.8 | 25.6 | | 42.0 | 15.8 | 12.7 | | 130.6 | 38.5 | 38.5 | | 43.8 | 42.6 | 42.6 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 44.8 | 34.8 | 25.6 | | 42.0 | 15.8 | 12.7 | | 130.6 | 38.5 | 38.5 | | 43.8 | 42.6 | 42.6 | |
| LOS by Move: | D | C | C | | D | B | B | | F | D | D | | D | D | D | |
| HCM2kAvgQ: | 2 | 13 | 2 | | 12 | 7 | 0 | | 2 | 5 | 5 | | 3 | 11 | 11 | |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #46 Placerville Drive/Street "B"

Cycle (sec): 100 Critical Vol./Cap. (X): 0.417
Loss Time (sec): 12 Average Delay (sec/veh): 22.3
Optimal Cycle: 36 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 0 | 0 1 | 0 | 1 0 | 0 1 | 0 | 1 0 | 0 1 | 0 | 1 0 | 1 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 49 | 95 | 10 | 27 | 130 | 54 | 41 | 274 | 112 | 8 | 250 | 68 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 49 | 95 | 10 | 27 | 130 | 54 | 41 | 274 | 112 | 8 | 250 | 68 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 52 | 101 | 11 | 29 | 138 | 57 | 44 | 291 | 119 | 9 | 266 | 72 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 52 | 101 | 11 | 29 | 138 | 57 | 44 | 291 | 119 | 9 | 266 | 72 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 52 | 101 | 11 | 29 | 138 | 57 | 44 | 291 | 119 | 9 | 266 | 72 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.99 | 0.99 | 0.95 | 0.96 | 0.96 | 0.95 | 0.96 | 0.96 | 0.95 | 1.00 | 0.85 |
| Lanes: | 1.00 | 0.90 | 0.10 | 1.00 | 0.71 | 0.29 | 1.00 | 0.71 | 0.29 | 1.00 | 1.00 | 1.00 |
| Final Sat.: | 1805 | 1695 | 178 | 1805 | 1283 | 533 | 1805 | 1291 | 528 | 1805 | 1900 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.06 | 0.06 | 0.02 | 0.11 | 0.11 | 0.02 | 0.23 | 0.23 | 0.00 | 0.14 | 0.04 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green/Cycle: | 0.07 | 0.26 | 0.26 | 0.07 | 0.26 | 0.26 | 0.08 | 0.54 | 0.54 | 0.01 | 0.47 | 0.54 |
| Volume/Cap: | 0.42 | 0.23 | 0.23 | 0.23 | 0.42 | 0.42 | 0.30 | 0.42 | 0.42 | 0.42 | 0.30 | 0.08 |
| Uniform Del: | 44.6 | 29.2 | 29.2 | 44.0 | 30.8 | 30.8 | 43.2 | 13.6 | 13.6 | 49.1 | 16.3 | 11.1 |
| IncremntDel: | 2.3 | 0.2 | 0.2 | 1.0 | 0.6 | 0.6 | 1.1 | 0.3 | 0.3 | 13.2 | 0.2 | 0.0 |
| 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: | 46.9 | 29.5 | 29.5 | 45.0 | 31.4 | 31.4 | 44.4 | 13.9 | 13.9 | 62.3 | 16.4 | 11.1 |
| 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: | 46.9 | 29.5 | 29.5 | 45.0 | 31.4 | 31.4 | 44.4 | 13.9 | 13.9 | 62.3 | 16.4 | 11.1 |
| LOS by Move: | D | C | C | D | C | C | D | B | B | E | B | B |
| HCM2kAvgQ: | 2 | 3 | 3 | 1 | 5 | 5 | 1 | 7 | 7 | 1 | 5 | 1 |

Note: Queue reported is the number of cars per lane.





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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #47 Prairie City Rd/Street "A"

Cycle (sec): 100 Critical Vol./Cap. (X): 0.589
Loss Time (sec): 12 Average Delay (sec/veh): 12.2
Optimal Cycle: 47 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Permitted | | | Permitted | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 0 0 | 1 1 | 0 | 1 0 | 2 0 | 0 | 0 0 | 0 0 | 0 | 1 0 | 0 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 1111 | 97 | 166 | 1127 | 0 | 0 | 0 | 0 | 44 | 0 | 91 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 1111 | 97 | 166 | 1127 | 0 | 0 | 0 | 0 | 44 | 0 | 91 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 0 | 1182 | 103 | 177 | 1199 | 0 | 0 | 0 | 0 | 47 | 0 | 97 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 1182 | 103 | 177 | 1199 | 0 | 0 | 0 | 0 | 47 | 0 | 97 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 1182 | 103 | 177 | 1199 | 0 | 0 | 0 | 0 | 47 | 0 | 97 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 0.94 | 0.94 | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 0.77 | 1.00 | 0.85 |
| Lanes: | 0.00 | 1.84 | 0.16 | 1.00 | 2.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 |
| Final Sat.: | 0 | 3280 | 286 | 1805 | 3610 | 0 | 0 | 0 | 0 | 1461 | 0 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.36 | 0.36 | 0.10 | 0.33 | 0.00 | 0.00 | 0.00 | 0.00 | 0.03 | 0.00 | 0.06 |
| Crit Moves: | | **** | | **** | | | | | | | | **** |
| Green/Cycle: | 0.00 | 0.61 | 0.61 | 0.17 | 0.78 | 0.00 | 0.00 | 0.00 | 0.00 | 0.10 | 0.00 | 0.10 |
| Volume/Cap: | 0.00 | 0.59 | 0.59 | 0.59 | 0.43 | 0.00 | 0.00 | 0.00 | 0.00 | 0.31 | 0.00 | 0.59 |
| Uniform Del: | 0.0 | 11.8 | 11.8 | 38.5 | 3.7 | 0.0 | 0.0 | 0.0 | 0.0 | 41.7 | 0.0 | 42.9 |
| IncremntDel: | 0.0 | 0.4 | 0.4 | 3.1 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 1.2 | 0.0 | 5.5 |
| 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: | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 |
| Delay/Veh: | 0.0 | 12.2 | 12.2 | 41.6 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 42.9 | 0.0 | 48.4 |
| 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: | 0.0 | 12.2 | 12.2 | 41.6 | 3.8 | 0.0 | 0.0 | 0.0 | 0.0 | 42.9 | 0.0 | 48.4 |
| LOS by Move: | A | B | B | D | A | A | A | A | A | D | A | D |
| HCM2kAvgQ: | 0 | 13 | 13 | 5 | 6 | 0 | 0 | 0 | 0 | 1 | 0 | 3 |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #48 Oak Ave Pkwy/Street "A"

Cycle (sec): 100 Critical Vol./Cap. (X): 0.562
Loss Time (sec): 12 Average Delay (sec/veh): 28.8
Optimal Cycle: 45 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 | 0 1 | 1 0 | 1 | 0 1 | 1 0 | 1 | 0 0 | 1 0 | 1 | 0 0 | 1 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 53 | 495 | 178 | 115 | 719 | 109 | 71 | 124 | 32 | 220 | 139 | 94 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 53 | 495 | 178 | 115 | 719 | 109 | 71 | 124 | 32 | 220 | 139 | 94 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 56 | 527 | 189 | 122 | 765 | 116 | 76 | 132 | 34 | 234 | 148 | 100 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 56 | 527 | 189 | 122 | 765 | 116 | 76 | 132 | 34 | 234 | 148 | 100 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 56 | 527 | 189 | 122 | 765 | 116 | 76 | 132 | 34 | 234 | 148 | 100 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.91 | 0.91 | 0.95 | 0.93 | 0.93 | 0.95 | 0.97 | 0.97 | 0.95 | 0.94 | 0.94 |
| Lanes: | 1.00 | 1.47 | 0.53 | 1.00 | 1.74 | 0.26 | 1.00 | 0.79 | 0.21 | 1.00 | 0.60 | 0.40 |
| Final Sat.: | 1805 | 2549 | 917 | 1805 | 3072 | 466 | 1805 | 1463 | 378 | 1805 | 1065 | 721 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.21 | 0.21 | 0.07 | 0.25 | 0.25 | 0.04 | 0.09 | 0.09 | 0.13 | 0.14 | 0.14 |
| Crit Moves: | | **** | | **** | | | | **** | | **** | | |
| Green/Cycle: | 0.05 | 0.37 | 0.37 | 0.12 | 0.43 | 0.43 | 0.09 | 0.16 | 0.16 | 0.23 | 0.30 | 0.30 |
| Volume/Cap: | 0.57 | 0.56 | 0.56 | 0.56 | 0.57 | 0.57 | 0.46 | 0.56 | 0.56 | 0.56 | 0.46 | 0.46 |
| Uniform Del: | 46.1 | 25.2 | 25.2 | 41.5 | 21.3 | 21.3 | 43.1 | 38.7 | 38.7 | 34.0 | 28.4 | 28.4 |
| IncremntDel: | 8.0 | 0.6 | 0.6 | 3.3 | 0.5 | 0.5 | 2.1 | 2.5 | 2.5 | 1.7 | 0.6 | 0.6 |
| 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: | 54.1 | 25.8 | 25.8 | 44.8 | 21.8 | 21.8 | 45.2 | 41.2 | 41.2 | 35.7 | 29.0 | 29.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 54.1 | 25.8 | 25.8 | 44.8 | 21.8 | 21.8 | 45.2 | 41.2 | 41.2 | 35.7 | 29.0 | 29.0 |
| LOS by Move: | D | C | C | D | C | C | D | D | D | D | C | C |
| HCM2kAvgQ: | 2 | 9 | 9 | 4 | 10 | 10 | 2 | 5 | 5 | 6 | 6 | 6 |

Note: Queue reported is the number of cars per lane.





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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #49 2nd St/Street "A"

Cycle (sec): 100 Critical Vol./Cap. (X): 0.452
Loss Time (sec): 9 Average Delay (sec/veh): 22.2
Optimal Cycle: 32 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Ovl | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 0 | 0 1! | 0 0 | 0 | 1 0 | 0 1 | 1 | 0 0 | 1 0 | 1 | 0 0 | 1 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 4 | 10 | 13 | 150 | 15 | 301 | 216 | 226 | 5 | 20 | 207 | 98 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 4 | 10 | 13 | 150 | 15 | 301 | 216 | 226 | 5 | 20 | 207 | 98 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.00 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 4 | 11 | 0 | 160 | 16 | 320 | 230 | 240 | 5 | 21 | 220 | 104 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 4 | 11 | 0 | 160 | 16 | 320 | 230 | 240 | 5 | 21 | 220 | 104 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 4 | 11 | 0 | 160 | 16 | 320 | 230 | 240 | 5 | 21 | 220 | 104 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.99 | 0.99 | 1.00 | 0.96 | 0.96 | 0.85 | 0.95 | 1.00 | 1.00 | 0.95 | 0.95 | 0.95 |
| Lanes: | 0.29 | 0.71 | 0.00 | 0.91 | 0.09 | 1.00 | 1.00 | 0.98 | 0.02 | 1.00 | 0.68 | 0.32 |
| Final Sat.: | 535 | 1338 | 0 | 1653 | 165 | 1615 | 1805 | 1853 | 41 | 1805 | 1228 | 581 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.01 | 0.00 | 0.10 | 0.10 | 0.20 | 0.13 | 0.13 | 0.13 | 0.01 | 0.18 | 0.18 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green/Cycle: | 0.02 | 0.02 | 0.00 | 0.21 | 0.21 | 0.50 | 0.28 | 0.62 | 0.62 | 0.06 | 0.40 | 0.40 |
| Volume/Cap: | 0.45 | 0.45 | 0.00 | 0.45 | 0.45 | 0.40 | 0.45 | 0.21 | 0.21 | 0.21 | 0.45 | 0.45 |
| Uniform Del: | 48.6 | 48.6 | 0.0 | 34.2 | 34.2 | 15.9 | 29.6 | 8.2 | 8.2 | 45.0 | 22.2 | 22.2 |
| IncremntDel: | 9.5 | 9.5 | 0.0 | 0.8 | 0.8 | 0.3 | 0.6 | 0.1 | 0.1 | 1.0 | 0.5 | 0.5 |
| 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 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Delay/Veh: | 58.2 | 58.2 | 0.0 | 35.1 | 35.1 | 16.2 | 30.2 | 8.3 | 8.3 | 46.1 | 22.6 | 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: | 58.2 | 58.2 | 0.0 | 35.1 | 35.1 | 16.2 | 30.2 | 8.3 | 8.3 | 46.1 | 22.6 | 22.6 |
| LOS by Move: | E | E | A | D | D | B | C | A | A | D | C | C |
| HCM2kAvgQ: | 1 | 1 | 0 | 5 | 5 | 6 | 6 | 3 | 3 | 1 | 7 | 7 |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #50 Scott Rd (North)/ Street "A"

Cycle (sec): 100 Critical Vol./Cap. (X): 0.677
Loss Time (sec): 12 Average Delay (sec/veh): 26.0
Optimal Cycle: 56 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 0 | 2 0 | 1 | 1 0 | 2 0 | 1 | 1 0 | 1 0 | 1 | 1 0 | 1 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 31 | 998 | 75 | 181 | 860 | 196 | 176 | 174 | 43 | 62 | 119 | 138 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 31 | 998 | 75 | 181 | 860 | 196 | 176 | 174 | 43 | 62 | 119 | 138 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 33 | 1062 | 80 | 193 | 915 | 209 | 187 | 185 | 46 | 66 | 127 | 147 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 33 | 1062 | 80 | 193 | 915 | 209 | 187 | 185 | 46 | 66 | 127 | 147 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 33 | 1062 | 80 | 193 | 915 | 209 | 187 | 185 | 46 | 66 | 127 | 147 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.95 | 0.85 | 0.95 | 0.95 | 0.85 | 0.95 | 1.00 | 0.85 | 0.95 | 1.00 | 0.85 |
| Lanes: | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Sat.: | 1805 | 3610 | 1615 | 1805 | 3610 | 1615 | 1805 | 1900 | 1615 | 1805 | 1900 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.29 | 0.05 | 0.11 | 0.25 | 0.13 | 0.10 | 0.10 | 0.03 | 0.04 | 0.07 | 0.09 |
| Crit Moves: | | **** | | **** | | | **** | | | | | **** |
| Green/Cycle: | 0.04 | 0.43 | 0.43 | 0.16 | 0.55 | 0.55 | 0.15 | 0.21 | 0.21 | 0.08 | 0.13 | 0.13 |
| Volume/Cap: | 0.46 | 0.68 | 0.11 | 0.68 | 0.46 | 0.23 | 0.68 | 0.47 | 0.14 | 0.47 | 0.50 | 0.68 |
| Uniform Del: | 47.0 | 22.6 | 16.8 | 39.7 | 13.4 | 11.5 | 40.0 | 34.6 | 32.2 | 44.1 | 40.1 | 41.2 |
| IncremntDel: | 4.6 | 1.2 | 0.1 | 6.4 | 0.2 | 0.1 | 6.5 | 0.9 | 0.2 | 2.4 | 1.5 | 8.3 |
| 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: | 51.5 | 23.8 | 16.9 | 46.1 | 13.6 | 11.6 | 46.5 | 35.5 | 32.4 | 46.5 | 41.7 | 49.5 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 51.5 | 23.8 | 16.9 | 46.1 | 13.6 | 11.6 | 46.5 | 35.5 | 32.4 | 46.5 | 41.7 | 49.5 |
| LOS by Move: | D | C | B | D | B | B | D | D | C | D | D | D |
| HCM2kAvgQ: | 1 | 14 | 1 | 6 | 9 | 3 | 6 | 5 | 1 | 3 | 4 | 6 |

Note: Queue reported is the number of cars per lane.





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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #51 East Rd/Street "A"

Cycle (sec): 100 Critical Vol./Cap. (X): 0.415
Loss Time (sec): 12 Average Delay (sec/veh): 10.6
Optimal Cycle: 0 Level Of Service: B

| 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 | 0 1 | 0 | 1 0 | 0 1 | 0 | 1 0 | 0 1 | 0 | 1 0 | 0 1 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 35 | 15 | 12 | 62 | 14 | 53 | 58 | 233 | 27 | 9 | 183 | 41 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 35 | 15 | 12 | 62 | 14 | 53 | 58 | 233 | 27 | 9 | 183 | 41 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 37 | 16 | 13 | 66 | 15 | 56 | 62 | 248 | 29 | 10 | 195 | 44 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 37 | 16 | 13 | 66 | 15 | 56 | 62 | 248 | 29 | 10 | 195 | 44 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 37 | 16 | 13 | 66 | 15 | 56 | 62 | 248 | 29 | 10 | 195 | 44 |
| 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 | 0.56 | 0.44 | 1.00 | 0.21 | 0.79 | 1.00 | 0.90 | 0.10 | 1.00 | 0.82 | 0.18 |
| Final Sat.: | 501 | 314 | 251 | 516 | 127 | 480 | 599 | 597 | 69 | 585 | 537 | 120 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.07 | 0.05 | 0.05 | 0.13 | 0.12 | 0.12 | 0.10 | 0.42 | 0.42 | 0.02 | 0.36 | 0.36 |
| Crit Moves: | **** | | | **** | | | | | **** | | **** | |
| Delay/Veh: | 9.8 | 8.8 | 8.8 | 10.1 | 8.9 | 8.9 | 9.2 | 11.5 | 11.5 | 8.7 | 10.9 | 10.9 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 9.8 | 8.8 | 8.8 | 10.1 | 8.9 | 8.9 | 9.2 | 11.5 | 11.5 | 8.7 | 10.9 | 10.9 |
| LOS by Move: | A | A | A | B | A | A | A | B | B | A | B | B |
| ApproachDel: | 9.4 | | | 9.5 | | | 11.1 | | | 10.8 | | |
| Delay Adj: | 1.00 | | | 1.00 | | | 1.00 | | | 1.00 | | |
| ApprAdjDel: | 9.4 | | | 9.5 | | | 11.1 | | | 10.8 | | |
| LOS by Appr: | A | | | A | | | B | | | B | | |
| AllWayAvgQ: | 0.1 | 0.0 | 0.0 | 0.1 | 0.1 | 0.1 | 0.7 | 0.7 | 0.0 | 0.5 | 0.5 | |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #52 Placerville Rd/ Street "A"

Cycle (sec): 100 Critical Vol./Cap. (X): 0.428
Loss Time (sec): 12 Average Delay (sec/veh): 18.1
Optimal Cycle: 37 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | |
| Lanes: | 1 | 0 | 0 | 1 0 | 1 | 0 | 0 | 1 0 | 1 | 0 | 0 | 1 0 | 1 | 0 | 0 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 110 | 508 | 9 | | 44 | 306 | 2 | | 1 | 28 | 61 | | 8 | 30 | 34 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 110 | 508 | 9 | | 44 | 306 | 2 | | 1 | 28 | 61 | | 8 | 30 | 34 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 117 | 540 | 10 | | 47 | 326 | 2 | | 1 | 30 | 65 | | 9 | 32 | 36 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 117 | 540 | 10 | | 47 | 326 | 2 | | 1 | 30 | 65 | | 9 | 32 | 36 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 117 | 540 | 10 | | 47 | 326 | 2 | | 1 | 30 | 65 | | 9 | 32 | 36 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 1.00 | 1.00 | | 0.95 | 1.00 | 1.00 | | 0.95 | 0.90 | 0.90 | | 0.95 | 0.92 | 0.92 | |
| Lanes: | 1.00 | 0.98 | 0.02 | | 1.00 | 0.99 | 0.01 | | 1.00 | 0.31 | 0.69 | | 1.00 | 0.47 | 0.53 | |
| Final Sat.: | 1805 | 1861 | 33 | | 1805 | 1886 | 12 | | 1805 | 536 | 1168 | | 1805 | 819 | 929 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.06 | 0.29 | 0.29 | | 0.03 | 0.17 | 0.17 | | 0.00 | 0.06 | 0.06 | | 0.00 | 0.04 | 0.04 | |
| Crit Moves: | | **** | | | **** | | | | | **** | | | **** | | | |
| Green/Cycle: | 0.20 | 0.68 | 0.68 | | 0.06 | 0.54 | 0.54 | | 0.00 | 0.13 | 0.13 | | 0.01 | 0.14 | 0.14 | |
| Volume/Cap: | 0.32 | 0.43 | 0.43 | | 0.43 | 0.32 | 0.32 | | 0.28 | 0.43 | 0.43 | | 0.43 | 0.28 | 0.28 | |
| Uniform Del: | 34.1 | 7.3 | 7.3 | | 45.3 | 12.9 | 12.9 | | 49.8 | 40.1 | 40.1 | | 49.1 | 38.6 | 38.6 | |
| IncremntDel: | 0.5 | 0.2 | 0.2 | | 2.7 | 0.2 | 0.2 | | 36.6 | 1.3 | 1.3 | | 14.1 | 0.6 | 0.6 | |
| 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: | 34.6 | 7.5 | 7.5 | | 48.0 | 13.1 | 13.1 | | 86.5 | 41.4 | 41.4 | | 63.3 | 39.2 | 39.2 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 34.6 | 7.5 | 7.5 | | 48.0 | 13.1 | 13.1 | | 86.5 | 41.4 | 41.4 | | 63.3 | 39.2 | 39.2 | |
| LOS by Move: | C | A | A | | D | B | B | | F | D | D | | E | D | D | |
| HCM2kAvgQ: | 3 | 8 | 8 | | 2 | 6 | 6 | | 0 | 3 | 3 | | 0 | 2 | 2 | |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #53 Empire Ranch Rd/Street "A"

Cycle (sec): 100 Critical Vol./Cap. (X): 0.221
Loss Time (sec): 12 Average Delay (sec/veh): 4.6
Optimal Cycle: 28 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | |
| Lanes: | 1 | 0 | 1 | 1 0 | 1 | 0 | 1 | 1 0 | 1 | 0 | 0 | 1 0 | 1 | 0 | 0 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 557 | 0 | | 0 | 514 | 53 | | 42 | 0 | 0 | | 0 | 0 | 0 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 0 | 557 | 0 | | 0 | 514 | 53 | | 42 | 0 | 0 | | 0 | 0 | 0 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 0 | 593 | 0 | | 0 | 547 | 56 | | 45 | 0 | 0 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 593 | 0 | | 0 | 547 | 56 | | 45 | 0 | 0 | | 0 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 593 | 0 | | 0 | 547 | 56 | | 45 | 0 | 0 | | 0 | 0 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.95 | 0.95 | | 1.00 | 0.94 | 0.94 | | 0.95 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Lanes: | 1.00 | 2.00 | 0.00 | | 1.00 | 1.81 | 0.19 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| Final Sat.: | 1900 | 3610 | 0 | | 1900 | 3227 | 333 | | 1805 | 1900 | 0 | | 1900 | 1900 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.16 | 0.00 | | 0.00 | 0.17 | 0.17 | | 0.02 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | |
| Crit Moves: | **** | | | | | **** | | | **** | | | | | | | |
| Green/Cycle: | 0.00 | 0.77 | 0.00 | | 0.00 | 0.77 | 0.77 | | 0.11 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | |
| Volume/Cap: | 0.00 | 0.21 | 0.00 | | 0.00 | 0.22 | 0.22 | | 0.22 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | |
| Uniform Del: | 0.0 | 3.2 | 0.0 | | 0.0 | 3.2 | 3.2 | | 40.4 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | |
| IncremntDel: | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.6 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | |
| 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: | 0.00 | 1.00 | 0.00 | | 0.00 | 1.00 | 1.00 | | 1.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | |
| Delay/Veh: | 0.0 | 3.3 | 0.0 | | 0.0 | 3.3 | 3.3 | | 41.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 3.3 | 0.0 | | 0.0 | 3.3 | 3.3 | | 41.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | |
| LOS by Move: | A | A | A | | A | A | A | | D | A | A | | A | A | A | |
| HCM2kAvgQ: | 0 | 3 | 0 | | 0 | 3 | 3 | | 1 | 0 | 0 | | 0 | 0 | 0 | |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #54 Scott Rd (North)/South Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.532
Loss Time (sec): 12 Average Delay (sec/veh): 21.1
Optimal Cycle: 43 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 0 | 2 0 | 1 | 1 0 | 2 0 | 1 | 0 1 | 0 0 | 1 | 0 1 | 0 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 62 | 911 | 93 | 122 | 755 | 87 | 59 | 8 | 43 | 94 | 8 | 134 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 62 | 911 | 93 | 122 | 755 | 87 | 59 | 8 | 43 | 94 | 8 | 134 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 66 | 969 | 99 | 130 | 803 | 93 | 63 | 9 | 46 | 100 | 9 | 143 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 66 | 969 | 99 | 130 | 803 | 93 | 63 | 9 | 46 | 100 | 9 | 143 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 66 | 969 | 99 | 130 | 803 | 93 | 63 | 9 | 46 | 100 | 9 | 143 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.95 | 0.85 | 0.95 | 0.95 | 0.85 | 0.96 | 0.96 | 0.85 | 0.96 | 0.96 | 0.85 |
| Lanes: | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 0.88 | 0.12 | 1.00 | 0.92 | 0.08 | 1.00 |
| Final Sat.: | 1805 | 3610 | 1615 | 1805 | 3610 | 1615 | 1603 | 217 | 1615 | 1674 | 142 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.27 | 0.06 | 0.07 | 0.22 | 0.06 | 0.04 | 0.04 | 0.03 | 0.06 | 0.06 | 0.09 |
| Crit Moves: | | **** | | **** | | | **** | | | | | **** |
| Green/Cycle: | 0.09 | 0.51 | 0.51 | 0.14 | 0.55 | 0.55 | 0.07 | 0.09 | 0.09 | 0.14 | 0.17 | 0.17 |
| Volume/Cap: | 0.40 | 0.53 | 0.12 | 0.53 | 0.40 | 0.10 | 0.53 | 0.41 | 0.30 | 0.41 | 0.36 | 0.53 |
| Uniform Del: | 42.9 | 16.7 | 13.0 | 40.3 | 13.0 | 10.7 | 44.7 | 42.6 | 42.2 | 38.9 | 37.0 | 38.1 |
| IncremntDel: | 1.6 | 0.3 | 0.1 | 2.2 | 0.1 | 0.1 | 4.0 | 1.6 | 1.1 | 1.1 | 0.7 | 2.0 |
| 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: | 44.6 | 17.0 | 13.1 | 42.5 | 13.2 | 10.8 | 48.7 | 44.2 | 43.2 | 39.9 | 37.7 | 40.2 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 44.6 | 17.0 | 13.1 | 42.5 | 13.2 | 10.8 | 48.7 | 44.2 | 43.2 | 39.9 | 37.7 | 40.2 |
| LOS by Move: | D | B | B | D | B | B | D | D | D | D | D | D |
| HCM2kAvgQ: | 2 | 10 | 2 | 4 | 7 | 1 | 3 | 3 | 2 | 3 | 3 | 5 |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #55 Oak Ave Pkwy/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.882
Loss Time (sec): 9 Average Delay (sec/veh): 29.6
Optimal Cycle: 94 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Permitted | | | Permitted | | | Protected | | | Protected | | |
| Rights: | Include | | | Ovl | | | Include | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 0 0 | 0 0 | 0 | 2 0 | 0 0 | 1 | 2 0 | 2 0 | 0 | 0 0 | 3 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 298 | 0 | 661 | 353 | 1358 | 0 | 0 | 1791 | 316 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 298 | 0 | 661 | 353 | 1358 | 0 | 0 | 1791 | 316 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 0 | 0 | 0 | 317 | 0 | 703 | 376 | 1445 | 0 | 0 | 1905 | 336 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 317 | 0 | 703 | 376 | 1445 | 0 | 0 | 1905 | 336 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 0 | 0 | 0 | 317 | 0 | 703 | 376 | 1445 | 0 | 0 | 1905 | 336 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 0.59 | 1.00 | 0.85 | 0.92 | 0.95 | 1.00 | 1.00 | 0.91 | 0.85 |
| Lanes: | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 1.00 | 2.00 | 2.00 | 0.00 | 0.00 | 3.00 | 1.00 |
| Final Sat.: | 0 | 0 | 0 | 2234 | 0 | 1615 | 3502 | 3610 | 0 | 0 | 5187 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.14 | 0.00 | 0.44 | 0.11 | 0.40 | 0.00 | 0.00 | 0.37 | 0.21 |
| Crit Moves: | | | | | | **** | **** | | | | **** | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | 0.37 | 0.00 | 0.49 | 0.12 | 0.54 | 0.00 | 0.00 | 0.42 | 0.42 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.38 | 0.00 | 0.88 | 0.88 | 0.74 | 0.00 | 0.00 | 0.88 | 0.50 |
| Uniform Del: | 0.0 | 0.0 | 0.0 | 23.0 | 0.0 | 22.7 | 43.2 | 17.8 | 0.0 | 0.0 | 26.9 | 21.5 |
| IncremntDel: | 0.0 | 0.0 | 0.0 | 0.3 | 0.0 | 11.3 | 18.9 | 1.6 | 0.0 | 0.0 | 4.7 | 0.6 |
| 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: | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 23.3 | 0.0 | 34.0 | 62.1 | 19.4 | 0.0 | 0.0 | 31.6 | 22.1 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 23.3 | 0.0 | 34.0 | 62.1 | 19.4 | 0.0 | 0.0 | 31.6 | 22.1 |
| LOS by Move: | A | A | A | C | A | C | E | B | A | A | C | C |
| HCM2kAvgQ: | 0 | 0 | 0 | 4 | 0 | 21 | 6 | 17 | 0 | 0 | 20 | 7 |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #56 Empire Ranch Rd/ White Rock Rd

| | | | |
|---|---|---|---|
| Cycle (sec): | 100 | Critical Vol./Cap. (X): | 0.709 |
| Loss Time (sec): | 9 | Average Delay (sec/veh): | 17.7 |
| Optimal Cycle: | 52 | Level Of Service: | B |

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 | 0 | 0 0 | 2 | 0 | 0 | 0 1 | 1 | 0 | 2 | 0 0 | 0 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 498 | 0 | 16 | 0 | 1382 | 0 | 0 | 2001 | 557 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 0 | 0 | 0 | 498 | 0 | 16 | 0 | 1382 | 0 | 0 | 2001 | 557 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | | | | |
| PHF Volume: | 0 | 0 | 0 | 530 | 0 | 17 | 0 | 1470 | 0 | 0 | 2129 | 593 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 0 | 0 | 0 | 530 | 0 | 17 | 0 | 1470 | 0 | 0 | 2129 | 593 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| 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: | 0 | 0 | 0 | 530 | 0 | 17 | 0 | 1470 | 0 | 0 | 2129 | 593 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 1.00 | 1.00 | 1.00 | 0.59 | 1.00 | 0.85 | 1.00 | 0.95 | 1.00 | 1.00 | 0.91 | 0.85 | | | | |
| Lanes: | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 1.00 | 1.00 | 2.00 | 0.00 | 0.00 | 3.00 | 1.00 | | | | |
| Final Sat.: | 0 | 0 | 0 | 2256 | 0 | 1615 | 1900 | 3610 | 0 | 0 | 5187 | 1615 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.23 | 0.00 | 0.01 | 0.00 | 0.41 | 0.00 | 0.00 | 0.41 | 0.37 | | | | |
| Crit Moves: | | | | **** | | | **** | | | | **** | | | | | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | 0.33 | 0.00 | 0.33 | 0.00 | 0.58 | 0.00 | 0.00 | 0.58 | 0.58 | | | | |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.71 | 0.00 | 0.03 | 0.00 | 0.70 | 0.00 | 0.00 | 0.71 | 0.63 | | | | |
| Uniform Del: | 0.0 | 0.0 | 0.0 | 29.2 | 0.0 | 22.6 | 0.0 | 15.0 | 0.0 | 0.0 | 15.0 | 14.0 | | | | |
| IncremntDel: | 0.0 | 0.0 | 0.0 | 3.2 | 0.0 | 0.0 | 0.0 | 1.1 | 0.0 | 0.0 | 0.8 | 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: | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 | | | | |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 32.4 | 0.0 | 22.6 | 0.0 | 16.1 | 0.0 | 0.0 | 15.8 | 15.4 | | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 32.4 | 0.0 | 22.6 | 0.0 | 16.1 | 0.0 | 0.0 | 15.8 | 15.4 | | | | |
| LOS by Move: | A | A | A | C | A | C | A | B | A | A | B | B | | | | |
| HCM2kAvgQ: | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 17 | 0 | 0 | 16 | 11 | | | | |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #57 Hazel Blvd/ Gold Country

| | | | |
|---|---|---|---|
| Cycle (sec): | 100 | Critical Vol./Cap. (X): | 1.274 |
| Loss Time (sec): | 0 | Average Delay (sec/veh): | xxxxxx |
| Optimal Cycle: | 180 | Level Of Service: | F |

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Split Phase | | | | Split Phase | | | |
| Rights: | Ovl | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 3 | 0 1 | 1 | 0 | 3 | 1 0 | 2 | 0 | 0 | 1 1 | 1 | 0 | 0 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 84 | 5014 | 48 | 16 | 2853 | 231 | 394 | 18 | 216 | 24 | 14 | 13 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 84 | 5014 | 48 | 16 | 2853 | 231 | 394 | 18 | 216 | 24 | 14 | 13 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Volume: | 84 | 5014 | 48 | 16 | 2853 | 231 | 394 | 18 | 216 | 24 | 14 | 13 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 84 | 5014 | 48 | 16 | 2853 | 231 | 394 | 18 | 216 | 24 | 14 | 13 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| 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: | 84 | 5014 | 48 | 16 | 2853 | 231 | 394 | 18 | 216 | 24 | 14 | 13 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | | | | |
| 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: | 2.00 | 3.00 | 1.00 | 1.00 | 3.70 | 0.30 | 2.00 | 0.15 | 1.85 | 1.00 | 0.52 | 0.48 | | | | |
| Final Sat.: | 3000 | 4500 | 1500 | 1500 | 5551 | 449 | 3000 | 231 | 2769 | 1500 | 778 | 722 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 1.11 | 0.03 | 0.01 | 0.51 | 0.51 | 0.13 | 0.08 | 0.08 | 0.02 | 0.02 | 0.02 | | | | |
| Crit Volume: | 1671 | | | 16 | | | 197 | | | | | 27 | | | | |
| Crit Moves: | **** | | | **** | | | **** | | | | | **** | | | | |

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #58 Hazel Ave/ Folsom Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.840
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 142 Level Of Service: D

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - | R | L | - T | - | R | L | - T | - | R | L | - T | - | R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 3 | 0 | 1 | 2 | 0 3 | 0 | 1 | 2 | 0 2 | 0 | 1 | 2 | 0 2 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 390 | 1963 | 0 | 0 | 2025 | 503 | 864 | 0 | 208 | 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: | 390 | 1963 | 0 | 0 | 2025 | 503 | 864 | 0 | 208 | 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: | 390 | 1963 | 0 | 0 | 2025 | 503 | 864 | 0 | 208 | 0 | 0 | 0 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 390 | 1963 | 0 | 0 | 2025 | 503 | 864 | 0 | 208 | 0 | 0 | 0 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| FinalVolume: | 390 | 1963 | 0 | 0 | 2025 | 503 | 864 | 0 | 208 | 0 | 0 | 0 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | | | | |
| 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: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 | | | | |
| Final Sat.: | 3100 | 4650 | 1550 | 3100 | 4650 | 1550 | 3100 | 3100 | 1550 | 3100 | 3100 | 1550 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.13 | 0.42 | 0.00 | 0.00 | 0.44 | 0.32 | 0.28 | 0.00 | 0.13 | 0.00 | 0.00 | 0.00 | | | | |
| Crit Volume: | 195 | | | | 675 | | 432 | | | | 0 | | | | | |
| Crit Moves: | **** | | | | **** | | **** | | | | | | | | | |





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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #59 Grant Line Rd/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.971
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - | R | L | - T | - | R | L | - T | - | R | L | - T | - | R |
| Control: | Permitted | | | | Permitted | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 0 | 0 | 2 | 0 | 0 0 | 0 | 0 | 0 | 0 2 | 0 | 1 | 2 | 0 2 | 0 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 1598 | 0 | 0 | 0 | 0 | 860 | 123 | 2150 | 684 | 0 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 0 | 0 | 1598 | 0 | 0 | 0 | 0 | 860 | 123 | 2150 | 684 | 0 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Volume: | 0 | 0 | 1598 | 0 | 0 | 0 | 0 | 860 | 123 | 2150 | 684 | 0 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 0 | 0 | 1598 | 0 | 0 | 0 | 0 | 860 | 123 | 2150 | 684 | 0 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| FinalVolume: | 0 | 0 | 1598 | 0 | 0 | 0 | 0 | 860 | 123 | 2150 | 684 | 0 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | | | | |
| 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 | 0.00 | 2.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 | 1.00 | 2.00 | 2.00 | 0.00 | | | | |
| Final Sat.: | 1550 | 0 | 3100 | 0 | 0 | 0 | 0 | 3100 | 1550 | 3100 | 3100 | 0 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.52 | 0.00 | 0.00 | 0.00 | 0.00 | 0.28 | 0.08 | 0.69 | 0.22 | 0.00 | | | | |
| Crit Volume: | 0 | | | | 0 | | | 430 | | 1075 | | | | | | |
| Crit Moves: | **** | | | | | | | **** | | **** | | | | | | |

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #60 Grant Line Rd/ Sunrise Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.705
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 77 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Split Phase | | | Split Phase | | | Protected | | | Protected | | |
| Rights: | | Ovl | | | Ovl | | | Ovl | | | Ovl | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 0 | 0 | 1! 0 | 0 | 1 | 0 0 | 2 | 0 | 2 0 | 1 | 0 | 2 0 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 6 | 1 | 22 | 8 | 16 | 1100 | 205 | 988 | 246 | 29 | 956 | 5 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 6 | 1 | 22 | 8 | 16 | 1100 | 205 | 988 | 246 | 29 | 956 | 5 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 6 | 1 | 22 | 8 | 16 | 1100 | 205 | 988 | 246 | 29 | 956 | 5 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 6 | 1 | 22 | 8 | 16 | 1100 | 205 | 988 | 246 | 29 | 956 | 5 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 6 | 1 | 22 | 8 | 16 | 1100 | 205 | 988 | 246 | 29 | 956 | 5 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 |
| 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: | 0.21 | 0.03 | 0.76 | 0.33 | 0.67 | 2.00 | 2.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 310 | 52 | 1138 | 500 | 1000 | 3000 | 3000 | 3000 | 1500 | 1500 | 3000 | 1500 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.02 | 0.02 | 0.02 | 0.02 | 0.37 | 0.07 | 0.33 | 0.16 | 0.02 | 0.32 | 0.00 |
| Crit Volume: | | 29 | | | | 550 | 0 | | | | 478 | |
| Crit Moves: | | **** | | | | **** | **** | | | | **** | |





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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #61 Hazel Ave/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.720
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 81 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Split Phase | | | Split Phase | | | Protected | | | Protected | | |
| Rights: | | Ovl | | | Ovl | | | Ovl | | | Ovl | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 | 0 | 1 0 1 | 2 | 0 | 1 0 1 | 2 | 0 | 3 0 1 | 1 | 0 | 3 0 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 188 | 132 | 124 | 723 | 117 | 386 | 256 | 1063 | 137 | 107 | 1206 | 534 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 188 | 132 | 124 | 723 | 117 | 386 | 256 | 1063 | 137 | 107 | 1206 | 534 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 188 | 132 | 124 | 723 | 117 | 386 | 256 | 1063 | 137 | 107 | 1206 | 534 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 188 | 132 | 124 | 723 | 117 | 386 | 256 | 1063 | 137 | 107 | 1206 | 534 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 188 | 132 | 124 | 723 | 117 | 386 | 256 | 1063 | 137 | 107 | 1206 | 534 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 |
| 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 | 2.00 | 1.00 | 1.00 | 2.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 |
| Final Sat.: | 1500 | 1500 | 1500 | 3000 | 1500 | 1500 | 3000 | 4500 | 1500 | 1500 | 4500 | 1500 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.13 | 0.09 | 0.08 | 0.24 | 0.08 | 0.26 | 0.09 | 0.24 | 0.09 | 0.07 | 0.27 | 0.36 |
| Crit Volume: | 188 | | | 362 | | | 128 | | | | 402 | |
| Crit Moves: | **** | | | **** | | | **** | | | | **** | |

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #62 Aerojet Road/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.754
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 93 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 1 | 0 1 | 1 | 0 | 1 | 0 1 | 1 | 0 | 3 | 0 1 | 1 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 97 | 47 | 250 | 456 | 72 | 42 | | 15 | 1034 | 128 | 283 | 768 | 366 | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 97 | 47 | 250 | 456 | 72 | 42 | | 15 | 1034 | 128 | 283 | 768 | 366 | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Volume: | 97 | 47 | 250 | 456 | 72 | 42 | | 15 | 1034 | 128 | 283 | 768 | 366 | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| Reduced Vol: | 97 | 47 | 250 | 456 | 72 | 42 | | 15 | 1034 | 128 | 283 | 768 | 366 | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| 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: | 97 | 47 | 250 | 456 | 72 | 42 | | 15 | 1034 | 128 | 283 | 768 | 366 | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | | | | |
| 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 | 1.00 | 1.00 | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 | | | | |
| Final Sat.: | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 4500 | 1500 | 1500 | 4500 | 1500 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.06 | 0.03 | 0.17 | 0.30 | 0.05 | 0.03 | 0.01 | 0.23 | 0.09 | 0.19 | 0.17 | 0.24 | | | | |
| Crit Volume: | | 47 | | 456 | | | | 345 | | 283 | | | | | | |
| Crit Moves: | | **** | | **** | | | | **** | | **** | | | | | | |





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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #63 Alabama Ave/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.393
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 1 | 0 1 | 1 | 0 | 1 | 0 1 | 1 | 0 | 3 | 0 1 | 1 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 10 | 10 | 20 | 18 | 10 | 170 | | 132 | 1583 | 10 | 10 | 1230 | 15 | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 10 | 10 | 20 | 18 | 10 | 170 | | 132 | 1583 | 10 | 10 | 1230 | 15 | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Volume: | 10 | 10 | 20 | 18 | 10 | 170 | | 132 | 1583 | 10 | 10 | 1230 | 15 | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| Reduced Vol: | 10 | 10 | 20 | 18 | 10 | 170 | | 132 | 1583 | 10 | 10 | 1230 | 15 | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| 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: | 10 | 10 | 20 | 18 | 10 | 170 | | 132 | 1583 | 10 | 10 | 1230 | 15 | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | | | | |
| 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 | 1.00 | 1.00 | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 | | | | |
| Final Sat.: | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 4500 | 1500 | 1500 | 4500 | 1500 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.01 | 0.01 | 0.01 | 0.01 | 0.11 | 0.09 | 0.35 | 0.01 | 0.01 | 0.27 | 0.01 | | | | |
| Crit Volume: | 10 | | | | | 170 | | 0 | | | 410 | | | | | |
| Crit Moves: | **** | | | | | **** | **** | | | | **** | | | | | |

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #64 Glenborough Rd/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.494
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 1 | 0 1 | 1 | 0 | 1 | 0 1 | 1 | 0 | 3 | 0 1 | 1 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 19 | 7 | 11 | 212 | 17 | 61 | 67 | 1520 | 21 | 16 | 1174 | 131 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 19 | 7 | 11 | 212 | 17 | 61 | 67 | 1520 | 21 | 16 | 1174 | 131 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Volume: | 19 | 7 | 11 | 212 | 17 | 61 | 67 | 1520 | 21 | 16 | 1174 | 131 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 19 | 7 | 11 | 212 | 17 | 61 | 67 | 1520 | 21 | 16 | 1174 | 131 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| FinalVolume: | 19 | 7 | 11 | 212 | 17 | 61 | 67 | 1520 | 21 | 16 | 1174 | 131 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | | | | |
| 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 | 1.00 | 1.00 | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 | | | | |
| Final Sat.: | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 4500 | 1500 | 1500 | 4500 | 1500 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.00 | 0.01 | 0.14 | 0.01 | 0.04 | 0.04 | 0.34 | 0.01 | 0.01 | 0.26 | 0.09 | | | | |
| Crit Volume: | 7 | | | 212 | | | | 507 | | 16 | | | | | | |
| Crit Moves: | **** | | | **** | | | | **** | | **** | | | | | | |





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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #65 Sunrise Blvd/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.672
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 70 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 5 | 792 | 292 | 78 | 1491 | 84 | 397 | 840 | 127 | 458 | 455 | 131 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 5 | 792 | 292 | 78 | 1491 | 84 | 397 | 840 | 127 | 458 | 455 | 131 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Volume: | 5 | 792 | 292 | 78 | 1491 | 84 | 397 | 840 | 127 | 458 | 455 | 131 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 5 | 792 | 292 | 78 | 1491 | 84 | 397 | 840 | 127 | 458 | 455 | 131 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| FinalVolume: | 5 | 792 | 292 | 78 | 1491 | 84 | 397 | 840 | 127 | 458 | 455 | 131 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | | | | |
| 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: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | | | | |
| Final Sat.: | 3000 | 4500 | 1500 | 3000 | 4500 | 1500 | 3000 | 4500 | 1500 | 3000 | 4500 | 1500 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.18 | 0.19 | 0.03 | 0.33 | 0.06 | 0.13 | 0.19 | 0.08 | 0.15 | 0.10 | 0.09 | | | | |
| Crit Volume: | 3 | | | | 497 | | | 280 | | 229 | | | | | | |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | | | | | |

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #66 Fitzgerald Road / White Rock Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.332
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 | 1! | 0 0 | 0 | 0 | 1! | 0 0 | 1 | 0 | 3 | 0 1 | 1 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 173 | 38 | 38 | 25 | 13 | 48 | 19 | 700 | 65 | 7 | 285 | 26 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 173 | 38 | 38 | 25 | 13 | 48 | 19 | 700 | 65 | 7 | 285 | 26 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Volume: | 173 | 38 | 38 | 25 | 13 | 48 | 19 | 700 | 65 | 7 | 285 | 26 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 173 | 38 | 38 | 25 | 13 | 48 | 19 | 700 | 65 | 7 | 285 | 26 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| 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: | 173 | 38 | 38 | 25 | 13 | 48 | 19 | 700 | 65 | 7 | 285 | 26 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | | | | |
| 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: | 0.70 | 0.15 | 0.15 | 0.29 | 0.15 | 0.56 | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 | | | | |
| Final Sat.: | 1077 | 237 | 237 | 451 | 234 | 865 | 1550 | 4650 | 1550 | 1550 | 4650 | 1550 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.16 | 0.16 | 0.16 | 0.06 | 0.06 | 0.06 | 0.01 | 0.15 | 0.04 | 0.00 | 0.06 | 0.02 | | | | |
| Crit Volume: | 249 | | | 25 | | | 233 | | | 7 | | | | | | |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | | | | | |





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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #67 Sunrise Blvd/ Douglas Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.807
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 118 Level Of Service: D

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 20 | 596 | 380 | 227 | 1579 | 32 | 11 | 823 | 337 | 693 | 382 | 185 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 20 | 596 | 380 | 227 | 1579 | 32 | 11 | 823 | 337 | 693 | 382 | 185 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Volume: | 20 | 596 | 380 | 227 | 1579 | 32 | 11 | 823 | 337 | 693 | 382 | 185 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 20 | 596 | 380 | 227 | 1579 | 32 | 11 | 823 | 337 | 693 | 382 | 185 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| FinalVolume: | 20 | 596 | 380 | 227 | 1579 | 32 | 11 | 823 | 337 | 693 | 382 | 185 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | | | | |
| 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: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | | | | |
| Final Sat.: | 3000 | 4500 | 1500 | 3000 | 4500 | 1500 | 3000 | 4500 | 1500 | 3000 | 4500 | 1500 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.13 | 0.25 | 0.08 | 0.35 | 0.02 | 0.00 | 0.18 | 0.22 | 0.23 | 0.08 | 0.12 | | | | |
| Crit Volume: | 0 | | | | 526 | | | | 337 | 347 | | | | | | |
| Crit Moves: | **** | | | | **** | | | | **** | **** | | | | | | |

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #68 Grant Line Rd/ Douglas Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.639
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - | R | L | - T | - | R | L | - T | - | R | L | - T | - | R |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 2 | 0 | 0 | 0 | 0 2 | 0 | 1 | 2 | 0 0 | 0 | 2 | 0 | 0 0 | 0 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 156 | 1156 | 0 | 0 | 1564 | 324 | 261 | 0 | 390 | 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: | 156 | 1156 | 0 | 0 | 1564 | 324 | 261 | 0 | 390 | 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: | 156 | 1156 | 0 | 0 | 1564 | 324 | 261 | 0 | 390 | 0 | 0 | 0 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 156 | 1156 | 0 | 0 | 1564 | 324 | 261 | 0 | 390 | 0 | 0 | 0 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| FinalVolume: | 156 | 1156 | 0 | 0 | 1564 | 324 | 261 | 0 | 390 | 0 | 0 | 0 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | | | | |
| 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: | 2.00 | 2.00 | 0.00 | 0.00 | 2.00 | 1.00 | 2.00 | 0.00 | 2.00 | 0.00 | 0.00 | 0.00 | | | | |
| Final Sat.: | 3100 | 3100 | 0 | 0 | 3100 | 1550 | 3100 | 0 | 3100 | 0 | 0 | 0 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.05 | 0.37 | 0.00 | 0.00 | 0.50 | 0.21 | 0.08 | 0.00 | 0.13 | 0.00 | 0.00 | 0.00 | | | | |
| Crit Volume: | 78 | | | | 782 | | 131 | | | | 0 | | | | | |
| Crit Moves: | **** | | | | **** | | **** | | | | | | | | | |





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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #69 Grant Line Rd/ Kiefer Boulevard

Cycle (sec): 100 Critical Vol./Cap. (X): 0.647
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 65 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - | R | L | - T | - | R | L | - T | - | R | L | - T | - | R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 2 | 0 | 1 | 1 | 0 2 | 0 | 1 | 1 | 0 2 | 0 | 1 | 1 | 0 2 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 259 | 1104 | 24 | 186 | 1186 | 126 | 143 | 342 | 297 | 27 | 180 | 95 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 259 | 1104 | 24 | 186 | 1186 | 126 | 143 | 342 | 297 | 27 | 180 | 95 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Volume: | 259 | 1104 | 24 | 186 | 1186 | 126 | 143 | 342 | 297 | 27 | 180 | 95 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 259 | 1104 | 24 | 186 | 1186 | 126 | 143 | 342 | 297 | 27 | 180 | 95 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| 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: | 259 | 1104 | 24 | 186 | 1186 | 126 | 143 | 342 | 297 | 27 | 180 | 95 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | | | | |
| 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: | 2.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | | | | |
| Final Sat.: | 3000 | 3000 | 1500 | 1500 | 3000 | 1500 | 1500 | 3000 | 1500 | 1500 | 3000 | 1500 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.09 | 0.37 | 0.02 | 0.12 | 0.40 | 0.08 | 0.10 | 0.11 | 0.20 | 0.02 | 0.06 | 0.06 | | | | |
| Crit Volume: | 552 | | | 186 | | | 143 | | | | 90 | | | | | |
| Crit Moves: | **** | | | **** | | | **** | | | | **** | | | | | |

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #70 Rancho Cordova Pkwy/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.962
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 3 | 0 2 | 2 | 0 | 3 | 0 1 | 1 | 0 | 1 | 0 1 | 2 | 0 | 1 | 0 2 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 59 | 1243 | 964 | | 599 | 1376 | 141 | | 178 | 69 | | 73 | 1321 | | 61 | 1151 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 |
| Initial Bse: | 59 | 1243 | 964 | | 599 | 1376 | 141 | | 178 | 69 | | 73 | 1321 | | 61 | 1151 |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 |
| PHF Volume: | 59 | 1243 | 964 | | 599 | 1376 | 141 | | 178 | 69 | | 73 | 1321 | | 61 | 1151 |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 |
| Reduced Vol: | 59 | 1243 | 964 | | 599 | 1376 | 141 | | 178 | 69 | | 73 | 1321 | | 61 | 1151 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 |
| 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: | 59 | 1243 | 964 | | 599 | 1376 | 141 | | 178 | 69 | | 73 | 1321 | | 61 | 1151 |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | | 1500 | 1500 | | 1500 | 1500 |
| 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 | 3.00 | 2.00 | | 2.00 | 3.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 2.00 | | 1.00 | 2.00 |
| Final Sat.: | 1500 | 4500 | 3000 | | 3000 | 4500 | 1500 | | 1500 | 1500 | | 1500 | 3000 | | 1500 | 3000 |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.28 | 0.32 | | 0.20 | 0.31 | 0.09 | | 0.12 | 0.05 | | 0.05 | 0.44 | | 0.04 | 0.38 |
| Crit Volume: | | 414 | | | 300 | | | | | 69 | | | 661 | | | |
| Crit Moves: | | **** | | | **** | | | | | **** | | | **** | | | |





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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #71 Rancho Cordova Pkwy/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.867
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 171 Level Of Service: D

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 3 | 0 1 | 1 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 1 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 306 | 1082 | 0 | | 21 | 1505 | 458 | | 998 | 913 | | 176 | 0 | | 439 | 21 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 |
| Initial Bse: | 306 | 1082 | 0 | | 21 | 1505 | 458 | | 998 | 913 | | 176 | 0 | | 439 | 21 |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 |
| PHF Volume: | 306 | 1082 | 0 | | 21 | 1505 | 458 | | 998 | 913 | | 176 | 0 | | 439 | 21 |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 |
| Reduced Vol: | 306 | 1082 | 0 | | 21 | 1505 | 458 | | 998 | 913 | | 176 | 0 | | 439 | 21 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 |
| 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: | 306 | 1082 | 0 | | 21 | 1505 | 458 | | 998 | 913 | | 176 | 0 | | 439 | 21 |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | | 1500 | 1500 | | 1500 | 1500 |
| 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: | 2.00 | 3.00 | 1.00 | | 1.00 | 3.00 | 1.00 | | 2.00 | 3.00 | | 1.00 | 1.00 | | 3.00 | 1.00 |
| Final Sat.: | 3000 | 4500 | 1500 | | 1500 | 4500 | 1500 | | 3000 | 4500 | | 1500 | 1500 | | 4500 | 1500 |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.10 | 0.24 | 0.00 | | 0.01 | 0.33 | 0.31 | | 0.33 | 0.20 | | 0.12 | 0.00 | | 0.10 | 0.01 |
| Crit Volume: | 153 | | | | | 502 | | | 499 | | | | | | 146 | |
| Crit Moves: | **** | | | | | **** | | | **** | | | | | | **** | |

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #72 International Drive/White Rock Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.692
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 74 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 2 | 0 1 | 2 | 0 | 2 | 0 1 | 1 | 0 | 2 | 0 1 | 1 | 0 | 2 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 226 | 428 | 128 | 101 | 740 | 0 | 0 | 473 | 460 | 95 | 233 | 88 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 226 | 428 | 128 | 101 | 740 | 0 | 0 | 473 | 460 | 95 | 233 | 88 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Volume: | 226 | 428 | 128 | 101 | 740 | 0 | 0 | 473 | 460 | 95 | 233 | 88 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 226 | 428 | 128 | 101 | 740 | 0 | 0 | 473 | 460 | 95 | 233 | 88 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| 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: | 226 | 428 | 128 | 101 | 740 | 0 | 0 | 473 | 460 | 95 | 233 | 88 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | | | | |
| 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: | 2.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | | | | |
| Final Sat.: | 3000 | 3000 | 1500 | 3000 | 3000 | 1500 | 1500 | 3000 | 1500 | 1500 | 3000 | 1500 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.08 | 0.14 | 0.09 | 0.03 | 0.25 | 0.00 | 0.00 | 0.16 | 0.31 | 0.06 | 0.08 | 0.06 | | | | |
| Crit Volume: | 113 | | | | 370 | | | | 460 | 95 | | | | | | |
| Crit Moves: | **** | | | | **** | | | | **** | **** | | | | | | |





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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #73 Rio Del Oro Prky/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.369
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 1 | 0 | 0 1 | 0 | 1 | 0 | 0 1 | 1 | 0 | 1 | 1 0 | 1 | 0 | 1 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 52 | 83 | 94 | 136 | 242 | 166 | 456 | 80 | 74 | 174 | 43 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 0 | 52 | 83 | 94 | 136 | 242 | 166 | 456 | 80 | 74 | 174 | 43 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Volume: | 0 | 52 | 83 | 94 | 136 | 242 | 166 | 456 | 80 | 74 | 174 | 43 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 0 | 52 | 83 | 94 | 136 | 242 | 166 | 456 | 80 | 74 | 174 | 43 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| FinalVolume: | 0 | 52 | 83 | 94 | 136 | 242 | 166 | 456 | 80 | 74 | 174 | 43 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | | | | |
| 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: | 0.00 | 1.00 | 1.00 | 0.41 | 0.59 | 1.00 | 1.00 | 1.70 | 0.30 | 1.00 | 1.60 | 0.40 | | | | |
| Final Sat.: | 0 | 1550 | 1550 | 633 | 917 | 1550 | 1550 | 2637 | 463 | 1550 | 2486 | 614 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.03 | 0.05 | 0.15 | 0.15 | 0.16 | 0.11 | 0.17 | 0.17 | 0.05 | 0.07 | 0.07 | | | | |
| Crit Volume: | 0 | | | | 230 | | | 268 | | 74 | | | | | | |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | | | | | |

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #74 Villagio Prky/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.524
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 0 | 0 1 | 0 | 0 | 0 | 0 0 | 0 | 0 | 1 | 1 0 | 1 | 0 | 2 | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 39 | 0 | 269 | | 0 | 0 | 0 | | 0 | 603 | 72 | | 436 | 303 | 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: | 39 | 0 | 269 | | 0 | 0 | 0 | | 0 | 603 | 72 | | 436 | 303 | 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: | 39 | 0 | 269 | | 0 | 0 | 0 | | 0 | 603 | 72 | | 436 | 303 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 39 | 0 | 269 | | 0 | 0 | 0 | | 0 | 603 | 72 | | 436 | 303 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 39 | 0 | 269 | | 0 | 0 | 0 | | 0 | 603 | 72 | | 436 | 303 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1550 | 1550 | 1550 | | 1550 | 1550 | 1550 | | 1550 | 1550 | 1550 | | 1550 | 1550 | 1550 | |
| 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 | 0.00 | 1.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 1.79 | 0.21 | | 1.00 | 2.00 | 0.00 | |
| Final Sat.: | 1550 | 0 | 1550 | | 0 | 0 | 0 | | 0 | 2769 | 331 | | 1550 | 3100 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.00 | 0.17 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.22 | 0.22 | | 0.28 | 0.10 | 0.00 | |
| Crit Volume: | 39 | | | | | | 0 | | | 338 | | | 436 | | | |
| Crit Moves: | **** | | | | | | | | | **** | | | **** | | | |





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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #75 Sunrise Rd/ International Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.700
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 76 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 408 | 412 | 10 | | 449 | 1234 | 393 | | 252 | 1251 | 588 | | 7 | 925 | 238 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 408 | 412 | 10 | | 449 | 1234 | 393 | | 252 | 1251 | 588 | | 7 | 925 | 238 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Volume: | 408 | 412 | 10 | | 449 | 1234 | 393 | | 252 | 1251 | 588 | | 7 | 925 | 238 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 408 | 412 | 10 | | 449 | 1234 | 393 | | 252 | 1251 | 588 | | 7 | 925 | 238 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 408 | 412 | 10 | | 449 | 1234 | 393 | | 252 | 1251 | 588 | | 7 | 925 | 238 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | |
| 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: | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | |
| Final Sat.: | 3000 | 4500 | 1500 | | 3000 | 4500 | 1500 | | 3000 | 4500 | 1500 | | 3000 | 4500 | 1500 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.14 | 0.09 | 0.01 | | 0.15 | 0.27 | 0.26 | | 0.08 | 0.28 | 0.39 | | 0.00 | 0.21 | 0.16 | |
| Crit Volume: | 204 | | | | | 411 | | | 126 | | | | | 308 | | |
| Crit Moves: | **** | | | | | **** | | | **** | | | | | **** | | |

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #76 Villagio Prky/Americanos Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.623
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 60 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 0 | 1 0 | 1 | 0 | 0 | 1 0 | 1 | 0 | 2 | 0 1 | 1 | 0 | 2 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 17 | 250 | 0 | | 63 | 351 | 30 | | 49 | 1072 | 43 | | 0 | 466 | 31 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 17 | 250 | 0 | | 63 | 351 | 30 | | 49 | 1072 | 43 | | 0 | 466 | 31 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Volume: | 17 | 250 | 0 | | 63 | 351 | 30 | | 49 | 1072 | 43 | | 0 | 466 | 31 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 17 | 250 | 0 | | 63 | 351 | 30 | | 49 | 1072 | 43 | | 0 | 466 | 31 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 17 | 250 | 0 | | 63 | 351 | 30 | | 49 | 1072 | 43 | | 0 | 466 | 31 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | |
| 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 | 0.00 | | 1.00 | 0.92 | 0.08 | | 1.00 | 2.00 | 1.00 | | 1.00 | 2.00 | 1.00 | |
| Final Sat.: | 1500 | 1500 | 0 | | 1500 | 1382 | 118 | | 1500 | 3000 | 1500 | | 1500 | 3000 | 1500 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.17 | 0.00 | | 0.04 | 0.25 | 0.25 | | 0.03 | 0.36 | 0.03 | | 0.00 | 0.16 | 0.02 | |
| Crit Volume: | 17 | | | | | 381 | | | | 536 | | | 0 | | | |
| Crit Moves: | **** | | | | | **** | | | | **** | | | **** | | | |





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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #77 Grant Line Rd/Centenial

Cycle (sec): 100 Critical Vol./Cap. (X): 0.737
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 71 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Ovl | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 2 | 0 0 | 0 | 0 | 2 | 0 1 | 1 | 0 | 0 | 0 1 | 0 | 0 | 0 | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 46 | 1373 | 0 | | 0 | 1823 | 196 | | 185 | 0 | 72 | | 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: | 46 | 1373 | 0 | | 0 | 1823 | 196 | | 185 | 0 | 72 | | 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: | 46 | 1373 | 0 | | 0 | 1823 | 196 | | 185 | 0 | 72 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 46 | 1373 | 0 | | 0 | 1823 | 196 | | 185 | 0 | 72 | | 0 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 46 | 1373 | 0 | | 0 | 1823 | 196 | | 185 | 0 | 72 | | 0 | 0 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1550 | 1550 | 1550 | | 1550 | 1550 | 1550 | | 1550 | 1550 | 1550 | | 1550 | 1550 | 1550 | |
| 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 | 2.00 | 0.00 | | 0.00 | 2.00 | 1.00 | | 1.00 | 0.00 | 1.00 | | 0.00 | 0.00 | 0.00 | |
| Final Sat.: | 1550 | 3100 | 0 | | 0 | 3100 | 1550 | | 1550 | 0 | 1550 | | 0 | 0 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.44 | 0.00 | | 0.00 | 0.59 | 0.13 | | 0.12 | 0.00 | 0.05 | | 0.00 | 0.00 | 0.00 | |
| Crit Volume: | 46 | | | | | 911 | | | 185 | | | | | 0 | | |
| Crit Moves: | **** | | | | | **** | | | **** | | | | | | | |

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #78 Villagio Prky/ Rancho Cordova Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.522
Loss Time (sec): 0 Average Delay (sec/veh): 22.8
Optimal Cycle: 48 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Ovl | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 0 | 0 1 | 0 | 1 0 | 0 1 | 0 | 1 0 | 2 0 | 1 | 1 0 | 2 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 141 | 364 | 1 | 166 | 338 | 66 | 39 | 814 | 415 | 1 | 321 | 61 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 141 | 364 | 1 | 166 | 338 | 66 | 39 | 814 | 415 | 1 | 321 | 61 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 141 | 364 | 1 | 166 | 338 | 66 | 39 | 814 | 415 | 1 | 321 | 61 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 141 | 364 | 1 | 166 | 338 | 66 | 39 | 814 | 415 | 1 | 321 | 61 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 141 | 364 | 1 | 166 | 338 | 66 | 39 | 814 | 415 | 1 | 321 | 61 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 1.00 | 1.00 | 0.95 | 0.98 | 0.98 | 0.95 | 0.95 | 0.85 | 0.95 | 0.95 | 0.85 |
| Lanes: | 1.00 | 0.99 | 0.01 | 1.00 | 0.84 | 0.16 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 1805 | 1895 | 5 | 1805 | 1551 | 303 | 1805 | 3610 | 1615 | 1805 | 3610 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.08 | 0.19 | 0.19 | 0.09 | 0.22 | 0.22 | 0.02 | 0.23 | 0.26 | 0.00 | 0.09 | 0.04 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green/Cycle: | 0.15 | 0.38 | 0.38 | 0.18 | 0.42 | 0.42 | 0.08 | 0.43 | 0.58 | 0.00 | 0.35 | 0.53 |
| Volume/Cap: | 0.52 | 0.50 | 0.50 | 0.50 | 0.52 | 0.52 | 0.26 | 0.52 | 0.44 | 0.52 | 0.26 | 0.07 |
| Uniform Del: | 39.2 | 23.5 | 23.5 | 36.7 | 21.7 | 21.7 | 42.8 | 20.8 | 11.8 | 49.9 | 23.3 | 11.4 |
| IncremntDel: | 1.8 | 0.5 | 0.5 | 1.2 | 0.6 | 0.6 | 0.9 | 0.3 | 0.3 | 153.0 | 0.1 | 0.0 |
| 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: | 41.1 | 24.1 | 24.1 | 37.9 | 22.3 | 22.3 | 43.7 | 21.2 | 12.1 | 203.0 | 23.4 | 11.4 |
| 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: | 41.1 | 24.1 | 24.1 | 37.9 | 22.3 | 22.3 | 43.7 | 21.2 | 12.1 | 203.0 | 23.4 | 11.4 |
| LOS by Move: | D | C | C | D | C | C | D | C | B | F | C | B |
| HCM2kAvgQ: | 4 | 8 | 8 | 5 | 9 | 9 | 1 | 10 | 7 | 0 | 4 | 1 |

Note: Queue reported is the number of cars per lane.





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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #79 Rancho Cordova Pkwy/ Douglas Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.760
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 95 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Ovl | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 2 0 | 2 0 | 1 | 1 0 | 2 0 | 1 | 1 0 | 3 0 | 1 | 1 0 | 3 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 409 | 348 | 101 | 45 | 955 | 14 | 10 | 544 | 621 | 42 | 220 | 15 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 409 | 348 | 101 | 45 | 955 | 14 | 10 | 544 | 621 | 42 | 220 | 15 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 409 | 348 | 101 | 45 | 955 | 14 | 10 | 544 | 621 | 42 | 220 | 15 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 409 | 348 | 101 | 45 | 955 | 14 | 10 | 544 | 621 | 42 | 220 | 15 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 409 | 348 | 101 | 45 | 955 | 14 | 10 | 544 | 621 | 42 | 220 | 15 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 |
| 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: | 2.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 |
| Final Sat.: | 3000 | 3000 | 1500 | 1500 | 3000 | 1500 | 1500 | 4500 | 1500 | 1500 | 4500 | 1500 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.14 | 0.12 | 0.07 | 0.03 | 0.32 | 0.01 | 0.01 | 0.12 | 0.41 | 0.03 | 0.05 | 0.01 |
| Crit Volume: | 0 | | | | 478 | | | | 621 | 42 | | |
| Crit Moves: | **** | | | | **** | | | | **** | **** | | |

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #80 Americanos Blvd/ Douglas Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.681
Loss Time (sec): 0 Average Delay (sec/veh): 30.3
Optimal Cycle: 72 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 2 | 0 | 1 | 1 | 0 | 2 | 0 | 1 | 1 | 0 | 3 | 0 | 1 | 2 | 0 | 3 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | | | | | |
| Base Vol: | 200 | 479 | 193 | | 199 | 1059 | 59 | | 82 | 264 | 392 | | 309 | 66 | 111 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 200 | 479 | 193 | | 199 | 1059 | 59 | | 82 | 264 | 392 | | 309 | 66 | 111 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Volume: | 200 | 479 | 193 | | 199 | 1059 | 59 | | 82 | 264 | 392 | | 309 | 66 | 111 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 200 | 479 | 193 | | 199 | 1059 | 59 | | 82 | 264 | 392 | | 309 | 66 | 111 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 200 | 479 | 193 | | 199 | 1059 | 59 | | 82 | 264 | 392 | | 309 | 66 | 111 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.95 | 0.85 | | 0.95 | 0.95 | 0.85 | | 0.95 | 0.91 | 0.85 | | 0.92 | 0.91 | 0.85 | |
| Lanes: | 2.00 | 2.00 | 1.00 | | 1.00 | 2.00 | 1.00 | | 1.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | |
| Final Sat.: | 3502 | 3610 | 1615 | | 1805 | 3610 | 1615 | | 1805 | 5187 | 1615 | | 3502 | 5187 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.06 | 0.13 | 0.12 | | 0.11 | 0.29 | 0.04 | | 0.05 | 0.05 | 0.24 | | 0.09 | 0.01 | 0.07 | |
| Crit Moves: | **** | | | | | **** | | | | | **** | | **** | | | |
| Green/Cycle: | 0.08 | 0.28 | 0.28 | | 0.23 | 0.43 | 0.43 | | 0.19 | 0.36 | 0.36 | | 0.13 | 0.29 | 0.29 | |
| Volume/Cap: | 0.68 | 0.47 | 0.43 | | 0.47 | 0.68 | 0.08 | | 0.24 | 0.14 | 0.68 | | 0.68 | 0.04 | 0.24 | |
| Uniform Del: | 44.5 | 29.8 | 29.4 | | 33.0 | 22.9 | 16.8 | | 34.1 | 21.8 | 27.4 | | 41.6 | 25.4 | 26.9 | |
| IncremntDel: | 6.4 | 0.3 | 0.6 | | 0.8 | 1.3 | 0.1 | | 0.3 | 0.0 | 3.3 | | 4.2 | 0.0 | 0.3 | |
| 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: | 50.9 | 30.2 | 30.0 | | 33.9 | 24.2 | 16.9 | | 34.4 | 21.9 | 30.7 | | 45.8 | 25.4 | 27.1 | |
| 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: | 50.9 | 30.2 | 30.0 | | 33.9 | 24.2 | 16.9 | | 34.4 | 21.9 | 30.7 | | 45.8 | 25.4 | 27.1 | |
| LOS by Move: | D | C | C | | C | C | B | | C | C | C | | D | C | C | |
| HCM2kAvgQ: | 4 | 7 | 5 | | 6 | 14 | 1 | | 2 | 2 | 10 | | 5 | 1 | 2 | |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #81 Grant Line Rd/ Chrysanthy Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.652
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 65 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 2 | 0 | 1 | 2 | 0 | 2 | 0 | 1 | 2 | 0 | 2 | 0 | 1 | 1 | 0 | 2 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | | | | | |
| Base Vol: | 106 | 853 | 150 | | 90 | 1105 | 374 | | 256 | 478 | 129 | | 133 | 433 | 62 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 106 | 853 | 150 | | 90 | 1105 | 374 | | 256 | 478 | 129 | | 133 | 433 | 62 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Volume: | 106 | 853 | 150 | | 90 | 1105 | 374 | | 256 | 478 | 129 | | 133 | 433 | 62 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 106 | 853 | 150 | | 90 | 1105 | 374 | | 256 | 478 | 129 | | 133 | 433 | 62 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 106 | 853 | 150 | | 90 | 1105 | 374 | | 256 | 478 | 129 | | 133 | 433 | 62 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | |
| 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: | 2.00 | 2.00 | 1.00 | | 2.00 | 2.00 | 1.00 | | 2.00 | 2.00 | 1.00 | | 1.00 | 2.00 | 1.00 | |
| Final Sat.: | 3000 | 3000 | 1500 | | 3000 | 3000 | 1500 | | 3000 | 3000 | 1500 | | 1500 | 3000 | 1500 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.28 | 0.10 | | 0.03 | 0.37 | 0.25 | | 0.09 | 0.16 | 0.09 | | 0.09 | 0.14 | 0.04 | |
| Crit Volume: | 53 | | | | | 553 | | | | 239 | | | 133 | | | |
| Crit Moves: | **** | | | | | **** | | | | **** | | | **** | | | |

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #82 Grant Line Rd/ Rancho Cordova Parkway

Cycle (sec): 100 Critical Vol./Cap. (X): 0.407
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - | R | L | - T | - | R | L | - T | - | R | L | - T | - | R |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Ovl | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 2 | 0 | 0 | 0 | 0 2 | 0 | 1 | 2 | 0 0 | 0 | 1 | 0 | 0 0 | 0 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 36 | 874 | 0 | 0 | 790 | 439 | 312 | 0 | 16 | 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: | 36 | 874 | 0 | 0 | 790 | 439 | 312 | 0 | 16 | 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: | 36 | 874 | 0 | 0 | 790 | 439 | 312 | 0 | 16 | 0 | 0 | 0 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 36 | 874 | 0 | 0 | 790 | 439 | 312 | 0 | 16 | 0 | 0 | 0 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| FinalVolume: | 36 | 874 | 0 | 0 | 790 | 439 | 312 | 0 | 16 | 0 | 0 | 0 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | | | | |
| 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 | 2.00 | 0.00 | 0.00 | 2.00 | 1.00 | 2.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | | | | |
| Final Sat.: | 1550 | 3100 | 0 | 0 | 3100 | 1550 | 3100 | 0 | 1550 | 0 | 0 | 0 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.28 | 0.00 | 0.00 | 0.25 | 0.28 | 0.10 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | | | | |
| Crit Volume: | 36 | | | | | 439 | 156 | | | | 0 | | | | | |
| Crit Moves: | **** | | | | | **** | **** | | | | | | | | | |





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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #83 White Rock Rd/ Carson Crossing Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 1.049
Loss Time (sec): 12 Average Delay (sec/veh): 48.0
Optimal Cycle: 180 Level Of Service: D

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - | R | L | - T | - | R | L | - T | - | R | L | - T | - | R |
| Control: | Split Phase | | | | Split Phase | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Include | | | | Ovl | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 1 0 | 0 | 1 | 0 | 0 | 1! | 0 | 1 | 0 2 | 0 | 1 | 1 | 0 1 | 1 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 1559 | 4 | 105 | 3 | 2 | 5 | 8 | 468 | 1323 | 77 | 1229 | 5 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 1559 | 4 | 105 | 3 | 2 | 5 | 8 | 468 | 1323 | 77 | 1229 | 5 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | | | | |
| PHF Volume: | 1659 | 4 | 112 | 3 | 2 | 5 | 9 | 498 | 1407 | 82 | 1307 | 5 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 1659 | 4 | 112 | 3 | 2 | 5 | 9 | 498 | 1407 | 82 | 1307 | 5 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| FinalVolume: | 1659 | 4 | 112 | 3 | 2 | 5 | 9 | 498 | 1407 | 82 | 1307 | 5 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 0.95 | 0.95 | 0.85 | 0.92 | 0.92 | 0.92 | 0.95 | 0.95 | 0.85 | 0.95 | 0.95 | 0.95 | | | | |
| Lanes: | 1.99 | 0.01 | 1.00 | 0.30 | 0.20 | 0.50 | 1.00 | 2.00 | 1.00 | 1.00 | 1.99 | 0.01 | | | | |
| Final Sat.: | 3612 | 9 | 1615 | 524 | 349 | 873 | 1805 | 3610 | 1615 | 1805 | 3592 | 15 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.46 | 0.46 | 0.07 | 0.01 | 0.01 | 0.01 | 0.00 | 0.14 | 0.87 | 0.05 | 0.36 | 0.36 | | | | |
| Crit Moves: | | **** | | | **** | | | | **** | **** | | | | | | |
| Green/Cycle: | 0.44 | 0.44 | 0.48 | 0.01 | 0.01 | 0.01 | 0.01 | 0.39 | 0.83 | 0.04 | 0.43 | 0.43 | | | | |
| Volume/Cap: | 1.05 | 1.05 | 0.14 | 1.05 | 1.05 | 1.05 | 0.84 | 0.35 | 1.05 | 1.05 | 0.84 | 0.84 | | | | |
| Uniform Del: | 28.1 | 28.1 | 14.5 | 49.7 | 49.7 | 49.7 | 49.7 | 21.4 | 8.5 | 47.8 | 25.5 | 25.5 | | | | |
| IncremntDel: | 36.6 | 36.6 | 0.1 | 300.6 | 301 | 300.6 | 193.8 | 0.2 | 38.4 | 115.9 | 4.5 | 4.5 | | | | |
| 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: | 64.7 | 64.7 | 14.6 | 350.3 | 350 | 350.3 | 243.5 | 21.5 | 46.9 | 163.7 | 29.9 | 29.9 | | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| AdjDel/Veh: | 64.7 | 64.7 | 14.6 | 350.3 | 350 | 350.3 | 243.5 | 21.5 | 46.9 | 163.7 | 29.9 | 29.9 | | | | |
| LOS by Move: | E | E | B | F | F | F | F | C | D | F | C | C | | | | |
| HCM2kAvgQ: | 36 | 36 | 2 | 1 | 1 | 1 | 0 | 5 | 54 | 4 | 20 | 20 | | | | |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #84 White Rock Rd/ Stonebriar Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.489
Loss Time (sec): 12 Average Delay (sec/veh): 10.4
Optimal Cycle: 40 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Split Phase | | | Split Phase | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 0 | 1 | 1 0 | 1 0 | 2 0 | 1 | 1 0 | 0 | 1 0 | 0 0 | 1! 0 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 54 | 572 | 22 | 42 | 1188 | 70 | 40 | 3 | 28 | 15 | 2 | 23 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 54 | 572 | 22 | 42 | 1188 | 70 | 40 | 3 | 28 | 15 | 2 | 23 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 57 | 609 | 23 | 45 | 1264 | 74 | 43 | 3 | 30 | 16 | 2 | 24 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 57 | 609 | 23 | 45 | 1264 | 74 | 43 | 3 | 30 | 16 | 2 | 24 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 57 | 609 | 23 | 45 | 1264 | 74 | 43 | 3 | 30 | 16 | 2 | 24 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.94 | 0.94 | 0.95 | 0.95 | 0.85 | 0.95 | 0.87 | 0.87 | 0.91 | 0.91 | 0.91 |
| Lanes: | 1.00 | 1.93 | 0.07 | 1.00 | 2.00 | 1.00 | 1.00 | 0.10 | 0.90 | 0.38 | 0.05 | 0.57 |
| Final Sat.: | 1805 | 3455 | 133 | 1805 | 3610 | 1615 | 1805 | 159 | 1484 | 645 | 86 | 989 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.18 | 0.18 | 0.02 | 0.35 | 0.05 | 0.02 | 0.02 | 0.02 | 0.02 | 0.02 | 0.02 |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | |
| Green/Cycle: | 0.07 | 0.68 | 0.68 | 0.10 | 0.72 | 0.72 | 0.05 | 0.05 | 0.05 | 0.05 | 0.05 | 0.05 |
| Volume/Cap: | 0.49 | 0.26 | 0.26 | 0.26 | 0.49 | 0.06 | 0.49 | 0.42 | 0.42 | 0.49 | 0.49 | 0.49 |
| Uniform Del: | 45.1 | 6.0 | 6.0 | 41.9 | 6.2 | 4.2 | 46.4 | 46.2 | 46.2 | 46.2 | 46.2 | 46.2 |
| IncremntDel: | 3.2 | 0.1 | 0.1 | 0.8 | 0.1 | 0.0 | 4.3 | 3.5 | 3.5 | 4.3 | 4.3 | 4.3 |
| 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: | 48.3 | 6.1 | 6.1 | 42.7 | 6.3 | 4.2 | 50.7 | 49.7 | 49.7 | 50.5 | 50.5 | 50.5 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 48.3 | 6.1 | 6.1 | 42.7 | 6.3 | 4.2 | 50.7 | 49.7 | 49.7 | 50.5 | 50.5 | 50.5 |
| LOS by Move: | D | A | A | D | A | A | D | D | D | D | D | D |
| HCM2kAvgQ: | 2 | 4 | 4 | 1 | 9 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #85 White Rock Rd/ Windfield Way

Cycle (sec): 100 Critical Vol./Cap. (X): 0.858
Loss Time (sec): 9 Average Delay (sec/veh): 32.3
Optimal Cycle: 85 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Permitted | | | Permitted | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Ovl | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 0 1 | 0 | 0 1 | 0 1 | 0 | 0 1 | 1 0 | 1 | 1 0 | 1 0 | 1 | 1 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 486 | 54 | 215 | 0 | 56 | 122 | 33 | 168 | 229 | 335 | 710 | 3 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 486 | 54 | 215 | 0 | 56 | 122 | 33 | 168 | 229 | 335 | 710 | 3 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 517 | 57 | 229 | 0 | 60 | 130 | 35 | 179 | 244 | 356 | 755 | 3 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 517 | 57 | 229 | 0 | 60 | 130 | 35 | 179 | 244 | 356 | 755 | 3 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 517 | 57 | 229 | 0 | 60 | 130 | 35 | 179 | 244 | 356 | 755 | 3 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.69 | 0.69 | 0.85 | 1.00 | 1.00 | 0.85 | 0.95 | 0.87 | 0.87 | 0.95 | 0.95 | 0.95 |
| Lanes: | 0.90 | 0.10 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.99 | 0.01 |
| Final Sat.: | 1187 | 132 | 1615 | 0 | 1900 | 1615 | 1805 | 1648 | 1648 | 1805 | 3591 | 15 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.44 | 0.44 | 0.14 | 0.00 | 0.03 | 0.08 | 0.02 | 0.11 | 0.15 | 0.20 | 0.21 | 0.21 |
| Crit Moves: | | **** | | | | | | | **** | **** | | |
| Green/Cycle: | 0.51 | 0.51 | 0.74 | 0.00 | 0.51 | 0.54 | 0.03 | 0.17 | 0.17 | 0.23 | 0.37 | 0.37 |
| Volume/Cap: | 0.86 | 0.86 | 0.19 | 0.00 | 0.06 | 0.15 | 0.57 | 0.63 | 0.86 | 0.86 | 0.57 | 0.57 |
| Uniform Del: | 21.5 | 21.5 | 4.0 | 0.0 | 12.5 | 11.4 | 47.6 | 38.4 | 40.2 | 36.9 | 25.3 | 25.3 |
| IncremntDel: | 10.8 | 10.8 | 0.1 | 0.0 | 0.0 | 0.1 | 12.2 | 1.9 | 14.0 | 16.2 | 0.6 | 0.6 |
| 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 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Delay/Veh: | 32.2 | 32.2 | 4.1 | 0.0 | 12.5 | 11.5 | 59.8 | 40.4 | 54.2 | 53.1 | 25.9 | 25.9 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 32.2 | 32.2 | 4.1 | 0.0 | 12.5 | 11.5 | 59.8 | 40.4 | 54.2 | 53.1 | 25.9 | 25.9 |
| LOS by Move: | C | C | A | A | B | B | E | D | D | D | C | C |
| HCM2kAvgQ: | 18 | 18 | 2 | 0 | 1 | 2 | 1 | 5 | 8 | 11 | 10 | 10 |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #86 White Rock Rd/ Latrobe Rd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.766
Loss Time (sec): 12 Average Delay (sec/veh): 30.2
Optimal Cycle: 73 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Ovl | | | Include | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 2 | 0 | 4 | 0 | 1 | 2 | 0 | 3 | 0 | 1 | 2 | 0 | 1 | 1 | 0 | 2 | 0 | 2 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 126 | 1667 | 704 | 309 | 871 | 422 | 77 | 412 | 31 | 326 | 470 | 212 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 126 | 1667 | 704 | 309 | 871 | 422 | 77 | 412 | 31 | 326 | 470 | 212 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 134 | 1773 | 749 | 329 | 927 | 449 | 82 | 438 | 33 | 347 | 500 | 226 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 134 | 1773 | 749 | 329 | 927 | 449 | 82 | 438 | 33 | 347 | 500 | 226 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 134 | 1773 | 749 | 329 | 927 | 449 | 82 | 438 | 33 | 347 | 500 | 226 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.91 | 0.85 | 0.92 | 0.91 | 0.85 | 0.92 | 0.94 | 0.94 | 0.92 | 0.95 | 0.85 |
| Lanes: | 2.00 | 4.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 1.86 | 0.14 | 2.00 | 2.00 | 1.00 |
| Final Sat.: | 3502 | 6916 | 1615 | 3502 | 5187 | 1615 | 3502 | 3324 | 250 | 3502 | 3610 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.26 | 0.46 | 0.09 | 0.18 | 0.28 | 0.02 | 0.13 | 0.13 | 0.10 | 0.14 | 0.14 |
| Crit Moves: | | | **** | **** | | | | **** | | **** | | |
| Green/Cycle: | 0.08 | 0.48 | 0.61 | 0.12 | 0.52 | 0.56 | 0.04 | 0.17 | 0.17 | 0.13 | 0.26 | 0.38 |
| Volume/Cap: | 0.49 | 0.54 | 0.77 | 0.77 | 0.34 | 0.49 | 0.54 | 0.77 | 0.77 | 0.77 | 0.54 | 0.37 |
| Uniform Del: | 53.0 | 22.2 | 17.4 | 51.0 | 16.8 | 15.8 | 56.2 | 47.4 | 47.4 | 50.5 | 38.4 | 26.8 |
| IncremntDel: | 1.4 | 0.2 | 3.7 | 8.1 | 0.1 | 0.4 | 3.8 | 5.7 | 5.7 | 7.7 | 0.6 | 0.4 |
| 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: | 54.4 | 22.3 | 21.1 | 59.1 | 16.9 | 16.2 | 60.0 | 53.1 | 53.1 | 58.2 | 39.0 | 27.1 |
| 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: | 54.4 | 22.3 | 21.1 | 59.1 | 16.9 | 16.2 | 60.0 | 53.1 | 53.1 | 58.2 | 39.0 | 27.1 |
| LOS by Move: | D | C | C | E | B | B | E | D | D | E | D | C |
| HCM2kAvgQ: | 3 | 13 | 21 | 6 | 7 | 10 | 2 | 9 | 9 | 7 | 8 | 6 |

Note: Queue reported is the number of cars per lane.





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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #87 White Rock Rd/ Valley View Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 1.065
Loss Time (sec): 12 Average Delay (sec/veh): 64.8
Optimal Cycle: 180 Level Of Service: E

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Split Phase | | | Split Phase | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 1 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 156 | 23 | 647 | 180 | 39 | 53 | 61 | 1152 | 192 | 453 | 830 | 85 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 156 | 23 | 647 | 180 | 39 | 53 | 61 | 1152 | 192 | 453 | 830 | 85 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 166 | 24 | 688 | 191 | 41 | 56 | 65 | 1226 | 204 | 482 | 883 | 90 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 166 | 24 | 688 | 191 | 41 | 56 | 65 | 1226 | 204 | 482 | 883 | 90 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 166 | 24 | 688 | 191 | 41 | 56 | 65 | 1226 | 204 | 482 | 883 | 90 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.96 | 0.96 | 0.85 | 0.95 | 0.91 | 0.91 | 0.95 | 0.93 | 0.93 | 0.95 | 0.94 | 0.94 |
| Lanes: | 0.87 | 0.13 | 1.00 | 1.00 | 0.42 | 0.58 | 1.00 | 1.71 | 0.29 | 1.00 | 1.81 | 0.19 |
| Final Sat.: | 1586 | 234 | 1615 | 1805 | 736 | 1000 | 1805 | 3029 | 505 | 1805 | 3229 | 331 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.10 | 0.10 | 0.43 | 0.11 | 0.06 | 0.06 | 0.04 | 0.40 | 0.40 | 0.27 | 0.27 | 0.27 |
| Crit Moves: | | | **** | **** | | | | **** | | **** | | |
| Green/Cycle: | 0.15 | 0.15 | 0.40 | 0.10 | 0.10 | 0.10 | 0.07 | 0.38 | 0.38 | 0.25 | 0.56 | 0.56 |
| Volume/Cap: | 0.70 | 0.70 | 1.06 | 1.06 | 0.57 | 0.57 | 0.49 | 1.06 | 1.06 | 1.06 | 0.49 | 0.49 |
| Uniform Del: | 40.4 | 40.4 | 30.0 | 45.0 | 43.0 | 43.0 | 44.5 | 31.0 | 31.0 | 37.5 | 13.5 | 13.5 |
| IncremntDel: | 7.8 | 7.8 | 53.8 | 85.3 | 4.3 | 4.3 | 2.8 | 43.7 | 43.7 | 60.5 | 0.2 | 0.2 |
| 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: | 48.2 | 48.2 | 83.8 | 130.3 | 47.3 | 47.3 | 47.4 | 74.7 | 74.7 | 98.0 | 13.7 | 13.7 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 48.2 | 48.2 | 83.8 | 130.3 | 47.3 | 47.3 | 47.4 | 74.7 | 74.7 | 98.0 | 13.7 | 13.7 |
| LOS by Move: | D | D | F | F | D | D | D | E | E | F | B | B |
| HCM2kAvgQ: | 7 | 7 | 31 | 11 | 4 | 4 | 2 | 30 | 30 | 21 | 9 | 9 |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #88 El Dorado Hills Blvd/Serrano Prky

Cycle (sec): 100 Critical Vol./Cap. (X): 0.821
Loss Time (sec): 12 Average Delay (sec/veh): 26.2
Optimal Cycle: 82 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Split Phase | | | | Split Phase | | | |
| Rights: | Ignore | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | |
| Lanes: | 1 | 0 | 2 | 0 1 | 1 | 0 | 1 | 1 0 | 1 | 0 | 0 | 1 0 | 1 | 0 | 1! | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 134 | 1639 | 722 | | 25 | 934 | 35 | | 29 | 47 | 42 | | 408 | 35 | 50 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 134 | 1639 | 722 | | 25 | 934 | 35 | | 29 | 47 | 42 | | 408 | 35 | 50 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 143 | 1744 | 0 | | 27 | 994 | 37 | | 31 | 50 | 45 | | 434 | 37 | 53 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 143 | 1744 | 0 | | 27 | 994 | 37 | | 31 | 50 | 45 | | 434 | 37 | 53 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 143 | 1744 | 0 | | 27 | 994 | 37 | | 31 | 50 | 45 | | 434 | 37 | 53 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.95 | 1.00 | | 0.95 | 0.95 | 0.95 | | 0.95 | 0.93 | 0.93 | | 0.95 | 0.95 | 0.95 | |
| Lanes: | 1.00 | 2.00 | 1.00 | | 1.00 | 1.93 | 0.07 | | 1.00 | 0.53 | 0.47 | | 1.71 | 0.12 | 0.17 | |
| Final Sat.: | 1805 | 3610 | 1900 | | 1805 | 3462 | 130 | | 1805 | 932 | 833 | | 3065 | 218 | 311 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.08 | 0.48 | 0.00 | | 0.01 | 0.29 | 0.29 | | 0.02 | 0.05 | 0.05 | | 0.14 | 0.17 | 0.17 | |
| Crit Moves: | | **** | | | **** | | | | | **** | | | | | **** | |
| Green/Cycle: | 0.13 | 0.59 | 0.00 | | 0.02 | 0.48 | 0.48 | | 0.07 | 0.07 | 0.07 | | 0.21 | 0.21 | 0.21 | |
| Volume/Cap: | 0.60 | 0.82 | 0.00 | | 0.82 | 0.60 | 0.60 | | 0.26 | 0.82 | 0.82 | | 0.68 | 0.82 | 0.82 | |
| Uniform Del: | 41.0 | 16.4 | 0.0 | | 48.9 | 19.3 | 19.3 | | 44.4 | 46.2 | 46.2 | | 36.5 | 37.8 | 37.8 | |
| IncremntDel: | 4.4 | 2.7 | 0.0 | | 87.3 | 0.6 | 0.6 | | 1.2 | 35.5 | 35.5 | | 2.5 | 8.4 | 8.4 | |
| 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 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Delay/Veh: | 45.4 | 19.1 | 0.0 | | 136.2 | 19.9 | 19.9 | | 45.6 | 81.6 | 81.6 | | 39.0 | 46.2 | 46.2 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 45.4 | 19.1 | 0.0 | | 136.2 | 19.9 | 19.9 | | 45.6 | 81.6 | 81.6 | | 39.0 | 46.2 | 46.2 | |
| LOS by Move: | D | B | A | | F | B | B | | D | F | F | | D | D | D | |
| HCM2kAvgQ: | 4 | 22 | 0 | | 2 | 13 | 13 | | 1 | 5 | 5 | | 8 | 11 | 11 | |

Note: Queue reported is the number of cars per lane.





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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #89 El Dorado Hills Blvd/Saratoga Way

Cycle (sec): 100 Critical Vol./Cap. (X): 0.912
Loss Time (sec): 12 Average Delay (sec/veh): 42.1
Optimal Cycle: 115 Level Of Service: D

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Split Phase | | | | Split Phase | | | |
| Rights: | Include | | | | Include | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | |
| Lanes: | 2 | 0 | 2 | 1 0 | 1 | 0 | 2 | 1 0 | 1 | 1 | 0 | 0 2 | 0 | 1 | 0 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 714 | 1320 | 0 | | 261 | 920 | 230 | | 798 | 47 | 463 | | 0 | 46 | 377 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 714 | 1320 | 0 | | 261 | 920 | 230 | | 798 | 47 | 463 | | 0 | 46 | 377 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 760 | 1404 | 0 | | 278 | 979 | 245 | | 849 | 50 | 493 | | 0 | 49 | 401 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 760 | 1404 | 0 | | 278 | 979 | 245 | | 849 | 50 | 493 | | 0 | 49 | 401 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 760 | 1404 | 0 | | 278 | 979 | 245 | | 849 | 50 | 493 | | 0 | 49 | 401 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.91 | 0.91 | | 0.95 | 0.88 | 0.88 | | 0.96 | 0.96 | 0.75 | | 1.00 | 1.00 | 0.85 | |
| Lanes: | 2.00 | 3.00 | 0.00 | | 1.00 | 2.40 | 0.60 | | 1.89 | 0.11 | 2.00 | | 0.00 | 1.00 | 1.00 | |
| Final Sat.: | 3502 | 5187 | 0 | | 1805 | 4025 | 1006 | | 3427 | 202 | 2842 | | 0 | 1900 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.22 | 0.27 | 0.00 | | 0.15 | 0.24 | 0.24 | | 0.25 | 0.25 | 0.17 | | 0.00 | 0.03 | 0.25 | |
| Crit Moves: | **** | | | | | **** | | | | **** | | | | | **** | |
| Green/Cycle: | 0.24 | 0.32 | 0.00 | | 0.18 | 0.27 | 0.27 | | 0.27 | 0.27 | 0.51 | | 0.00 | 0.10 | 0.29 | |
| Volume/Cap: | 0.91 | 0.84 | 0.00 | | 0.84 | 0.91 | 0.91 | | 0.91 | 0.91 | 0.34 | | 0.00 | 0.25 | 0.87 | |
| Uniform Del: | 37.1 | 31.5 | 0.0 | | 39.5 | 35.5 | 35.5 | | 35.3 | 35.3 | 14.5 | | 0.0 | 41.2 | 33.9 | |
| IncremntDel: | 14.1 | 4.0 | 0.0 | | 17.4 | 9.6 | 9.6 | | 12.3 | 12.3 | 0.1 | | 0.0 | 0.7 | 15.8 | |
| 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 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 0.00 | 1.00 | 1.00 | |
| Delay/Veh: | 51.2 | 35.6 | 0.0 | | 56.8 | 45.1 | 45.1 | | 47.6 | 47.6 | 14.7 | | 0.0 | 41.9 | 49.6 | |
| 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: | 51.2 | 35.6 | 0.0 | | 56.8 | 45.1 | 45.1 | | 47.6 | 47.6 | 14.7 | | 0.0 | 41.9 | 49.6 | |
| LOS by Move: | D | D | A | | E | D | D | | D | D | B | | A | D | D | |
| HCM2kAvgQ: | 13 | 15 | 0 | | 9 | 15 | 15 | | 13 | 13 | 5 | | 0 | 2 | 15 | |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #90 El Dorado Hills Blvd/Park Drive

Cycle (sec): 100 Critical Vol./Cap. (X): 0.807
Loss Time (sec): 12 Average Delay (sec/veh): 27.1
Optimal Cycle: 79 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Split Phase | | | | Split Phase | | | |
| Rights: | Include | | | | Ovl | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 2 | 1 0 | 1 | 0 | 3 | 0 1 | 1 | 1 | 0 | 0 2 | 1 | 1 | 1 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 1161 | 1685 | 336 | | 82 | 704 | 420 | | 173 | 18 | 53 | | 245 | 51 | 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: | 1161 | 1685 | 336 | | 82 | 704 | 420 | | 173 | 18 | 53 | | 245 | 51 | 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: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 1235 | 1793 | 357 | | 87 | 749 | 447 | | 184 | 19 | 56 | | 261 | 54 | 131 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 1235 | 1793 | 357 | | 87 | 749 | 447 | | 184 | 19 | 56 | | 261 | 54 | 131 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 1235 | 1793 | 357 | | 87 | 749 | 447 | | 184 | 19 | 56 | | 261 | 54 | 131 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.89 | 0.89 | | 0.95 | 0.91 | 0.85 | | 0.96 | 0.96 | 0.75 | | 0.91 | 0.91 | 0.85 | |
| Lanes: | 2.00 | 2.50 | 0.50 | | 1.00 | 3.00 | 1.00 | | 1.81 | 0.19 | 2.00 | | 2.00 | 1.00 | 1.00 | |
| Final Sat.: | 3502 | 4217 | 841 | | 1805 | 5187 | 1615 | | 3294 | 343 | 2842 | | 3466 | 1733 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.35 | 0.43 | 0.43 | | 0.05 | 0.14 | 0.28 | | 0.06 | 0.06 | 0.02 | | 0.08 | 0.03 | 0.08 | |
| Crit Moves: | **** | | | | | | **** | | **** | | | | | | **** | |
| Green/Cycle: | 0.44 | 0.64 | 0.64 | | 0.07 | 0.27 | 0.34 | | 0.07 | 0.07 | 0.07 | | 0.10 | 0.10 | 0.10 | |
| Volume/Cap: | 0.81 | 0.67 | 0.67 | | 0.67 | 0.53 | 0.81 | | 0.81 | 0.81 | 0.29 | | 0.75 | 0.31 | 0.81 | |
| Uniform Del: | 24.5 | 11.4 | 11.4 | | 45.2 | 30.8 | 29.9 | | 45.9 | 45.9 | 44.2 | | 43.8 | 41.8 | 44.0 | |
| IncremntDel: | 3.3 | 0.5 | 0.5 | | 12.3 | 0.4 | 8.6 | | 17.3 | 17.3 | 0.8 | | 7.3 | 0.2 | 25.0 | |
| 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: | 27.8 | 11.9 | 11.9 | | 57.5 | 31.2 | 38.4 | | 63.2 | 63.2 | 45.0 | | 51.1 | 42.0 | 69.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 27.8 | 11.9 | 11.9 | | 57.5 | 31.2 | 38.4 | | 63.2 | 63.2 | 45.0 | | 51.1 | 42.0 | 69.0 | |
| LOS by Move: | C | B | B | | E | C | D | | E | E | D | | D | D | E | |
| HCM2kAvgQ: | 17 | 15 | 15 | | 2 | 7 | 12 | | 5 | 5 | 1 | | 6 | 2 | 6 | |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #91 Latrobe Rd/ Town Center Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 1.112
Loss Time (sec): 12 Average Delay (sec/veh): 76.6
Optimal Cycle: 180 Level Of Service: E

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 4 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 1 | 1 0 | 1 | 0 | 0 | 1 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 44 | 1966 | 89 | | 588 | 1350 | 238 | | 772 | 86 | 156 | | 164 | 21 | 780 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 44 | 1966 | 89 | | 588 | 1350 | 238 | | 772 | 86 | 156 | | 164 | 21 | 780 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 47 | 2091 | 95 | | 626 | 1436 | 253 | | 821 | 91 | 166 | | 174 | 22 | 830 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 47 | 2091 | 95 | | 626 | 1436 | 253 | | 821 | 91 | 166 | | 174 | 22 | 830 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 47 | 2091 | 95 | | 626 | 1436 | 253 | | 821 | 91 | 166 | | 174 | 22 | 830 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.91 | 0.85 | | 0.92 | 0.91 | 0.85 | | 0.92 | 0.86 | 0.86 | | 0.95 | 0.85 | 0.85 | |
| Lanes: | 2.00 | 4.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 1.00 | 1.00 | | 1.00 | 0.05 | 1.95 | |
| Final Sat.: | 3502 | 6916 | 1615 | | 3502 | 5187 | 1615 | | 3502 | 1630 | 1630 | | 1805 | 85 | 3160 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.30 | 0.06 | | 0.18 | 0.28 | 0.16 | | 0.23 | 0.06 | 0.10 | | 0.10 | 0.26 | 0.26 | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.02 | 0.27 | 0.27 | | 0.16 | 0.41 | 0.41 | | 0.21 | 0.23 | 0.23 | | 0.22 | 0.24 | 0.24 | |
| Volume/Cap: | 0.67 | 1.11 | 0.22 | | 1.11 | 0.67 | 0.38 | | 1.11 | 0.24 | 0.44 | | 0.44 | 1.11 | 1.11 | |
| Uniform Del: | 48.7 | 36.4 | 28.1 | | 42.0 | 23.8 | 20.4 | | 39.5 | 31.5 | 33.1 | | 33.9 | 38.2 | 38.2 | |
| IncremntDel: | 22.5 | 58.4 | 0.2 | | 72.3 | 0.8 | 0.4 | | 68.1 | 0.1 | 0.5 | | 0.8 | 67.6 | 67.6 | |
| 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: | 71.2 | 94.8 | 28.4 | | 114.3 | 24.7 | 20.8 | | 107.5 | 31.6 | 33.6 | | 34.7 | 106 | 105.8 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 71.2 | 94.8 | 28.4 | | 114.3 | 24.7 | 20.8 | | 107.5 | 31.6 | 33.6 | | 34.7 | 106 | 105.8 | |
| LOS by Move: | E | F | C | | F | C | C | | F | C | C | | C | F | F | |
| HCM2kAvgQ: | 1 | 26 | 2 | | 15 | 13 | 5 | | 22 | 3 | 5 | | 5 | 22 | 22 | |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #92 Hazel Blvd/ Tributary- WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 1.262
Loss Time (sec): 9 Average Delay (sec/veh): 105.8
Optimal Cycle: 180 Level Of Service: F

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Ignore | | | | Include | | | | Ovl | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 3 | 0 | 1 | 0 | 0 3 | 1 | 0 | 0 | 0 0 | 0 | 1 | 1 | 1 0 | 0 | 2 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 208 | 3930 | 323 | | 0 | 2427 | 82 | | 0 | 0 | 626 | | 84 | 221 | 1024 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 208 | 3930 | 323 | | 0 | 2427 | 82 | | 0 | 0 | 626 | | 84 | 221 | 1024 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 221 | 4181 | 0 | | 0 | 2582 | 87 | | 0 | 0 | 666 | | 89 | 235 | 1089 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 221 | 4181 | 0 | | 0 | 2582 | 87 | | 0 | 0 | 666 | | 89 | 235 | 1089 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 221 | 4181 | 0 | | 0 | 2582 | 87 | | 0 | 0 | 666 | | 89 | 235 | 1089 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.91 | 1.00 | | 1.00 | 0.91 | 0.91 | | 1.00 | 1.00 | 0.87 | | 0.87 | 0.87 | 0.75 | |
| Lanes: | 2.00 | 3.00 | 1.00 | | 0.00 | 3.87 | 0.13 | | 0.00 | 0.00 | 1.00 | | 1.00 | 1.00 | 2.00 | |
| Final Sat.: | 3502 | 5187 | 1900 | | 0 | 6657 | 225 | | 0 | 0 | 1644 | | 1647 | 1647 | 2842 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.06 | 0.81 | 0.00 | | 0.00 | 0.39 | 0.39 | | 0.00 | 0.00 | 0.41 | | 0.05 | 0.14 | 0.38 | |
| Crit Moves: | | **** | | | **** | | | | | | **** | | | | | |
| Green/Cycle: | 0.09 | 0.64 | 0.00 | | 0.00 | 0.55 | 0.55 | | 0.00 | 0.00 | 0.36 | | 0.27 | 0.27 | 0.27 | |
| Volume/Cap: | 0.71 | 1.26 | 0.00 | | 0.00 | 0.71 | 0.71 | | 0.00 | 0.00 | 1.12 | | 0.20 | 0.53 | 1.41 | |
| Uniform Del: | 44.2 | 18.1 | 0.0 | | 0.0 | 16.6 | 16.6 | | 0.0 | 0.0 | 32.0 | | 28.1 | 31.0 | 36.4 | |
| IncremntDel: | 7.2 | 120 | 0.0 | | 0.0 | 0.6 | 0.6 | | 0.0 | 0.0 | 75.9 | | 0.1 | 0.8 | 193.8 | |
| 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 | 0.00 | | 0.00 | 1.00 | 1.00 | | 0.00 | 0.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Delay/Veh: | 51.4 | 138 | 0.0 | | 0.0 | 17.2 | 17.2 | | 0.0 | 0.0 | 107.9 | | 28.1 | 31.8 | 230.3 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 51.4 | 138 | 0.0 | | 0.0 | 17.2 | 17.2 | | 0.0 | 0.0 | 107.9 | | 28.1 | 31.8 | 230.3 | |
| LOS by Move: | D | F | A | | A | B | B | | A | A | F | | C | C | F | |
| HCM2kAvgQ: | 3 | 83 | 0 | | 0 | 16 | 16 | | 0 | 0 | 33 | | 2 | 7 | 43 | |

Note: Queue reported is the number of cars per lane.





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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #93 Hazel Ave/ EB US-50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 1.383
Loss Time (sec): 6 Average Delay (sec/veh): 148.2
Optimal Cycle: 180 Level Of Service: F

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Ignore | | | | Ignore | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 3 | 0 | 1 | 0 | 0 3 | 0 | 1 | 3 | 0 0 | 0 | 2 | 0 | 0 0 | 0 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 2320 | 228 | | 0 | 1094 | 1059 | | 2128 | 0 | 818 | | 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 | 2320 | 228 | | 0 | 1094 | 1059 | | 2128 | 0 | 818 | | 0 | 0 | 0 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 0 | 2468 | 0 | | 0 | 1164 | 0 | | 2264 | 0 | 870 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 2468 | 0 | | 0 | 1164 | 0 | | 2264 | 0 | 870 | | 0 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 2468 | 0 | | 0 | 1164 | 0 | | 2264 | 0 | 870 | | 0 | 0 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.91 | 1.00 | | 1.00 | 0.91 | 1.00 | | 0.48 | 1.00 | 0.75 | | 1.00 | 1.00 | 1.00 | |
| Lanes: | 0.00 | 3.00 | 1.00 | | 0.00 | 3.00 | 1.00 | | 3.00 | 0.00 | 2.00 | | 0.00 | 0.00 | 0.00 | |
| Final Sat.: | 0 | 5187 | 1900 | | 0 | 5187 | 1900 | | 2748 | 0 | 2842 | | 0 | 0 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.48 | 0.00 | | 0.00 | 0.22 | 0.00 | | 0.82 | 0.00 | 0.31 | | 0.00 | 0.00 | 0.00 | |
| Crit Moves: | | **** | | | | | | | **** | | | | | | | |
| Green/Cycle: | 0.00 | 0.34 | 0.00 | | 0.00 | 0.34 | 0.00 | | 0.60 | 0.00 | 0.60 | | 0.00 | 0.00 | 0.00 | |
| Volume/Cap: | 0.00 | 1.38 | 0.00 | | 0.00 | 0.65 | 0.00 | | 1.38 | 0.00 | 0.51 | | 0.00 | 0.00 | 0.00 | |
| Uniform Del: | 0.0 | 32.8 | 0.0 | | 0.0 | 27.7 | 0.0 | | 20.2 | 0.0 | 11.8 | | 0.0 | 0.0 | 0.0 | |
| IncremntDel: | 0.0 | 176 | 0.0 | | 0.0 | 0.9 | 0.0 | | 176.1 | 0.0 | 0.3 | | 0.0 | 0.0 | 0.0 | |
| 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: | 0.00 | 1.00 | 0.00 | | 0.00 | 1.00 | 0.00 | | 1.00 | 0.00 | 1.00 | | 0.00 | 0.00 | 0.00 | |
| Delay/Veh: | 0.0 | 209 | 0.0 | | 0.0 | 28.6 | 0.0 | | 196.3 | 0.0 | 12.0 | | 0.0 | 0.0 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 209 | 0.0 | | 0.0 | 28.6 | 0.0 | | 196.3 | 0.0 | 12.0 | | 0.0 | 0.0 | 0.0 | |
| LOS by Move: | A | F | A | | A | C | A | | F | A | B | | A | A | A | |
| HCM2kAvgQ: | 0 | 58 | 0 | | 0 | 11 | 0 | | 52 | 0 | 9 | | 0 | 0 | 0 | |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #94 Folsom Blvd/ WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.585
Loss Time (sec): 9 Average Delay (sec/veh): 10.8
Optimal Cycle: 40 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Ignore | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 3 | 0 0 | 0 | 0 | 3 | 0 1 | 1 | 0 | 1! | 0 1 | 0 | 0 | 0 | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 109 | 2198 | 0 | 0 | 980 | 1728 | 166 | 0 | 155 | 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: | 109 | 2198 | 0 | 0 | 980 | 1728 | 166 | 0 | 155 | 0 | 0 | 0 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.00 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | | | | |
| PHF Volume: | 116 | 2338 | 0 | 0 | 1043 | 0 | 177 | 0 | 165 | 0 | 0 | 0 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 116 | 2338 | 0 | 0 | 1043 | 0 | 177 | 0 | 165 | 0 | 0 | 0 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| FinalVolume: | 116 | 2338 | 0 | 0 | 1043 | 0 | 177 | 0 | 165 | 0 | 0 | 0 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 0.95 | 0.91 | 1.00 | 1.00 | 0.91 | 1.00 | 0.75 | 1.00 | 0.75 | 1.00 | 1.00 | 1.00 | | | | |
| Lanes: | 1.00 | 3.00 | 0.00 | 0.00 | 3.00 | 1.00 | 1.52 | 0.00 | 1.48 | 0.00 | 0.00 | 0.00 | | | | |
| Final Sat.: | 1805 | 5187 | 0 | 0 | 5187 | 1900 | 2167 | 0 | 2118 | 0 | 0 | 0 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.06 | 0.45 | 0.00 | 0.00 | 0.20 | 0.00 | 0.08 | 0.00 | 0.08 | 0.00 | 0.00 | 0.00 | | | | |
| Crit Moves: | | **** | | **** | | | **** | | | | | | | | | |
| Green/Cycle: | 0.19 | 0.77 | 0.00 | 0.00 | 0.58 | 0.00 | 0.14 | 0.00 | 0.14 | 0.00 | 0.00 | 0.00 | | | | |
| Volume/Cap: | 0.34 | 0.58 | 0.00 | 0.00 | 0.34 | 0.00 | 0.58 | 0.00 | 0.56 | 0.00 | 0.00 | 0.00 | | | | |
| Uniform Del: | 35.3 | 4.8 | 0.0 | 0.0 | 10.8 | 0.0 | 40.3 | 0.0 | 40.2 | 0.0 | 0.0 | 0.0 | | | | |
| IncremntDel: | 0.6 | 0.2 | 0.0 | 0.0 | 0.1 | 0.0 | 1.5 | 0.0 | 1.2 | 0.0 | 0.0 | 0.0 | | | | |
| 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 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | | | | |
| Delay/Veh: | 36.0 | 5.0 | 0.0 | 0.0 | 10.9 | 0.0 | 41.9 | 0.0 | 41.3 | 0.0 | 0.0 | 0.0 | | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| AdjDel/Veh: | 36.0 | 5.0 | 0.0 | 0.0 | 10.9 | 0.0 | 41.9 | 0.0 | 41.3 | 0.0 | 0.0 | 0.0 | | | | |
| LOS by Move: | D | A | A | A | B | A | D | A | D | A | A | A | | | | |
| HCM2kAvgQ: | 3 | 11 | 0 | 0 | 6 | 0 | 4 | 0 | 4 | 0 | 0 | 0 | | | | |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #95 Folsom Blvd/ EB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.676
Loss Time (sec): 12 Average Delay (sec/veh): 26.3
Optimal Cycle: 56 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Ignore | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 2 | 0 1 | 1 | 0 | 2 | 0 1 | 3 | 0 | 1 | 0 1 | 1 | 0 | 0 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 855 | 103 | 113 | 784 | 238 | 1190 | 138 | 27 | 126 | 0 | 155 | | | | |
| Growth Adj: | 1.00 | 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 | 855 | 103 | 113 | 784 | 238 | 1190 | 138 | 27 | 126 | 0 | 155 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.00 | 0.94 | 0.94 | 0.94 | | | | |
| PHF Volume: | 0 | 910 | 110 | 120 | 834 | 253 | 1266 | 147 | 0 | 134 | 0 | 165 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 0 | 910 | 110 | 120 | 834 | 253 | 1266 | 147 | 0 | 134 | 0 | 165 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | | | | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | | | | |
| FinalVolume: | 0 | 910 | 110 | 120 | 834 | 253 | 1266 | 147 | 0 | 134 | 0 | 165 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 1.00 | 0.95 | 0.85 | 0.95 | 0.95 | 0.85 | 0.92 | 1.00 | 1.00 | 0.95 | 1.00 | 0.85 | | | | |
| Lanes: | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 3.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | | | | |
| Final Sat.: | 1900 | 3610 | 1615 | 1805 | 3610 | 1615 | 5253 | 1900 | 1900 | 1805 | 0 | 1615 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.25 | 0.07 | 0.07 | 0.23 | 0.16 | 0.24 | 0.08 | 0.00 | 0.07 | 0.00 | 0.10 | | | | |
| Crit Moves: | | **** | | **** | | | **** | | | | | **** | | | | |
| Green/Cycle: | 0.00 | 0.37 | 0.37 | 0.10 | 0.47 | 0.47 | 0.36 | 0.21 | 0.00 | 0.20 | 0.00 | 0.30 | | | | |
| Volume/Cap: | 0.00 | 0.68 | 0.18 | 0.68 | 0.49 | 0.33 | 0.68 | 0.37 | 0.00 | 0.37 | 0.00 | 0.34 | | | | |
| Uniform Del: | 0.0 | 26.3 | 21.1 | 43.5 | 18.2 | 16.6 | 27.3 | 33.9 | 0.0 | 34.5 | 0.0 | 27.4 | | | | |
| IncremntDel: | 0.0 | 1.4 | 0.1 | 9.9 | 0.2 | 0.3 | 1.0 | 0.6 | 0.0 | 0.6 | 0.0 | 0.4 | | | | |
| 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: | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 0.00 | 1.00 | | | | |
| Delay/Veh: | 0.0 | 27.7 | 21.3 | 53.5 | 18.4 | 16.8 | 28.3 | 34.5 | 0.0 | 35.2 | 0.0 | 27.8 | | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| AdjDel/Veh: | 0.0 | 27.7 | 21.3 | 53.5 | 18.4 | 16.8 | 28.3 | 34.5 | 0.0 | 35.2 | 0.0 | 27.8 | | | | |
| LOS by Move: | A | C | C | D | B | B | C | C | A | D | A | C | | | | |
| HCM2kAvgQ: | 0 | 13 | 2 | 4 | 9 | 5 | 11 | 4 | 0 | 3 | 0 | 4 | | | | |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #96 Prairie City/ WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.591
Loss Time (sec): 6 Average Delay (sec/veh): 12.1
Optimal Cycle: 32 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Ignore | | | | Ignore | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1387 | 404 | | 0 | 1024 | 495 | | 0 | 0 | 0 | | 93 | 0 | 392 | |
| Growth Adj: | 1.00 | 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 | 1387 | 404 | | 0 | 1024 | 495 | | 0 | 0 | 0 | | 93 | 0 | 392 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 0 | 1476 | 0 | | 0 | 1089 | 0 | | 0 | 0 | 0 | | 99 | 0 | 417 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 1476 | 0 | | 0 | 1089 | 0 | | 0 | 0 | 0 | | 99 | 0 | 417 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 1476 | 0 | | 0 | 1089 | 0 | | 0 | 0 | 0 | | 99 | 0 | 417 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.95 | 1.00 | | 1.00 | 0.95 | 1.00 | | 1.00 | 1.00 | 1.00 | | 0.61 | 1.00 | 0.75 | |
| Lanes: | 0.00 | 2.00 | 1.00 | | 0.00 | 2.00 | 1.00 | | 0.00 | 0.00 | 0.00 | | 2.00 | 0.00 | 2.00 | |
| Final Sat.: | 0 | 3610 | 1900 | | 0 | 3610 | 1900 | | 0 | 0 | 0 | | 2330 | 0 | 2842 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.41 | 0.00 | | 0.00 | 0.30 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.04 | 0.00 | 0.15 | |
| Crit Moves: | | **** | | | | | | | | | | | | | **** | |
| Green/Cycle: | 0.00 | 0.69 | 0.00 | | 0.00 | 0.69 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.25 | 0.00 | 0.25 | |
| Volume/Cap: | 0.00 | 0.59 | 0.00 | | 0.00 | 0.44 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.17 | 0.00 | 0.59 | |
| Uniform Del: | 0.0 | 8.0 | 0.0 | | 0.0 | 6.8 | 0.0 | | 0.0 | 0.0 | 0.0 | | 29.5 | 0.0 | 33.1 | |
| IncremntDel: | 0.0 | 0.4 | 0.0 | | 0.0 | 0.1 | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.1 | 0.0 | 1.3 | |
| 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: | 0.00 | 1.00 | 0.00 | | 0.00 | 1.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 1.00 | 0.00 | 1.00 | |
| Delay/Veh: | 0.0 | 8.4 | 0.0 | | 0.0 | 6.9 | 0.0 | | 0.0 | 0.0 | 0.0 | | 29.6 | 0.0 | 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: | 0.0 | 8.4 | 0.0 | | 0.0 | 6.9 | 0.0 | | 0.0 | 0.0 | 0.0 | | 29.6 | 0.0 | 34.4 | |
| LOS by Move: | A | A | A | | A | A | A | | A | A | A | | C | A | C | |
| HCM2kAvgQ: | 0 | 12 | 0 | | 0 | 8 | 0 | | 0 | 0 | 0 | | 1 | 0 | 7 | |

Note: Queue reported is the number of cars per lane.





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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #97 Prairie City/ EB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.667
Loss Time (sec): 6 Average Delay (sec/veh): 13.9
Optimal Cycle: 39 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 2 | 0 | 1 | 1 | 1 | 0 | 0 | 2 | |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1616 | 357 | | 0 | 1119 | 0 | | 470 | 2 | 403 | | 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 | 1616 | 357 | | 0 | 1119 | 0 | | 470 | 2 | 403 | | 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: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 0 | 1719 | 380 | | 0 | 1190 | 0 | | 500 | 2 | 429 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 1719 | 380 | | 0 | 1190 | 0 | | 500 | 2 | 429 | | 0 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 1719 | 380 | | 0 | 1190 | 0 | | 500 | 2 | 429 | | 0 | 0 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.95 | 0.85 | | 1.00 | 0.95 | 1.00 | | 0.92 | 0.92 | 0.75 | | 1.00 | 1.00 | 1.00 | |
| Lanes: | 0.00 | 2.00 | 1.00 | | 0.00 | 2.00 | 1.00 | | 1.99 | 0.01 | 2.00 | | 0.00 | 0.00 | 0.00 | |
| Final Sat.: | 0 | 3610 | 1615 | | 0 | 3610 | 1900 | | 3477 | 15 | 2842 | | 0 | 0 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.48 | 0.24 | | 0.00 | 0.33 | 0.00 | | 0.14 | 0.14 | 0.15 | | 0.00 | 0.00 | 0.00 | |
| Crit Moves: | | **** | | | | | | | | | **** | | | | | |
| Green/Cycle: | 0.00 | 0.71 | 0.71 | | 0.00 | 0.71 | 0.00 | | 0.23 | 0.23 | 0.23 | | 0.00 | 0.00 | 0.00 | |
| Volume/Cap: | 0.00 | 0.67 | 0.33 | | 0.00 | 0.46 | 0.00 | | 0.64 | 0.64 | 0.67 | | 0.00 | 0.00 | 0.00 | |
| Uniform Del: | 0.0 | 7.8 | 5.4 | | 0.0 | 6.1 | 0.0 | | 35.0 | 35.0 | 35.3 | | 0.0 | 0.0 | 0.0 | |
| IncremntDel: | 0.0 | 0.7 | 0.2 | | 0.0 | 0.1 | 0.0 | | 1.7 | 1.7 | 2.7 | | 0.0 | 0.0 | 0.0 | |
| 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: | 0.00 | 1.00 | 1.00 | | 0.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 0.00 | 0.00 | 0.00 | |
| Delay/Veh: | 0.0 | 8.5 | 5.5 | | 0.0 | 6.2 | 0.0 | | 36.7 | 36.7 | 38.0 | | 0.0 | 0.0 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 8.5 | 5.5 | | 0.0 | 6.2 | 0.0 | | 36.7 | 36.7 | 38.0 | | 0.0 | 0.0 | 0.0 | |
| LOS by Move: | A | A | A | | A | A | A | | D | D | D | | A | A | A | |
| HCM2kAvgQ: | 0 | 15 | 4 | | 0 | 8 | 0 | | 8 | 8 | 8 | | 0 | 0 | 0 | |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #98 East Bidwell St/ WB US 50 Ramps

| | | | |
|---|---|---|---|
| Cycle (sec): | 100 | Critical Vol./Cap. (X): | 0.743 |
| Loss Time (sec): | 6 | Average Delay (sec/veh): | 21.4 |
| Optimal Cycle: | 48 | Level Of Service: | C |

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Ignore | | | | Ignore | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1850 | 592 | | 0 | 1811 | 626 | | 0 | 0 | 0 | | 401 | 0 | 853 | |
| Growth Adj: | 1.00 | 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 | 1850 | 592 | | 0 | 1811 | 626 | | 0 | 0 | 0 | | 401 | 0 | 853 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 0 | 1968 | 0 | | 0 | 1927 | 0 | | 0 | 0 | 0 | | 427 | 0 | 907 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 1968 | 0 | | 0 | 1927 | 0 | | 0 | 0 | 0 | | 427 | 0 | 907 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 1968 | 0 | | 0 | 1927 | 0 | | 0 | 0 | 0 | | 427 | 0 | 907 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.91 | 1.00 | | 1.00 | 0.91 | 1.00 | | 1.00 | 1.00 | 1.00 | | 0.59 | 1.00 | 0.75 | |
| Lanes: | 0.00 | 3.00 | 1.00 | | 0.00 | 3.00 | 1.00 | | 0.00 | 0.00 | 0.00 | | 2.00 | 0.00 | 2.00 | |
| Final Sat.: | 0 | 5187 | 1900 | | 0 | 5187 | 1900 | | 0 | 0 | 0 | | 2241 | 0 | 2842 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.38 | 0.00 | | 0.00 | 0.37 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.19 | 0.00 | 0.32 | |
| Crit Moves: | | **** | | | | | | | | | | | | | **** | |
| Green/Cycle: | 0.00 | 0.51 | 0.00 | | 0.00 | 0.51 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.43 | 0.00 | 0.43 | |
| Volume/Cap: | 0.00 | 0.74 | 0.00 | | 0.00 | 0.73 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.44 | 0.00 | 0.74 | |
| Uniform Del: | 0.0 | 19.3 | 0.0 | | 0.0 | 19.1 | 0.0 | | 0.0 | 0.0 | 0.0 | | 20.1 | 0.0 | 23.9 | |
| IncremntDel: | 0.0 | 1.2 | 0.0 | | 0.0 | 1.0 | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.3 | 0.0 | 2.5 | |
| 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: | 0.00 | 1.00 | 0.00 | | 0.00 | 1.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 1.00 | 0.00 | 1.00 | |
| Delay/Veh: | 0.0 | 20.5 | 0.0 | | 0.0 | 20.1 | 0.0 | | 0.0 | 0.0 | 0.0 | | 20.4 | 0.0 | 26.4 | |
| 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: | 0.0 | 20.5 | 0.0 | | 0.0 | 20.1 | 0.0 | | 0.0 | 0.0 | 0.0 | | 20.4 | 0.0 | 26.4 | |
| LOS by Move: | A | C | A | | A | C | A | | A | A | A | | C | A | C | |
| HCM2kAvgQ: | 0 | 17 | 0 | | 0 | 16 | 0 | | 0 | 0 | 0 | | 5 | 0 | 15 | |

Note: Queue reported is the number of cars per lane.





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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #99 East Bidwell St/ EB US 50 Ramps

| | | | |
|---|---|---|---|
| Cycle (sec): | 100 | Critical Vol./Cap. (X): | 0.754 |
| Loss Time (sec): | 6 | Average Delay (sec/veh): | 21.4 |
| Optimal Cycle: | 49 | Level Of Service: | C |

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Ignore | | | | Ignore | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 3 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1750 | 941 | | 0 | 1855 | 357 | | 692 | 0 | 374 | | 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 | 1750 | 941 | | 0 | 1855 | 357 | | 692 | 0 | 374 | | 0 | 0 | 0 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 0 | 1862 | 0 | | 0 | 1973 | 0 | | 736 | 0 | 398 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 1862 | 0 | | 0 | 1973 | 0 | | 736 | 0 | 398 | | 0 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 1862 | 0 | | 0 | 1973 | 0 | | 736 | 0 | 398 | | 0 | 0 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.91 | 1.00 | | 1.00 | 0.91 | 1.00 | | 0.59 | 1.00 | 0.75 | | 1.00 | 1.00 | 1.00 | |
| Lanes: | 0.00 | 3.00 | 1.00 | | 0.00 | 3.00 | 1.00 | | 2.00 | 0.00 | 2.00 | | 0.00 | 0.00 | 0.00 | |
| Final Sat.: | 0 | 5187 | 1900 | | 0 | 5187 | 1900 | | 2241 | 0 | 2842 | | 0 | 0 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.36 | 0.00 | | 0.00 | 0.38 | 0.00 | | 0.33 | 0.00 | 0.14 | | 0.00 | 0.00 | 0.00 | |
| Crit Moves: | | | | | | **** | | | **** | | | | | | | |
| Green/Cycle: | 0.00 | 0.50 | 0.00 | | 0.00 | 0.50 | 0.00 | | 0.44 | 0.00 | 0.44 | | 0.00 | 0.00 | 0.00 | |
| Volume/Cap: | 0.00 | 0.71 | 0.00 | | 0.00 | 0.75 | 0.00 | | 0.75 | 0.00 | 0.32 | | 0.00 | 0.00 | 0.00 | |
| Uniform Del: | 0.0 | 19.2 | 0.0 | | 0.0 | 19.8 | 0.0 | | 23.7 | 0.0 | 18.5 | | 0.0 | 0.0 | 0.0 | |
| IncremntDel: | 0.0 | 0.9 | 0.0 | | 0.0 | 1.3 | 0.0 | | 3.4 | 0.0 | 0.2 | | 0.0 | 0.0 | 0.0 | |
| 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: | 0.00 | 1.00 | 0.00 | | 0.00 | 1.00 | 0.00 | | 1.00 | 0.00 | 1.00 | | 0.00 | 0.00 | 0.00 | |
| Delay/Veh: | 0.0 | 20.1 | 0.0 | | 0.0 | 21.1 | 0.0 | | 27.1 | 0.0 | 18.7 | | 0.0 | 0.0 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 20.1 | 0.0 | | 0.0 | 21.1 | 0.0 | | 27.1 | 0.0 | 18.7 | | 0.0 | 0.0 | 0.0 | |
| LOS by Move: | A | C | A | | A | C | A | | C | A | B | | A | A | A | |
| HCM2kAvgQ: | 0 | 15 | 0 | | 0 | 17 | 0 | | 11 | 0 | 5 | | 0 | 0 | 0 | |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #100 El Dorado Hills Blvd/ WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.674
Loss Time (sec): 0 Average Delay (sec/veh): 0.3
Optimal Cycle: 44 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 3285 | 0 | | 0 | 1190 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 0 | 3285 | 0 | | 0 | 1190 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 0 | 3495 | 0 | | 0 | 1266 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 3495 | 0 | | 0 | 1266 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 3495 | 0 | | 0 | 1266 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.91 | 1.00 | | 1.00 | 0.91 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Lanes: | 0.00 | 3.00 | 0.00 | | 0.00 | 3.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | |
| Final Sat.: | 0 | 5187 | 0 | | 0 | 5187 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.67 | 0.00 | | 0.00 | 0.24 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | |
| Crit Moves: | | **** | | | | | | | | | | | | | | |
| Green/Cycle: | 0.00 | 1.00 | 0.00 | | 0.00 | 1.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | |
| Volume/Cap: | 0.00 | 0.67 | 0.00 | | 0.00 | 0.24 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | |
| Uniform Del: | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | |
| IncremntDel: | 0.0 | 0.4 | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | |
| 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: | 0.00 | 1.00 | 0.00 | | 0.00 | 1.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | |
| Delay/Veh: | 0.0 | 0.4 | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 0.4 | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | |
| LOS by Move: | A | A | A | | A | A | A | | A | A | A | | A | A | A | |
| HCM2kAvgQ: | 0 | 1 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |

Note: Queue reported is the number of cars per lane.





PM Cumulative Centralized DFri May 8, 2009 17:37:59 Page 103-1

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #101 El Dorado Hills Blvd/ EB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.752
Loss Time (sec): 6 Average Delay (sec/veh): 4.2
Optimal Cycle: 49 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Ignore | | | | Ignore | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 3 | 0 | 1 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 3129 | 234 | | 110 | 1089 | 0 | | 0 | 0 | 1152 | | 0 | 0 | 762 | |
| Growth Adj: | 1.00 | 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 | 3129 | 234 | | 110 | 1089 | 0 | | 0 | 0 | 1152 | | 0 | 0 | 762 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.00 | |
| PHF Volume: | 0 | 3329 | 249 | | 117 | 1159 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 3329 | 249 | | 117 | 1159 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| FinalVolume: | 0 | 3329 | 249 | | 117 | 1159 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.97 | 0.91 | 0.85 | | 0.95 | 0.91 | 1.00 | | 1.00 | 1.00 | 0.88 | | 1.00 | 1.00 | 1.00 | |
| Lanes: | 2.00 | 3.00 | 1.00 | | 1.00 | 3.00 | 0.00 | | 0.00 | 0.00 | 2.00 | | 0.00 | 0.00 | 1.00 | |
| Final Sat.: | 3686 | 5187 | 1615 | | 1805 | 5187 | 0 | | 0 | 0 | 3344 | | 0 | 0 | 1900 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.64 | 0.15 | | 0.06 | 0.22 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | |
| Crit Moves: | | **** | | | **** | | | | | | | | | | | |
| Green/Cycle: | 0.00 | 0.85 | 0.85 | | 0.09 | 0.94 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | |
| Volume/Cap: | 0.00 | 0.75 | 0.18 | | 0.75 | 0.24 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | |
| Uniform Del: | 0.0 | 3.0 | 1.3 | | 44.6 | 0.2 | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | |
| IncremntDel: | 0.0 | 0.7 | 0.1 | | 18.4 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | |
| 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: | 0.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | |
| Delay/Veh: | 0.0 | 3.7 | 1.3 | | 63.0 | 0.3 | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 3.7 | 1.3 | | 63.0 | 0.3 | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | |
| LOS by Move: | A | A | A | | E | A | A | | A | A | A | | A | A | A | |
| HCM2kAvgQ: | 0 | 14 | 1 | | 4 | 1 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |

Note: Queue reported is the number of cars per lane.

PM Cumulative Centralized DFri May 8, 2009 17:37:59 Page 104-1

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #102 Sunrise Rd/ Jackson Hwy-SR16

Cycle (sec): 100 Critical Vol./Cap. (X): 0.829
Loss Time (sec): 12 Average Delay (sec/veh): 30.2
Optimal Cycle: 84 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 3 | 0 1 | | 2 | 0 3 | 0 1 | | 2 | 0 2 | 0 1 | | 2 | 0 2 | 0 1 | |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 4 | 420 | 235 | | 123 | 1225 | 104 | | 110 | 1415 | 14 | | 197 | 725 | 53 | |
| Growth Adj: | 1.00 | 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 | 420 | 235 | | 123 | 1225 | 104 | | 110 | 1415 | 14 | | 197 | 725 | 53 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 4 | 447 | 250 | | 131 | 1303 | 111 | | 117 | 1505 | 15 | | 210 | 771 | 56 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 4 | 447 | 250 | | 131 | 1303 | 111 | | 117 | 1505 | 15 | | 210 | 771 | 56 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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 | 447 | 250 | | 131 | 1303 | 111 | | 117 | 1505 | 15 | | 210 | 771 | 56 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.91 | 0.85 | | 0.92 | 0.91 | 0.85 | | 0.92 | 0.95 | 0.85 | | 0.92 | 0.95 | 0.85 | |
| Lanes: | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 2.00 | 1.00 | | 2.00 | 2.00 | 1.00 | |
| Final Sat.: | 3502 | 5187 | 1615 | | 3502 | 5187 | 1615 | | 3502 | 3610 | 1615 | | 3502 | 3610 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.09 | 0.15 | | 0.04 | 0.25 | 0.07 | | 0.03 | 0.42 | 0.01 | | 0.06 | 0.21 | 0.03 | |
| Crit Moves: | **** | | | | | **** | | | | **** | | | **** | | | |
| Green/Cycle: | 0.00 | 0.22 | 0.29 | | 0.09 | 0.30 | 0.38 | | 0.08 | 0.50 | 0.50 | | 0.07 | 0.50 | 0.58 | |
| Volume/Cap: | 0.83 | 0.39 | 0.53 | | 0.43 | 0.83 | 0.18 | | 0.43 | 0.83 | 0.02 | | 0.83 | 0.43 | 0.06 | |
| Uniform Del: | 49.9 | 33.4 | 29.8 | | 43.4 | 32.4 | 20.6 | | 44.0 | 21.2 | 12.4 | | 45.8 | 16.1 | 9.0 | |
| IncremntDel: | 271.9 | 0.2 | 1.2 | | 1.0 | 3.8 | 0.1 | | 1.1 | 3.3 | 0.0 | | 19.9 | 0.2 | 0.0 | |
| 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: | 321.9 | 33.6 | 30.9 | | 44.4 | 36.3 | 20.7 | | 45.1 | 24.5 | 12.4 | | 65.7 | 16.2 | 9.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 321.9 | 33.6 | 30.9 | | 44.4 | 36.3 | 20.7 | | 45.1 | 24.5 | 12.4 | | 65.7 | 16.2 | 9.0 | |
| LOS by Move: | F | C | C | | D | D | C | | D | C | B | | E | B | A | |
| HCM2kAvgQ: | 0 | 4 | 6 | | 2 | 13 | 2 | | 2 | 23 | 0 | | 4 | 8 | 1 | |

Note: Queue reported is the number of cars per lane.





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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #103 Grant Line Rd/ Jackson Rd- SR16

Cycle (sec): 100 Critical Vol./Cap. (X): 0.609
Loss Time (sec): 12 Average Delay (sec/veh): 26.2
Optimal Cycle: 49 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 2 | 0 1 | | 2 | 0 2 | 0 2 | | 2 | 0 2 | 0 2 | | 2 | 0 2 | 0 1 | |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 185 | 759 | 81 | | 1 | 747 | 87 | | 133 | 788 | 170 | | 90 | 397 | 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: | 185 | 759 | 81 | | 1 | 747 | 87 | | 133 | 788 | 170 | | 90 | 397 | 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: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 197 | 807 | 86 | | 1 | 795 | 93 | | 141 | 838 | 181 | | 96 | 422 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 197 | 807 | 86 | | 1 | 795 | 93 | | 141 | 838 | 181 | | 96 | 422 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 197 | 807 | 86 | | 1 | 795 | 93 | | 141 | 838 | 181 | | 96 | 422 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.95 | 0.85 | | 0.92 | 0.95 | 0.75 | | 0.92 | 0.95 | 0.75 | | 0.92 | 0.95 | 1.00 | |
| Lanes: | 2.00 | 2.00 | 1.00 | | 2.00 | 2.00 | 2.00 | | 2.00 | 2.00 | 2.00 | | 2.00 | 2.00 | 1.00 | |
| Final Sat.: | 3502 | 3610 | 1615 | | 3502 | 3610 | 2842 | | 3502 | 3610 | 2842 | | 3502 | 3610 | 1900 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.06 | 0.22 | 0.05 | | 0.00 | 0.22 | 0.03 | | 0.04 | 0.23 | 0.06 | | 0.03 | 0.12 | 0.00 | |
| Crit Moves: | **** | | | | | **** | | | | **** | | | **** | | | |
| Green/Cycle: | 0.09 | 0.45 | 0.50 | | 0.00 | 0.36 | 0.47 | | 0.11 | 0.38 | 0.47 | | 0.04 | 0.32 | 0.00 | |
| Volume/Cap: | 0.61 | 0.49 | 0.11 | | 0.49 | 0.61 | 0.07 | | 0.37 | 0.61 | 0.13 | | 0.61 | 0.37 | 0.00 | |
| Uniform Del: | 43.6 | 19.3 | 13.3 | | 50.0 | 26.1 | 14.5 | | 41.3 | 24.9 | 14.8 | | 46.9 | 26.4 | 0.0 | |
| IncremntDel: | 3.4 | 0.2 | 0.1 | | 118.0 | 0.8 | 0.0 | | 0.6 | 0.8 | 0.0 | | 6.8 | 0.2 | 0.0 | |
| 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 | 0.00 | |
| Delay/Veh: | 47.0 | 19.5 | 13.4 | | 167.9 | 27.0 | 14.5 | | 41.9 | 25.7 | 14.8 | | 53.7 | 26.6 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 47.0 | 19.5 | 13.4 | | 167.9 | 27.0 | 14.5 | | 41.9 | 25.7 | 14.8 | | 53.7 | 26.6 | 0.0 | |
| LOS by Move: | D | B | B | | F | C | B | | D | C | B | | D | C | A | |
| HCM2kAvgQ: | 4 | 9 | 1 | | 0 | 10 | 1 | | 2 | 11 | 2 | | 2 | 5 | 0 | |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #104 Oak Ave Pkwy/ WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.670
Loss Time (sec): 6 Average Delay (sec/veh): 12.3
Optimal Cycle: 39 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Permitted | | | Permitted | | | Permitted | | | Permitted | | |
| Rights: | Ignore | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 2 | 0 | 1 | 0 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 1576 | 334 | 0 | 1134 | 706 | 0 | 0 | 0 | 353 | 0 | 159 |
| Growth Adj: | 1.00 | 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 | 1576 | 334 | 0 | 1134 | 706 | 0 | 0 | 0 | 353 | 0 | 159 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.00 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 0 | 1677 | 0 | 0 | 1206 | 751 | 0 | 0 | 0 | 376 | 0 | 169 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 1677 | 0 | 0 | 1206 | 751 | 0 | 0 | 0 | 376 | 0 | 169 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 1677 | 0 | 0 | 1206 | 751 | 0 | 0 | 0 | 376 | 0 | 169 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 0.85 | 1.00 | 1.00 | 1.00 | 0.60 | 1.00 | 0.75 |
| Lanes: | 0.00 | 2.00 | 1.00 | 0.00 | 2.00 | 1.00 | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 2.00 |
| Final Sat.: | 0 | 3610 | 1900 | 0 | 3610 | 1615 | 0 | 0 | 0 | 2278 | 0 | 2842 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.46 | 0.00 | 0.00 | 0.33 | 0.47 | 0.00 | 0.00 | 0.00 | 0.16 | 0.00 | 0.06 |
| Crit Moves: | | | | | | **** | | | | **** | | |
| Green/Cycle: | 0.00 | 0.69 | 0.00 | 0.00 | 0.69 | 0.69 | 0.00 | 0.00 | 0.00 | 0.25 | 0.00 | 0.25 |
| Volume/Cap: | 0.00 | 0.67 | 0.00 | 0.00 | 0.48 | 0.67 | 0.00 | 0.00 | 0.00 | 0.67 | 0.00 | 0.24 |
| Uniform Del: | 0.0 | 8.7 | 0.0 | 0.0 | 7.0 | 8.8 | 0.0 | 0.0 | 0.0 | 34.0 | 0.0 | 30.2 |
| IncremntDel: | 0.0 | 0.7 | 0.0 | 0.0 | 0.1 | 1.6 | 0.0 | 0.0 | 0.0 | 3.1 | 0.0 | 0.2 |
| 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: | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 |
| Delay/Veh: | 0.0 | 9.5 | 0.0 | 0.0 | 7.2 | 10.3 | 0.0 | 0.0 | 0.0 | 37.2 | 0.0 | 30.4 |
| 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: | 0.0 | 9.5 | 0.0 | 0.0 | 7.2 | 10.3 | 0.0 | 0.0 | 0.0 | 37.2 | 0.0 | 30.4 |
| LOS by Move: | A | A | A | A | A | B | A | A | A | D | A | C |
| HCM2kAvgQ: | 0 | 15 | 0 | 0 | 8 | 13 | 0 | 0 | 0 | 7 | 0 | 2 |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #105 Oak Ave Pkwy/ EB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.829
Loss Time (sec): 6 Average Delay (sec/veh): 28.4
Optimal Cycle: 65 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Permitted | | | Permitted | | | Permitted | | | Permitted | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 2 | 0 | 1 | 2 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 858 | 390 | 0 | 936 | 123 | 1053 | 0 | 214 | 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 | 858 | 390 | 0 | 936 | 123 | 1053 | 0 | 214 | 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: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 0 | 913 | 415 | 0 | 996 | 131 | 1120 | 0 | 228 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 913 | 415 | 0 | 996 | 131 | 1120 | 0 | 228 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 913 | 415 | 0 | 996 | 131 | 1120 | 0 | 228 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 0.95 | 0.85 | 1.00 | 0.95 | 0.85 | 0.59 | 1.00 | 0.75 | 1.00 | 1.00 | 1.00 |
| Lanes: | 0.00 | 2.00 | 1.00 | 0.00 | 2.00 | 1.00 | 2.00 | 0.00 | 2.00 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 0 | 3610 | 1615 | 0 | 3610 | 1615 | 2226 | 0 | 2842 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.25 | 0.26 | 0.00 | 0.28 | 0.08 | 0.50 | 0.00 | 0.08 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | | | | | **** | | **** | | | | | |
| Green/Cycle: | 0.00 | 0.33 | 0.33 | 0.00 | 0.33 | 0.33 | 0.61 | 0.00 | 0.61 | 0.00 | 0.00 | 0.00 |
| Volume/Cap: | 0.00 | 0.76 | 0.77 | 0.00 | 0.83 | 0.24 | 0.83 | 0.00 | 0.13 | 0.00 | 0.00 | 0.00 |
| Uniform Del: | 0.0 | 29.8 | 29.9 | 0.0 | 30.7 | 24.2 | 15.5 | 0.0 | 8.4 | 0.0 | 0.0 | 0.0 |
| IncremntDel: | 0.0 | 2.9 | 6.8 | 0.0 | 4.9 | 0.2 | 4.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 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: | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 32.7 | 36.8 | 0.0 | 35.7 | 24.5 | 20.0 | 0.0 | 8.4 | 0.0 | 0.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 32.7 | 36.8 | 0.0 | 35.7 | 24.5 | 20.0 | 0.0 | 8.4 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | A | C | D | A | D | C | B | A | A | A | A | A |
| HCM2kAvgQ: | 0 | 13 | 12 | 0 | 15 | 3 | 17 | 0 | 2 | 0 | 0 | 0 |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #106 Empire Ranch Rd/ WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.524
Loss Time (sec): 6 Average Delay (sec/veh): 16.7
Optimal Cycle: 28 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Permitted | | | Permitted | | | Permitted | | | Permitted | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 0 0 | 3 | 0 1 | 0 0 | 3 | 0 1 | 0 0 | 0 | 0 0 | 2 0 | 0 | 0 2 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 1340 | 393 | 0 | 1345 | 310 | 0 | 0 | 0 | 255 | 0 | 579 |
| Growth Adj: | 1.00 | 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 | 1340 | 393 | 0 | 1345 | 310 | 0 | 0 | 0 | 255 | 0 | 579 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 0 | 1426 | 418 | 0 | 1431 | 330 | 0 | 0 | 0 | 271 | 0 | 616 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 1426 | 418 | 0 | 1431 | 330 | 0 | 0 | 0 | 271 | 0 | 616 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 0 | 1426 | 418 | 0 | 1431 | 330 | 0 | 0 | 0 | 271 | 0 | 616 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 0.91 | 0.85 | 1.00 | 0.91 | 0.85 | 1.00 | 1.00 | 1.00 | 0.59 | 1.00 | 0.75 |
| Lanes: | 0.00 | 3.00 | 1.00 | 0.00 | 3.00 | 1.00 | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 2.00 |
| Final Sat.: | 0 | 5187 | 1615 | 0 | 5187 | 1615 | 0 | 0 | 0 | 2241 | 0 | 2842 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.27 | 0.26 | 0.00 | 0.28 | 0.20 | 0.00 | 0.00 | 0.00 | 0.12 | 0.00 | 0.22 |
| Crit Moves: | | | | | **** | | | | | | | **** |
| Green/Cycle: | 0.00 | 0.53 | 0.53 | 0.00 | 0.53 | 0.53 | 0.00 | 0.00 | 0.00 | 0.41 | 0.00 | 0.41 |
| Volume/Cap: | 0.00 | 0.52 | 0.49 | 0.00 | 0.52 | 0.39 | 0.00 | 0.00 | 0.00 | 0.29 | 0.00 | 0.52 |
| Uniform Del: | 0.0 | 15.5 | 15.1 | 0.0 | 15.5 | 14.1 | 0.0 | 0.0 | 0.0 | 19.6 | 0.0 | 22.0 |
| IncremntDel: | 0.0 | 0.2 | 0.4 | 0.0 | 0.2 | 0.3 | 0.0 | 0.0 | 0.0 | 0.2 | 0.0 | 0.4 |
| 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: | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 |
| Delay/Veh: | 0.0 | 15.6 | 15.6 | 0.0 | 15.7 | 14.4 | 0.0 | 0.0 | 0.0 | 19.7 | 0.0 | 22.4 |
| 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: | 0.0 | 15.6 | 15.6 | 0.0 | 15.7 | 14.4 | 0.0 | 0.0 | 0.0 | 19.7 | 0.0 | 22.4 |
| LOS by Move: | A | B | B | A | B | B | A | A | A | B | A | C |
| HCM2kAvgQ: | 0 | 10 | 8 | 0 | 10 | 6 | 0 | 0 | 0 | 3 | 0 | 8 |

Note: Queue reported is the number of cars per lane.





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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #107 Empire Ranch Rd/ EB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.490
Loss Time (sec): 6 Average Delay (sec/veh): 19.3
Optimal Cycle: 27 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Permitted | | | Permitted | | | Permitted | | | Permitted | | |
| Rights: | Ignore | | | Ignore | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 0 0 | 3 | 0 1 | 0 0 | 3 | 0 1 | 2 0 | 0 | 0 2 | 0 0 | 0 | 0 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 1123 | 264 | 0 | 872 | 727 | 610 | 0 | 195 | 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 | 1123 | 264 | 0 | 872 | 727 | 610 | 0 | 195 | 0 | 0 | 0 |
| User Adj: | 0.94 | 0.94 | 0.00 | 0.94 | 0.94 | 0.00 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 1056 | 0 | 0 | 820 | 0 | 573 | 0 | 183 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 1056 | 0 | 0 | 820 | 0 | 573 | 0 | 183 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 1056 | 0 | 0 | 820 | 0 | 573 | 0 | 183 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 0.91 | 1.00 | 1.00 | 0.91 | 1.00 | 0.59 | 1.00 | 0.75 | 1.00 | 1.00 | 1.00 |
| Lanes: | 0.00 | 3.00 | 1.00 | 0.00 | 3.00 | 1.00 | 2.00 | 0.00 | 2.00 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 0 | 5187 | 1900 | 0 | 5187 | 1900 | 2230 | 0 | 2842 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.20 | 0.00 | 0.00 | 0.16 | 0.00 | 0.26 | 0.00 | 0.06 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | | **** | | | | | **** | | | | | |
| Green/Cycle: | 0.00 | 0.42 | 0.00 | 0.00 | 0.42 | 0.00 | 0.52 | 0.00 | 0.52 | 0.00 | 0.00 | 0.00 |
| Volume/Cap: | 0.00 | 0.49 | 0.00 | 0.00 | 0.38 | 0.00 | 0.49 | 0.00 | 0.12 | 0.00 | 0.00 | 0.00 |
| Uniform Del: | 0.0 | 21.5 | 0.0 | 0.0 | 20.3 | 0.0 | 15.2 | 0.0 | 12.1 | 0.0 | 0.0 | 0.0 |
| IncremntDel: | 0.0 | 0.2 | 0.0 | 0.0 | 0.1 | 0.0 | 0.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 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: | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 21.6 | 0.0 | 0.0 | 20.4 | 0.0 | 15.5 | 0.0 | 12.1 | 0.0 | 0.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 21.6 | 0.0 | 0.0 | 20.4 | 0.0 | 15.5 | 0.0 | 12.1 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | A | C | A | A | C | A | B | A | B | A | A | A |
| HCM2kAvgQ: | 0 | 8 | 0 | 0 | 6 | 0 | 6 | 0 | 2 | 0 | 0 | 0 |

Note: Queue reported is the number of cars per lane.

PM Cumulative Centralized DFri May 8, 2009 17:37:59 Page 110-1

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #108 Silva Way/ WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.883
Loss Time (sec): 6 Average Delay (sec/veh): 24.7
Optimal Cycle: 85 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Ignore | | | | Ignore | | | | Include | | | | Ignore | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 | 2 | 0 1 | 0 | 0 | 2 | 0 1 | 0 | 0 | 0 | 0 0 | 2 | 0 | 0 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1705 | 0 | 0 | 695 | 280 | 0 | 0 | 0 | 692 | 0 | 260 | | | | |
| Growth Adj: | 1.00 | 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 | 1705 | 0 | 0 | 695 | 280 | 0 | 0 | 0 | 692 | 0 | 260 | | | | |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | | | | |
| PHF Adj: | 0.94 | 0.94 | 0.00 | 0.94 | 0.94 | 0.00 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.00 | | | | |
| PHF Volume: | 0 | 1814 | 0 | 0 | 739 | 0 | 0 | 0 | 0 | 736 | 0 | 0 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 0 | 1814 | 0 | 0 | 739 | 0 | 0 | 0 | 0 | 736 | 0 | 0 | | | | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | | | | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | | | | |
| FinalVolume: | 0 | 1814 | 0 | 0 | 739 | 0 | 0 | 0 | 0 | 736 | 0 | 0 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 0.59 | 1.00 | 1.00 | | | | |
| Lanes: | 0.00 | 2.00 | 1.00 | 0.00 | 2.00 | 1.00 | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 1.00 | | | | |
| Final Sat.: | 0 | 3610 | 1900 | 0 | 3610 | 1900 | 0 | 0 | 0 | 2248 | 0 | 1900 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.50 | 0.00 | 0.00 | 0.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.33 | 0.00 | 0.00 | | | | |
| Crit Moves: | | **** | | | | | | | | **** | | | | | | |
| Green/Cycle: | 0.00 | 0.57 | 0.00 | 0.00 | 0.57 | 0.00 | 0.00 | 0.00 | 0.00 | 0.37 | 0.00 | 0.00 | | | | |
| Volume/Cap: | 0.00 | 0.88 | 0.00 | 0.00 | 0.36 | 0.00 | 0.00 | 0.00 | 0.00 | 0.88 | 0.00 | 0.00 | | | | |
| Uniform Del: | 0.0 | 18.7 | 0.0 | 0.0 | 11.7 | 0.0 | 0.0 | 0.0 | 0.0 | 29.4 | 0.0 | 0.0 | | | | |
| IncremntDel: | 0.0 | 4.9 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 10.9 | 0.0 | 0.0 | | | | |
| 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: | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 | | | | |
| Delay/Veh: | 0.0 | 23.6 | 0.0 | 0.0 | 11.8 | 0.0 | 0.0 | 0.0 | 0.0 | 40.4 | 0.0 | 0.0 | | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| AdjDel/Veh: | 0.0 | 23.6 | 0.0 | 0.0 | 11.8 | 0.0 | 0.0 | 0.0 | 0.0 | 40.4 | 0.0 | 0.0 | | | | |
| LOS by Move: | A | C | A | A | B | A | A | A | A | D | A | A | | | | |
| HCM2kAvgQ: | 0 | 26 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | | | | |

Note: Queue reported is the number of cars per lane.

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PM Cumulative Centralized DFri May 8, 2009 17:37:59 Page 111-1

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #109 Silva Way/ EB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.785
Loss Time (sec): 6 Average Delay (sec/veh): 23.4
Optimal Cycle: 55 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Ignore | | | | Ignore | | | | Ignore | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 | 2 | 0 1 | 0 | 0 | 2 | 0 1 | 2 | 0 | 0 | 0 1 | 0 | 0 | 0 | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1339 | 639 | 0 | 1243 | 0 | 724 | 0 | 125 | 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 | 1339 | 639 | 0 | 1243 | 0 | 724 | 0 | 125 | 0 | 0 | 0 | | | | |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.94 | 0.94 | 0.00 | 0.94 | 0.94 | 0.00 | 0.94 | 0.94 | 0.00 | 0.94 | 0.94 | 0.94 | | | | |
| PHF Volume: | 0 | 1424 | 0 | 0 | 1322 | 0 | 770 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 0 | 1424 | 0 | 0 | 1322 | 0 | 770 | 0 | 0 | 0 | 0 | 0 | | | | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | | | | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | | | | |
| FinalVolume: | 0 | 1424 | 0 | 0 | 1322 | 0 | 770 | 0 | 0 | 0 | 0 | 0 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 0.59 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Lanes: | 0.00 | 2.00 | 1.00 | 0.00 | 2.00 | 1.00 | 2.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | | | | |
| Final Sat.: | 0 | 3610 | 1900 | 0 | 3610 | 1900 | 2241 | 0 | 1900 | 0 | 0 | 0 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.39 | 0.00 | 0.00 | 0.37 | 0.00 | 0.34 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | | | |
| Crit Moves: | | **** | | | | | **** | | | | | | | | | |
| Green/Cycle: | 0.00 | 0.50 | 0.00 | 0.00 | 0.50 | 0.00 | 0.44 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | | | |
| Volume/Cap: | 0.00 | 0.79 | 0.00 | 0.00 | 0.73 | 0.00 | 0.79 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | | | |
| Uniform Del: | 0.0 | 20.4 | 0.0 | 0.0 | 19.5 | 0.0 | 24.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | |
| IncremntDel: | 0.0 | 2.3 | 0.0 | 0.0 | 1.5 | 0.0 | 4.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | |
| 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: | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | | | |
| Delay/Veh: | 0.0 | 22.8 | 0.0 | 0.0 | 21.1 | 0.0 | 28.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| AdjDel/Veh: | 0.0 | 22.8 | 0.0 | 0.0 | 21.1 | 0.0 | 28.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | |
| LOS by Move: | A | C | A | A | C | A | C | A | A | A | A | A | | | | |
| HCM2kAvgQ: | 0 | 20 | 0 | 0 | 17 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | | | | |

Note: Queue reported is the number of cars per lane.

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LEVEL OF SERVICE WORKSHEETS

# CUMULATIVE CONDITIONS
# REDUCED HILLSIDE DEVELOPMENT (RHD) ALTERNATIVE
# AM PEAK HOUR

Impact Analysis Report
Level Of Service

| Intersection | Base LOS | Base Del/ Veh | Base V/ C | Future LOS | Future Del/ Veh | Future V/ C | Change in |
|---|---|---|---|---|---|---|---|
| # 1 Folsom Blvd/ Blue Ravine Rd | D | 49.5 | 0.987 | D | 49.5 | 0.987 | + 0.000 D/V |
| # 2 Sibly Street/ Blue Ravine Road | E | 55.1 | 1.031 | E | 55.1 | 1.031 | + 0.000 D/V |
| # 3 Oak Avenue Parkway/ Blue Ravin | D | 35.9 | 0.849 | D | 35.9 | 0.849 | + 0.000 D/V |
| # 4 Empire Ranch Road/ Natoma Stre | C | 25.3 | 0.854 | C | 25.3 | 0.854 | + 0.000 D/V |
| # 5 Oak Avenue Parkway/ Riley Stre | B | 19.7 | 0.729 | B | 19.7 | 0.729 | + 0.000 D/V |
| # 6 Oak Avenue Parkway/ East Bidwe | C | 32.1 | 0.729 | C | 32.1 | 0.729 | + 0.000 D/V |
| # 7 East Bidwell St/Nesmith Ct | C | 24.7 | 0.867 | C | 24.7 | 0.867 | + 0.000 D/V |
| # 8 East Bidwell St/Scholar Way | B | 12.6 | 0.571 | B | 12.6 | 0.571 | + 0.000 D/V |
| # 9 East Bidwell St/Power Center D | A | 7.2 | 0.566 | A | 7.2 | 0.566 | + 0.000 D/V |
| # 10 Broadstone Pkwy/ East Bidwell | C | 28.2 | 0.677 | C | 28.2 | 0.677 | + 0.000 D/V |
| # 11 Empire Ranch Road/ Broadstone | C | 20.7 | 0.628 | C | 20.7 | 0.628 | + 0.000 D/V |
| # 12 Oak Avenue Prky / Haverhill Dr | B | 14.9 | 0.606 | B | 14.9 | 0.606 | + 0.000 D/V |
| # 13 Oak Avenue Prky / Haldion Wy | B | 14.8 | 0.634 | B | 14.8 | 0.634 | + 0.000 D/V |
| # 14 Folsom Blvd/ Iron Point Road | C | 20.7 | 0.867 | C | 20.7 | 0.867 | + 0.000 D/V |
| # 15 Prairie City Rd/ Iron Point Rd | C | 25.2 | 0.703 | C | 25.2 | 0.703 | + 0.000 D/V |
| # 16 Grover Rd/ Iron Point Rd | B | 17.5 | 0.457 | B | 17.5 | 0.457 | + 0.000 D/V |
| # 17 McAdoo Dr/ Iron Point Rd | C | 20.7 | 0.519 | C | 20.7 | 0.519 | + 0.000 D/V |
| # 18 Oak Ave Pkwy/ Iron Point Rd | C | 33.3 | 0.728 | C | 33.3 | 0.728 | + 0.000 D/V |
| # 19 Rowberry Dr/ Iron Point Rd | C | 26.2 | 0.608 | C | 26.2 | 0.608 | + 0.000 D/V |
| # 20 Broadstone Pkwy/ Iron Point Rd | B | 18.7 | 0.333 | B | 18.7 | 0.333 | + 0.000 D/V |
| # 21 East Bidwell St/ Iron Point Rd | C | 30.2 | 0.810 | C | 30.2 | 0.810 | + 0.000 D/V |
| # 22 Cavitt Dr/ Iron Point Rd | B | 12.8 | 0.384 | B | 12.8 | 0.384 | + 0.000 D/V |
| # 23 Serpa Way / Iron Point Rd | C | 24.4 | 0.597 | C | 24.4 | 0.597 | + 0.000 D/V |
| # 24 Empire Ranch Road/ Iron Point | F | 84.2 | 1.093 | F | 84.2 | 1.093 | + 0.000 D/V |
| # 25 Prairie City Rd/ High School | C | 34.9 | 0.907 | C | 34.9 | 0.907 | + 0.000 D/V |

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| Intersection | Base LOS | Base Del/ Veh | Base V/ C | Future LOS | Future Del/ Veh | Future V/ C | Change in |
|---|---|---|---|---|---|---|---|
| # 26 East Bidwell St / Placerville | F | 306.0 | 1.582 | F | 306.0 | 1.582 | + 0.000 D/V |
| # 27 Prairie City Rd/ White Rock Rd | D | 41.8 | 1.045 | D | 41.8 | 1.045 | + 0.000 D/V |
| # 28 Scott Rd (South)/ White Rock R | D | 35.1 | 1.034 | D | 35.1 | 1.034 | + 0.000 D/V |
| # 29 Scott Rd (North)/ White Rock R | D | 36.5 | 0.892 | D | 36.5 | 0.892 | + 0.000 D/V |
| # 30 Placerville Rd/ White Rock Rd | B | 11.6 | 0.596 | B | 11.6 | 0.596 | + 0.000 D/V |
| # 31 Empire Ranch Rd/ North Rd | B | 15.2 | 0.373 | B | 15.2 | 0.373 | + 0.000 D/V |
| # 32 Prairie City Rd/ Easton Valley | C | 32.6 | 0.817 | C | 32.6 | 0.817 | + 0.000 D/V |
| # 33 Oak Ave Pkwy/ Easton Valley Pk | D | 37.1 | 0.909 | D | 37.1 | 0.909 | + 0.000 D/V |
| # 34 RowberryDr/ Easton Valley Pkwy | C | 22.9 | 0.603 | C | 22.9 | 0.603 | + 0.000 D/V |
| # 35 1st/ Easton Valley Pkwy | C | 27.3 | 0.647 | C | 27.3 | 0.647 | + 0.000 D/V |
| # 36 2nd St/ Easton Valley Pkwy | C | 22.5 | 0.493 | C | 22.5 | 0.493 | + 0.000 D/V |
| # 37 3rd St/ Easton Valley Pkwy | C | 22.5 | 0.385 | C | 22.5 | 0.385 | + 0.000 D/V |
| # 38 Scott Rd (North)/ Easton Valle | C | 33.3 | 0.791 | C | 33.3 | 0.791 | + 0.000 D/V |
| # 39 Placerville Rd / Easton Valley | C | 28.8 | 0.346 | C | 28.8 | 0.346 | + 0.000 D/V |
| # 40 4th St/ Easton Valley Pkwy | C | 24.9 | 0.425 | C | 24.9 | 0.425 | + 0.000 D/V |
| # 41 Hillside Dr/ Easton Valley Pkw | B | 15.2 | 0.393 | B | 15.2 | 0.393 | + 0.000 D/V |
| # 42 Empire Ranch Rd/ Easton Valley | B | 19.7 | 0.363 | B | 19.7 | 0.363 | + 0.000 D/V |
| # 43 Prairie City Rd/Middle Rd | B | 10.2 | 0.550 | B | 10.2 | 0.550 | + 0.000 D/V |
| # 44 Oak Ave Pkwy/Middle Rd | B | 17.8 | 0.532 | B | 17.8 | 0.532 | + 0.000 D/V |
| # 45 Scott Rd (North)/ Street "B" | C | 31.3 | 0.798 | C | 31.3 | 0.798 | + 0.000 D/V |
| # 46 Placerville Drive/Street "B" | C | 25.4 | 0.403 | C | 25.4 | 0.403 | + 0.000 D/V |
| # 47 Prairie City Rd/Street "A" | B | 11.0 | 0.681 | B | 11.0 | 0.681 | + 0.000 D/V |
| # 48 Oak Ave Pkwy/Street "A" | C | 26.9 | 0.641 | C | 26.9 | 0.641 | + 0.000 D/V |
| # 49 2nd St/Street "A" | C | 22.7 | 0.545 | C | 22.7 | 0.545 | + 0.000 D/V |
| # 50 Scott Rd (North)/ Street "A" | C | 30.4 | 0.722 | C | 30.4 | 0.722 | + 0.000 D/V |
| # 51 East Rd/Street "A" | B | 11.6 | 0.499 | B | 11.6 | 0.499 | + 0.000 V/C |

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| Intersection | Base LOS | Base Del/ Veh | Base V/ C | Future LOS | Future Del/ Veh | Future V/ C | Change in |
|---|---|---|---|---|---|---|---|
| # 52 Placerville Rd/ Street "A" | C | 24.4 | 0.466 | C | 24.4 | 0.466 | + 0.000 D/V |
| # 53 Empire Ranch Rd/Street "A" | B | 12.1 | 0.347 | B | 12.1 | 0.347 | + 0.000 D/V |
| # 54 Scott Rd (North)/South Rd | C | 22.7 | 0.531 | C | 22.7 | 0.531 | + 0.000 D/V |
| # 55 Oak Ave Pkwy/ White Rock Rd | C | 26.3 | 0.935 | C | 26.3 | 0.935 | + 0.000 D/V |
| # 56 Empire Ranch Rd/ White Rock Rd | C | 25.1 | 0.885 | C | 25.1 | 0.885 | + 0.000 D/V |
| # 57 Hazel Blvd/ Gold Country | E | xxxxx | 0.995 | E | xxxxx | 0.995 | + 0.000 V/C |
| # 58 Hazel Ave/ Folsom Blvd | C | xxxxx | 0.764 | C | xxxxx | 0.764 | + 0.000 V/C |
| # 59 Grant Line Rd/ White Rock Rd | F | xxxxx | 1.037 | F | xxxxx | 1.037 | + 0.000 V/C |
| # 60 Grant Line Rd/ Sunrise Rd | D | xxxxx | 0.824 | D | xxxxx | 0.824 | + 0.000 V/C |
| # 61 Hazel Ave/ Easton Valley Pkwy | A | xxxxx | 0.449 | A | xxxxx | 0.449 | + 0.000 V/C |
| # 62 Aerojet Road/ Easton Valley Pk | A | xxxxx | 0.405 | A | xxxxx | 0.405 | + 0.000 V/C |
| # 63 Alabama Ave/ Easton Valley Pkw | A | xxxxx | 0.401 | A | xxxxx | 0.401 | + 0.000 V/C |
| # 64 Glenborough Rd/ Easton Valley | A | xxxxx | 0.401 | A | xxxxx | 0.401 | + 0.000 V/C |
| # 65 Sunrise Blvd/ White Rock Rd | B | xxxxx | 0.633 | B | xxxxx | 0.633 | + 0.000 V/C |
| # 66 Fitzgerald Road / White Rock R | A | xxxxx | 0.311 | A | xxxxx | 0.311 | + 0.000 V/C |
| # 67 Sunrise Blvd/ Douglas Rd | B | xxxxx | 0.699 | B | xxxxx | 0.699 | + 0.000 V/C |
| # 68 Grant Line Rd/ Douglas Rd | C | xxxxx | 0.755 | C | xxxxx | 0.755 | + 0.000 V/C |
| # 69 Grant Line Rd/ Kiefer Boulevar | D | xxxxx | 0.861 | D | xxxxx | 0.861 | + 0.000 V/C |
| # 70 Rancho Cordova Pkwy/ Easton Va | B | xxxxx | 0.699 | B | xxxxx | 0.699 | + 0.000 V/C |
| # 71 Rancho Cordova Pkwy/ White Roc | F | xxxxx | 1.019 | F | xxxxx | 1.019 | + 0.000 V/C |
| # 72 International Drive/White Rock | A | xxxxx | 0.437 | A | xxxxx | 0.437 | + 0.000 V/C |
| # 73 Rio Del Oro Prky/ White Rock R | A | xxxxx | 0.545 | A | xxxxx | 0.545 | + 0.000 V/C |
| # 74 Villagio Prky/ White Rock Rd | A | xxxxx | 0.409 | A | xxxxx | 0.409 | + 0.000 V/C |
| # 75 Sunrise Rd/ International Dr | C | xxxxx | 0.744 | C | xxxxx | 0.744 | + 0.000 V/C |
| # 76 Villagio Prky/Americanos Blvd | A | xxxxx | 0.572 | A | xxxxx | 0.572 | + 0.000 V/C |
| # 77 Grant Line Rd/Centenial | D | xxxxx | 0.891 | D | xxxxx | 0.891 | + 0.000 V/C |





| Intersection | Base LOS | Base Del/ Veh | Base V/ C | Future LOS | Future Del/ Veh | Future V/ C | Change in |
|---|---|---|---|---|---|---|---|
| # 78 Villagio Prky/ Rancho Cordova | C | 27.9 | 0.683 | C | 27.9 | 0.683 | + 0.000 D/V |
| # 79 Rancho Cordova Pkwy/ Douglas R | A | xxxxx | 0.499 | A | xxxxx | 0.499 | + 0.000 V/C |
| # 80 Americanos Blvd/ Douglas Rd | C | 22.8 | 0.490 | C | 22.8 | 0.490 | + 0.000 D/V |
| # 81 Grant Line Rd/ Chrysanthy Blvd | D | xxxxx | 0.896 | D | xxxxx | 0.896 | + 0.000 V/C |
| # 82 Grant Line Rd/ Rancho Cordova | A | xxxxx | 0.545 | A | xxxxx | 0.545 | + 0.000 V/C |
| # 83 White Rock Rd/ Carson Crossing | F | 97.2 | 1.228 | F | 97.2 | 1.228 | + 0.000 D/V |
| # 84 White Rock Rd/ Stonebriar Rd | B | 15.0 | 0.412 | B | 15.0 | 0.412 | + 0.000 D/V |
| # 85 White Rock Rd/ Windfield Way | C | 23.8 | 0.657 | C | 23.8 | 0.657 | + 0.000 D/V |
| # 86 White Rock Rd/ Latrobe Rd | D | 37.4 | 0.858 | D | 37.4 | 0.858 | + 0.000 D/V |
| # 87 White Rock Rd/ Valley View Pkw | D | 46.6 | 1.003 | D | 46.6 | 1.003 | + 0.000 D/V |
| # 88 El Dorado Hills Blvd/Serrano P | D | 36.5 | 0.936 | D | 36.5 | 0.936 | + 0.000 D/V |
| # 89 El Dorado Hills Blvd/Saratoga | C | 32.7 | 0.868 | C | 32.7 | 0.868 | + 0.000 D/V |
| # 90 El Dorado Hills Blvd/Park Driv | C | 24.9 | 0.789 | C | 24.9 | 0.789 | + 0.000 D/V |
| # 91 Latrobe Rd/ Town Center Blvd | C | 34.1 | 1.001 | C | 34.1 | 1.001 | + 0.000 D/V |
| # 92 Hazel Blvd/ Tributary- WB US 5 | D | 46.0 | 1.045 | D | 46.0 | 1.045 | + 0.000 D/V |
| # 93 Hazel Ave/ EB US-50 Ramps | D | 35.6 | 0.955 | D | 35.6 | 0.955 | + 0.000 D/V |
| # 94 Folsom Blvd/ WB US 50 Ramps | A | 6.2 | 0.545 | A | 6.2 | 0.545 | + 0.000 D/V |
| # 95 Folsom Blvd/ EB US 50 Ramps | C | 25.1 | 0.685 | C | 25.1 | 0.685 | + 0.000 D/V |
| # 96 Prairie City/ WB US 50 Ramps | D | 35.8 | 0.990 | D | 35.8 | 0.990 | + 0.000 D/V |
| # 97 Prairie City/ EB US 50 Ramps | C | 21.9 | 0.882 | C | 21.9 | 0.882 | + 0.000 D/V |
| # 98 East Bidwell St/ WB US 50 Ramp | C | 31.3 | 0.923 | C | 31.3 | 0.923 | + 0.000 D/V |
| # 99 East Bidwell St/ EB US 50 Ramp | B | 17.7 | 0.776 | B | 17.7 | 0.776 | + 0.000 D/V |
| #100 El Dorado Hills Blvd/ WB US 50 | A | 0.0 | 0.445 | A | 0.0 | 0.445 | + 0.000 D/V |
| #101 El Dorado Hills Blvd/ EB US 50 | A | 3.7 | 0.415 | A | 3.7 | 0.415 | + 0.000 D/V |
| #102 Sunrise Rd/ Jackson Hwy-SR16 | C | 29.3 | 0.804 | C | 29.3 | 0.804 | + 0.000 D/V |
| #103 Grant Line Rd/ Jackson Rd- SR1 | C | 24.1 | 0.432 | C | 24.1 | 0.432 | + 0.000 D/V |

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| Intersection | Base LOS | Base Del/ Veh | Base V/ C | Future LOS | Future Del/ Veh | Future V/ C | Change in |
|---|---|---|---|---|---|---|---|
| #104 Oak Ave Pkwy/ WB US 50 Ramps | B | 18.9 | 0.783 | B | 18.9 | 0.783 | + 0.000 D/V |
| #105 Oak Ave Pkwy/ EB US 50 Ramps | C | 27.7 | 0.865 | C | 27.7 | 0.865 | + 0.000 D/V |
| #106 Empire Ranch Rd/ WB US 50 Ramp | B | 15.4 | 0.598 | B | 15.4 | 0.598 | + 0.000 D/V |
| #107 Empire Ranch Rd/ EB US 50 Ramp | B | 16.2 | 0.470 | B | 16.2 | 0.470 | + 0.000 D/V |
| #108 Silva Way/ WB US 50 Ramps | D | 38.4 | 0.966 | D | 38.4 | 0.966 | + 0.000 D/V |
| #109 Silva Way/ EB US 50 Ramps | A | 8.5 | 0.729 | A | 8.5 | 0.729 | + 0.000 D/V |





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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #1 Folsom Blvd/ Blue Ravine Rd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.987
Loss Time (sec): 15 Average Delay (sec/veh): 49.5
Optimal Cycle: 180 Level Of Service: D

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 2 | 0 1 | | 1 | 0 2 | 0 1 | | 1 | 0 1 | 0 1 | | 2 | 0 1 | 0 1 | |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 288 | 1211 | 75 | | 254 | 1619 | 53 | | 34 | 54 | 50 | | 391 | 269 | 275 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 288 | 1211 | 75 | | 254 | 1619 | 53 | | 34 | 54 | 50 | | 391 | 269 | 275 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 324 | 1361 | 84 | | 285 | 1819 | 60 | | 38 | 61 | 56 | | 439 | 302 | 309 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 324 | 1361 | 84 | | 285 | 1819 | 60 | | 38 | 61 | 56 | | 439 | 302 | 309 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 324 | 1361 | 84 | | 285 | 1819 | 60 | | 38 | 61 | 56 | | 439 | 302 | 309 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.95 | 0.85 | | 0.95 | 0.95 | 0.85 | | 0.95 | 1.00 | 0.85 | | 0.92 | 1.00 | 0.85 | |
| Lanes: | 1.00 | 2.00 | 1.00 | | 1.00 | 2.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 2.00 | 1.00 | 1.00 | |
| Final Sat.: | 1805 | 3610 | 1615 | | 1805 | 3610 | 1615 | | 1805 | 1900 | 1615 | | 3502 | 1900 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.18 | 0.38 | 0.05 | | 0.16 | 0.50 | 0.04 | | 0.02 | 0.03 | 0.03 | | 0.13 | 0.16 | 0.19 | |
| Crit Moves: | **** | | | | | **** | | | **** | | | | | **** | | |
| Green/Cycle: | 0.18 | 0.49 | 0.63 | | 0.20 | 0.51 | 0.53 | | 0.02 | 0.04 | 0.22 | | 0.15 | 0.16 | 0.37 | |
| Volume/Cap: | 0.99 | 0.77 | 0.08 | | 0.77 | 0.99 | 0.07 | | 0.99 | 0.86 | 0.16 | | 0.86 | 0.99 | 0.52 | |
| Uniform Del: | 49.0 | 25.3 | 8.5 | | 45.1 | 29.0 | 13.6 | | 58.7 | 57.5 | 37.9 | | 50.1 | 50.2 | 29.8 | |
| IncremntDel: | 46.0 | 2.2 | 0.0 | | 9.7 | 17.8 | 0.0 | | 139.2 | 62.1 | 0.2 | | 14.0 | 47.7 | 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: | 94.9 | 27.5 | 8.5 | | 54.8 | 46.8 | 13.7 | | 197.9 | 120 | 38.2 | | 64.1 | 97.9 | 30.7 | |
| 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: | 94.9 | 27.5 | 8.5 | | 54.8 | 46.8 | 13.7 | | 197.9 | 120 | 38.2 | | 64.1 | 97.9 | 30.7 | |
| LOS by Move: | F | C | A | | D | D | B | | F | F | D | | E | F | C | |
| HCM2kAvgQ: | 13 | 21 | 1 | | 12 | 42 | 1 | | 3 | 4 | 2 | | 8 | 12 | 8 | |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #2 Sibly Street/ Blue Ravine Road

Cycle (sec): 100 Critical Vol./Cap. (X): 1.031
Loss Time (sec): 12 Average Delay (sec/veh): 55.1
Optimal Cycle: 180 Level Of Service: E

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Ovl | | | Ovl | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 0 | 2 0 | 1 | 1 0 | 2 0 | 1 | 2 0 | 2 0 | 1 | 2 0 | 1 1 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 551 | 651 | 278 | 44 | 935 | 284 | 217 | 272 | 339 | 588 | 466 | 40 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 551 | 651 | 278 | 44 | 935 | 284 | 217 | 272 | 339 | 588 | 466 | 40 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 619 | 731 | 312 | 49 | 1051 | 319 | 244 | 306 | 381 | 661 | 524 | 45 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 619 | 731 | 312 | 49 | 1051 | 319 | 244 | 306 | 381 | 661 | 524 | 45 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 619 | 731 | 312 | 49 | 1051 | 319 | 244 | 306 | 381 | 661 | 524 | 45 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.95 | 0.85 | 0.95 | 0.95 | 0.85 | 0.92 | 0.95 | 0.85 | 0.92 | 0.94 | 0.94 |
| Lanes: | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 | 2.00 | 1.84 | 0.16 |
| Final Sat.: | 1805 | 3610 | 1615 | 1805 | 3610 | 1615 | 3502 | 3610 | 1615 | 3502 | 3285 | 282 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.34 | 0.20 | 0.19 | 0.03 | 0.29 | 0.20 | 0.07 | 0.08 | 0.24 | 0.19 | 0.16 | 0.16 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green/Cycle: | 0.33 | 0.54 | 0.72 | 0.07 | 0.28 | 0.36 | 0.08 | 0.08 | 0.41 | 0.18 | 0.18 | 0.26 |
| Volume/Cap: | 1.03 | 0.37 | 0.27 | 0.37 | 1.03 | 0.54 | 0.86 | 1.03 | 0.57 | 1.03 | 0.86 | 0.62 |
| Uniform Del: | 33.4 | 13.2 | 4.7 | 44.2 | 35.9 | 25.3 | 45.4 | 45.9 | 22.4 | 40.9 | 39.6 | 32.8 |
| IncremntDel: | 44.9 | 0.1 | 0.1 | 1.8 | 36.5 | 1.1 | 23.0 | 60.5 | 1.2 | 43.8 | 11.4 | 1.3 |
| 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: | 78.3 | 13.3 | 4.8 | 45.9 | 72.3 | 26.4 | 68.5 | 106 | 23.6 | 84.6 | 51.0 | 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: | 78.3 | 13.3 | 4.8 | 45.9 | 72.3 | 26.4 | 68.5 | 106 | 23.6 | 84.6 | 51.0 | 34.1 |
| LOS by Move: | E | B | A | D | E | C | E | F | C | F | D | C |
| HCM2kAvgQ: | 25 | 7 | 3 | 2 | 25 | 8 | 4 | 6 | 8 | 13 | 9 | 8 |

Note: Queue reported is the number of cars per lane.





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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #3 Oak Avenue Parkway/ Blue Ravine Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.849
Loss Time (sec): 12 Average Delay (sec/veh): 35.9
Optimal Cycle: 90 Level Of Service: D

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Include | | | Ignore | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 0 | 3 0 | 1 | 1 0 | 2 1 | 0 | 2 0 | 2 0 | 1 | 2 0 | 1 1 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 205 | 636 | 314 | 40 | 1134 | 52 | 20 | 282 | 140 | 851 | 937 | 56 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 205 | 636 | 314 | 40 | 1134 | 52 | 20 | 282 | 140 | 851 | 937 | 56 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | 0.00 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.00 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 230 | 715 | 0 | 45 | 1274 | 58 | 22 | 317 | 0 | 956 | 1053 | 63 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 230 | 715 | 0 | 45 | 1274 | 58 | 22 | 317 | 0 | 956 | 1053 | 63 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 230 | 715 | 0 | 45 | 1274 | 58 | 22 | 317 | 0 | 956 | 1053 | 63 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.91 | 1.00 | 0.95 | 0.90 | 0.90 | 0.92 | 0.95 | 1.00 | 0.92 | 0.94 | 0.94 |
| Lanes: | 1.00 | 3.00 | 1.00 | 1.00 | 2.87 | 0.13 | 2.00 | 2.00 | 1.00 | 2.00 | 1.89 | 0.11 |
| Final Sat.: | 1805 | 5187 | 1900 | 1805 | 4925 | 226 | 3502 | 3610 | 1900 | 3502 | 3379 | 202 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.13 | 0.14 | 0.00 | 0.02 | 0.26 | 0.26 | 0.01 | 0.09 | 0.00 | 0.27 | 0.31 | 0.31 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green/Cycle: | 0.15 | 0.39 | 0.00 | 0.07 | 0.30 | 0.30 | 0.01 | 0.10 | 0.00 | 0.32 | 0.42 | 0.42 |
| Volume/Cap: | 0.85 | 0.36 | 0.00 | 0.36 | 0.85 | 0.85 | 0.75 | 0.85 | 0.00 | 0.85 | 0.75 | 0.75 |
| Uniform Del: | 41.4 | 21.9 | 0.0 | 44.4 | 32.6 | 32.6 | 49.5 | 44.1 | 0.0 | 31.7 | 24.7 | 24.7 |
| IncremntDel: | 21.5 | 0.1 | 0.0 | 1.7 | 4.6 | 4.6 | 67.7 | 16.5 | 0.0 | 6.2 | 2.1 | 2.1 |
| 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 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| Delay/Veh: | 62.9 | 22.0 | 0.0 | 46.1 | 37.2 | 37.2 | 117.2 | 60.6 | 0.0 | 37.9 | 26.9 | 26.9 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 62.9 | 22.0 | 0.0 | 46.1 | 37.2 | 37.2 | 117.2 | 60.6 | 0.0 | 37.9 | 26.9 | 26.9 |
| LOS by Move: | E | C | A | D | D | D | F | E | A | D | C | C |
| HCM2kAvgQ: | 7 | 5 | 0 | 2 | 17 | 17 | 0 | 5 | 0 | 17 | 17 | 17 |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #4 Empire Ranch Road/ Natoma Street

Cycle (sec): 100 Critical Vol./Cap. (X): 0.854
Loss Time (sec): 9 Average Delay (sec/veh): 25.3
Optimal Cycle: 83 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Ovl | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 601 | 130 | 0 | | 0 | 279 | 12 | | 27 | 0 | 992 | | 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: | 601 | 130 | 0 | | 0 | 279 | 12 | | 27 | 0 | 992 | | 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: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 675 | 146 | 0 | | 0 | 313 | 13 | | 30 | 0 | 1115 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 675 | 146 | 0 | | 0 | 313 | 13 | | 30 | 0 | 1115 | | 0 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 675 | 146 | 0 | | 0 | 313 | 13 | | 30 | 0 | 1115 | | 0 | 0 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.95 | 1.00 | | 1.00 | 0.95 | 0.85 | | 0.87 | 1.00 | 0.85 | | 1.00 | 1.00 | 1.00 | |
| Lanes: | 1.00 | 2.00 | 0.00 | | 0.00 | 2.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 0.00 | 0.00 | 0.00 | |
| Final Sat.: | 1805 | 3610 | 0 | | 0 | 3610 | 1615 | | 1644 | 1900 | 1615 | | 0 | 0 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.37 | 0.04 | 0.00 | | 0.00 | 0.09 | 0.01 | | 0.02 | 0.00 | 0.69 | | 0.00 | 0.00 | 0.00 | |
| Crit Moves: | **** | | | | | **** | | | | | **** | | | | | |
| Green/Cycle: | 0.44 | 0.54 | 0.00 | | 0.00 | 0.10 | 0.10 | | 0.37 | 0.00 | 0.81 | | 0.00 | 0.00 | 0.00 | |
| Volume/Cap: | 0.85 | 0.07 | 0.00 | | 0.00 | 0.85 | 0.08 | | 0.05 | 0.00 | 0.85 | | 0.00 | 0.00 | 0.00 | |
| Uniform Del: | 25.2 | 11.0 | 0.0 | | 0.0 | 44.2 | 40.7 | | 20.2 | 0.0 | 5.9 | | 0.0 | 0.0 | 0.0 | |
| IncremntDel: | 9.0 | 0.0 | 0.0 | | 0.0 | 17.4 | 0.2 | | 0.0 | 0.0 | 5.7 | | 0.0 | 0.0 | 0.0 | |
| 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 | 0.00 | | 0.00 | 1.00 | 1.00 | | 1.00 | 0.00 | 1.00 | | 0.00 | 0.00 | 0.00 | |
| Delay/Veh: | 34.2 | 11.0 | 0.0 | | 0.0 | 61.5 | 40.9 | | 20.2 | 0.0 | 11.6 | | 0.0 | 0.0 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 34.2 | 11.0 | 0.0 | | 0.0 | 61.5 | 40.9 | | 20.2 | 0.0 | 11.6 | | 0.0 | 0.0 | 0.0 | |
| LOS by Move: | C | B | A | | A | E | D | | C | A | B | | A | A | A | |
| HCM2kAvgQ: | 20 | 1 | 0 | | 0 | 8 | 0 | | 1 | 0 | 24 | | 0 | 0 | 0 | |

Note: Queue reported is the number of cars per lane.





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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #5 Oak Avenue Parkway/ Riley Street

Cycle (sec): 100 Critical Vol./Cap. (X): 0.729
Loss Time (sec): 12 Average Delay (sec/veh): 19.7
Optimal Cycle: 64 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 2 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 110 | 949 | 37 | | 9 | 1208 | 157 | | 184 | 3 | 166 | | 41 | 12 | 3 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 110 | 949 | 37 | | 9 | 1208 | 157 | | 184 | 3 | 166 | | 41 | 12 | 3 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 124 | 1066 | 42 | | 10 | 1357 | 176 | | 207 | 3 | 187 | | 46 | 13 | 3 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 124 | 1066 | 42 | | 10 | 1357 | 176 | | 207 | 3 | 187 | | 46 | 13 | 3 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 124 | 1066 | 42 | | 10 | 1357 | 176 | | 207 | 3 | 187 | | 46 | 13 | 3 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.90 | 0.90 | | 0.95 | 0.93 | 0.93 | | 0.95 | 1.00 | 0.85 | | 0.95 | 0.97 | 0.97 | |
| Lanes: | 1.00 | 2.89 | 0.11 | | 1.00 | 1.77 | 0.23 | | 1.00 | 1.00 | 1.00 | | 1.00 | 0.80 | 0.20 | |
| Final Sat.: | 1805 | 4962 | 193 | | 1805 | 3140 | 408 | | 1805 | 1900 | 1615 | | 1805 | 1474 | 369 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.07 | 0.21 | 0.21 | | 0.01 | 0.43 | 0.43 | | 0.11 | 0.00 | 0.12 | | 0.03 | 0.01 | 0.01 | |
| Crit Moves: | **** | | | | | **** | | | | | **** | | **** | | | |
| Green/Cycle: | 0.09 | 0.67 | 0.67 | | 0.02 | 0.59 | 0.59 | | 0.18 | 0.16 | 0.16 | | 0.04 | 0.01 | 0.01 | |
| Volume/Cap: | 0.73 | 0.32 | 0.32 | | 0.32 | 0.73 | 0.73 | | 0.73 | 0.64 | 0.01 | | 0.73 | 0.73 | 0.64 | |
| Uniform Del: | 44.1 | 7.0 | 7.0 | | 48.5 | 14.6 | 14.6 | | 38.1 | 35.5 | 40.0 | | 47.8 | 49.0 | 49.0 | |
| IncremntDel: | 14.8 | 0.1 | 0.1 | | 5.8 | 1.3 | 1.3 | | 4.3 | 0.0 | 10.2 | | 34.7 | 42.6 | 42.6 | |
| 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: | 58.9 | 7.0 | 7.0 | | 54.4 | 15.9 | 15.9 | | 42.3 | 35.5 | 50.2 | | 82.5 | 91.6 | 91.6 | |
| 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: | 58.9 | 7.0 | 7.0 | | 54.4 | 15.9 | 15.9 | | 42.3 | 35.5 | 50.2 | | 82.5 | 91.6 | 91.6 | |
| LOS by Move: | E | A | A | | D | B | B | | D | D | D | | F | F | F | |
| HCM2kAvgQ: | 4 | 5 | 5 | | 0 | 18 | 18 | | 7 | 0 | 7 | | 3 | 1 | 1 | |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #6 Oak Avenue Parkway/ East Bidwell Street

Cycle (sec): 100 Critical Vol./Cap. (X): 0.729
Loss Time (sec): 12 Average Delay (sec/veh): 32.1
Optimal Cycle: 64 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Ignore | | | Ignore | | | Ignore | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 2 | 0 3 | 0 1 | 2 | 0 3 | 0 1 | 2 | 0 3 | 0 1 | 2 | 0 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 192 | 405 | 589 | 814 | 833 | 56 | 52 | 1045 | 167 | 207 | 980 | 537 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 192 | 405 | 589 | 814 | 833 | 56 | 52 | 1045 | 167 | 207 | 980 | 537 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 0.89 | 0.89 | 0.00 | 0.89 | 0.89 | 0.00 | 0.89 | 0.89 | 0.00 | 0.89 | 0.89 | 0.00 |
| PHF Volume: | 216 | 455 | 0 | 915 | 936 | 0 | 58 | 1174 | 0 | 233 | 1101 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 216 | 455 | 0 | 915 | 936 | 0 | 58 | 1174 | 0 | 233 | 1101 | 0 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| FinalVolume: | 216 | 455 | 0 | 915 | 936 | 0 | 58 | 1174 | 0 | 233 | 1101 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.91 | 1.00 | 0.92 | 0.91 | 1.00 | 0.92 | 0.91 | 1.00 | 0.92 | 0.91 | 1.00 |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3502 | 5187 | 1900 | 3502 | 5187 | 1900 | 3502 | 5187 | 1900 | 3502 | 5187 | 1900 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.06 | 0.09 | 0.00 | 0.26 | 0.18 | 0.00 | 0.02 | 0.23 | 0.00 | 0.07 | 0.21 | 0.00 |
| Crit Moves: | | **** | | **** | | | | **** | | **** | | |
| Green/Cycle: | 0.12 | 0.12 | 0.00 | 0.36 | 0.36 | 0.00 | 0.03 | 0.31 | 0.00 | 0.09 | 0.37 | 0.00 |
| Volume/Cap: | 0.51 | 0.73 | 0.00 | 0.73 | 0.51 | 0.00 | 0.57 | 0.73 | 0.00 | 0.73 | 0.57 | 0.00 |
| Uniform Del: | 41.1 | 42.4 | 0.0 | 27.9 | 25.2 | 0.0 | 47.9 | 30.7 | 0.0 | 44.2 | 25.0 | 0.0 |
| IncremntDel: | 1.0 | 4.4 | 0.0 | 2.2 | 0.2 | 0.0 | 7.5 | 1.7 | 0.0 | 8.3 | 0.4 | 0.0 |
| 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 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| Delay/Veh: | 42.1 | 46.8 | 0.0 | 30.1 | 25.5 | 0.0 | 55.4 | 32.5 | 0.0 | 52.5 | 25.4 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 42.1 | 46.8 | 0.0 | 30.1 | 25.5 | 0.0 | 55.4 | 32.5 | 0.0 | 52.5 | 25.4 | 0.0 |
| LOS by Move: | D | D | A | C | C | A | E | C | A | D | C | A |
| HCM2kAvgQ: | 3 | 5 | 0 | 12 | 8 | 0 | 2 | 13 | 0 | 3 | 9 | 0 |

Note: Queue reported is the number of cars per lane.





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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #7 East Bidwell St/Nesmith Ct

Cycle (sec): 100 Critical Vol./Cap. (X): 0.867
Loss Time (sec): 12 Average Delay (sec/veh): 24.7
Optimal Cycle: 96 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Split Phase | | | Split Phase | | |
| Rights: | Ovl | | | Include | | | Include | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 | 0 3 | 0 1 | 2 | 0 2 | 1 0 | 0 | 0 1! | 0 0 | 1 | 1 0 | 0 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 43 | 1373 | 628 | 947 | 1595 | 42 | 20 | 1 | 13 | 231 | 1 | 329 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 43 | 1373 | 628 | 947 | 1595 | 42 | 20 | 1 | 13 | 231 | 1 | 329 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 48 | 1543 | 706 | 1064 | 1792 | 47 | 22 | 1 | 15 | 260 | 1 | 370 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 48 | 1543 | 706 | 1064 | 1792 | 47 | 22 | 1 | 15 | 260 | 1 | 370 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 48 | 1543 | 706 | 1064 | 1792 | 47 | 22 | 1 | 15 | 260 | 1 | 370 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.91 | 0.85 | 0.92 | 0.91 | 0.91 | 0.92 | 0.92 | 0.92 | 0.95 | 0.95 | 0.85 |
| Lanes: | 1.00 | 3.00 | 1.00 | 2.00 | 2.92 | 0.08 | 0.59 | 0.03 | 0.38 | 1.99 | 0.01 | 1.00 |
| Final Sat.: | 1805 | 5187 | 1615 | 3502 | 5034 | 133 | 1029 | 51 | 669 | 3606 | 16 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.30 | 0.44 | 0.30 | 0.36 | 0.36 | 0.02 | 0.02 | 0.02 | 0.07 | 0.07 | 0.23 |
| Crit Moves: | | | **** | **** | | | | **** | | **** | | |
| Green/Cycle: | 0.05 | 0.42 | 0.50 | 0.35 | 0.72 | 0.72 | 0.03 | 0.03 | 0.03 | 0.08 | 0.08 | 0.43 |
| Volume/Cap: | 0.50 | 0.71 | 0.87 | 0.87 | 0.50 | 0.50 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.53 |
| Uniform Del: | 46.0 | 23.8 | 21.8 | 30.3 | 6.2 | 6.2 | 48.6 | 48.6 | 48.6 | 45.3 | 45.3 | 20.8 |
| IncremntDel: | 3.9 | 1.1 | 9.7 | 6.7 | 0.1 | 0.1 | 85.9 | 85.9 | 85.9 | 22.3 | 22.3 | 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: | 49.9 | 24.9 | 31.6 | 37.0 | 6.3 | 6.3 | 134.4 | 134 | 134.4 | 67.6 | 67.6 | 21.6 |
| 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: | 49.9 | 24.9 | 31.6 | 37.0 | 6.3 | 6.3 | 134.4 | 134 | 134.4 | 67.6 | 67.6 | 21.6 |
| LOS by Move: | D | C | C | D | A | A | F | F | F | E | E | C |
| HCM2kAvgQ: | 2 | 15 | 22 | 19 | 9 | 9 | 1 | 1 | 1 | 4 | 4 | 8 |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #8 East Bidwell St/Scholar Way

Cycle (sec): 100 Critical Vol./Cap. (X): 0.571
Loss Time (sec): 12 Average Delay (sec/veh): 12.6
Optimal Cycle: 46 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Ignore | | | Ignore | | | Ignore | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 2 0 | 3 0 | 1 | 2 0 | 3 0 | 1 | 1 0 | 2 0 | 1 | 1 0 | 2 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 38 | 1753 | 265 | 76 | 1658 | 109 | 145 | 17 | 6 | 97 | 27 | 141 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 38 | 1753 | 265 | 76 | 1658 | 109 | 145 | 17 | 6 | 97 | 27 | 141 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 0.89 | 0.89 | 0.00 | 0.89 | 0.89 | 0.00 | 0.89 | 0.89 | 0.00 | 0.89 | 0.89 | 0.00 |
| PHF Volume: | 43 | 1970 | 0 | 85 | 1863 | 0 | 163 | 19 | 0 | 109 | 30 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 43 | 1970 | 0 | 85 | 1863 | 0 | 163 | 19 | 0 | 109 | 30 | 0 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| FinalVolume: | 43 | 1970 | 0 | 85 | 1863 | 0 | 163 | 19 | 0 | 109 | 30 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.91 | 1.00 | 0.92 | 0.91 | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 | 1.00 |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 3502 | 5187 | 1900 | 3502 | 5187 | 1900 | 1805 | 3610 | 1900 | 1805 | 3610 | 1900 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.38 | 0.00 | 0.02 | 0.36 | 0.00 | 0.09 | 0.01 | 0.00 | 0.06 | 0.01 | 0.00 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green/Cycle: | 0.02 | 0.66 | 0.00 | 0.04 | 0.68 | 0.00 | 0.16 | 0.01 | 0.00 | 0.16 | 0.01 | 0.00 |
| Volume/Cap: | 0.53 | 0.57 | 0.00 | 0.57 | 0.53 | 0.00 | 0.57 | 0.38 | 0.00 | 0.38 | 0.57 | 0.00 |
| Uniform Del: | 48.3 | 9.1 | 0.0 | 47.0 | 7.8 | 0.0 | 39.0 | 48.9 | 0.0 | 37.7 | 49.0 | 0.0 |
| IncremntDel: | 6.2 | 0.2 | 0.0 | 5.2 | 0.1 | 0.0 | 2.8 | 4.8 | 0.0 | 0.8 | 14.1 | 0.0 |
| 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 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| Delay/Veh: | 54.5 | 9.3 | 0.0 | 52.2 | 7.9 | 0.0 | 41.7 | 53.6 | 0.0 | 38.5 | 63.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 54.5 | 9.3 | 0.0 | 52.2 | 7.9 | 0.0 | 41.7 | 53.6 | 0.0 | 38.5 | 63.0 | 0.0 |
| LOS by Move: | D | A | A | D | A | A | D | D | A | D | E | A |
| HCM2kAvgQ: | 1 | 12 | 0 | 2 | 10 | 0 | 4 | 0 | 0 | 3 | 1 | 0 |

Note: Queue reported is the number of cars per lane.





AM Cum Reduced Hillside DevTue Jan 12, 2010 15:56:40 Page 11-1

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #9 East Bidwell St/Power Center Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.566
Loss Time (sec): 12 Average Delay (sec/veh): 7.2
Optimal Cycle: 45 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Split Phase | | | Split Phase | | |
| Rights: | Ovl | | | Ovl | | | Ovl | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 0 | 3 0 | 1 | 1 0 | 3 0 | 1 | 1 1 | 0 0 | 1 | 0 1 | 0 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 17 | 2002 | 86 | 19 | 1750 | 20 | 42 | 6 | 45 | 49 | 3 | 35 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 17 | 2002 | 86 | 19 | 1750 | 20 | 42 | 6 | 45 | 49 | 3 | 35 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 19 | 2249 | 97 | 21 | 1966 | 22 | 47 | 7 | 51 | 55 | 3 | 39 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 19 | 2249 | 97 | 21 | 1966 | 22 | 47 | 7 | 51 | 55 | 3 | 39 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 19 | 2249 | 97 | 21 | 1966 | 22 | 47 | 7 | 51 | 55 | 3 | 39 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.91 | 0.85 | 0.95 | 0.91 | 0.85 | 0.96 | 0.96 | 0.85 | 0.96 | 0.96 | 0.85 |
| Lanes: | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 | 1.75 | 0.25 | 1.00 | 0.94 | 0.06 | 1.00 |
| Final Sat.: | 1805 | 5187 | 1615 | 1805 | 5187 | 1615 | 3185 | 455 | 1615 | 1710 | 105 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.43 | 0.06 | 0.01 | 0.38 | 0.01 | 0.01 | 0.01 | 0.03 | 0.03 | 0.03 | 0.02 |
| Crit Moves: | | **** | | **** | | | | | **** | | **** | |
| Green/Cycle: | 0.02 | 0.77 | 0.82 | 0.02 | 0.77 | 0.80 | 0.04 | 0.04 | 0.06 | 0.06 | 0.06 | 0.08 |
| Volume/Cap: | 0.50 | 0.57 | 0.07 | 0.57 | 0.50 | 0.02 | 0.40 | 0.40 | 0.54 | 0.57 | 0.57 | 0.31 |
| Uniform Del: | 48.4 | 4.8 | 1.7 | 48.5 | 4.4 | 2.0 | 47.1 | 47.1 | 45.8 | 46.0 | 46.0 | 43.6 |
| IncremntDel: | 9.7 | 0.2 | 0.0 | 18.6 | 0.1 | 0.0 | 2.0 | 2.0 | 6.2 | 7.2 | 7.2 | 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: | 58.1 | 5.0 | 1.7 | 67.1 | 4.5 | 2.0 | 49.1 | 49.1 | 52.0 | 53.1 | 53.1 | 45.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 58.1 | 5.0 | 1.7 | 67.1 | 4.5 | 2.0 | 49.1 | 49.1 | 52.0 | 53.1 | 53.1 | 45.0 |
| LOS by Move: | E | A | A | E | A | A | D | D | D | D | D | D |
| HCM2kAvgQ: | 1 | 11 | 1 | 1 | 9 | 0 | 1 | 1 | 2 | 2 | 2 | 1 |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #10 Broadstone Pkwy/ East Bidwell St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.677
Loss Time (sec): 12 Average Delay (sec/veh): 28.2
Optimal Cycle: 56 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ignore | | | | Ignore | | | | Ignore | | | | Ignore | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 15 | 902 | 20 | | 248 | 1204 | 134 | | 158 | 935 | 32 | | 52 | 1248 | 139 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 15 | 902 | 20 | | 248 | 1204 | 134 | | 158 | 935 | 32 | | 52 | 1248 | 139 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.00 | |
| PHF Volume: | 17 | 1013 | 0 | | 279 | 1353 | 0 | | 178 | 1051 | 0 | | 58 | 1402 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 17 | 1013 | 0 | | 279 | 1353 | 0 | | 178 | 1051 | 0 | | 58 | 1402 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| FinalVolume: | 17 | 1013 | 0 | | 279 | 1353 | 0 | | 178 | 1051 | 0 | | 58 | 1402 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.91 | 1.00 | | 0.92 | 0.91 | 1.00 | | 0.92 | 0.91 | 1.00 | | 0.92 | 0.91 | 1.00 | |
| Lanes: | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | |
| Final Sat.: | 3502 | 5187 | 1900 | | 3502 | 5187 | 1900 | | 3502 | 5187 | 1900 | | 3502 | 5187 | 1900 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.20 | 0.00 | | 0.08 | 0.26 | 0.00 | | 0.05 | 0.20 | 0.00 | | 0.02 | 0.27 | 0.00 | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.01 | 0.29 | 0.00 | | 0.12 | 0.40 | 0.00 | | 0.07 | 0.44 | 0.00 | | 0.04 | 0.40 | 0.00 | |
| Volume/Cap: | 0.65 | 0.68 | 0.00 | | 0.68 | 0.65 | 0.00 | | 0.68 | 0.46 | 0.00 | | 0.46 | 0.68 | 0.00 | |
| Uniform Del: | 49.5 | 31.5 | 0.0 | | 42.3 | 24.5 | 0.0 | | 45.1 | 19.8 | 0.0 | | 47.2 | 24.7 | 0.0 | |
| IncremntDel: | 47.3 | 1.3 | 0.0 | | 4.5 | 0.8 | 0.0 | | 6.9 | 0.1 | 0.0 | | 2.7 | 0.9 | 0.0 | |
| 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 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| Delay/Veh: | 96.8 | 32.7 | 0.0 | | 46.8 | 25.2 | 0.0 | | 52.0 | 20.0 | 0.0 | | 49.9 | 25.7 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 96.8 | 32.7 | 0.0 | | 46.8 | 25.2 | 0.0 | | 52.0 | 20.0 | 0.0 | | 49.9 | 25.7 | 0.0 | |
| LOS by Move: | F | C | A | | D | C | A | | D | B | A | | D | C | A | |
| HCM2kAvgQ: | 0 | 10 | 0 | | 6 | 13 | 0 | | 3 | 8 | 0 | | 2 | 14 | 0 | |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #11 Empire Ranch Road/ Broadstone Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.628
Loss Time (sec): 12 Average Delay (sec/veh): 20.7
Optimal Cycle: 51 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Split Phase | | | | Split Phase | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 2 | 1 0 | 1 | 0 | 2 | 1 0 | 2 | 0 | 1 | 0 1 | 0 | 0 | 1! | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 114 | 749 | 3 | | 7 | 1296 | 100 | | 30 | 11 | 203 | | 15 | 22 | 18 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 114 | 749 | 3 | | 7 | 1296 | 100 | | 30 | 11 | 203 | | 15 | 22 | 18 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 128 | 842 | 3 | | 8 | 1456 | 112 | | 34 | 12 | 228 | | 17 | 25 | 20 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 128 | 842 | 3 | | 8 | 1456 | 112 | | 34 | 12 | 228 | | 17 | 25 | 20 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 128 | 842 | 3 | | 8 | 1456 | 112 | | 34 | 12 | 228 | | 17 | 25 | 20 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.91 | 0.91 | | 0.95 | 0.90 | 0.90 | | 0.92 | 1.00 | 0.85 | | 0.94 | 0.94 | 0.94 | |
| Lanes: | 1.00 | 2.99 | 0.01 | | 1.00 | 2.79 | 0.21 | | 2.00 | 1.00 | 1.00 | | 0.27 | 0.40 | 0.33 | |
| Final Sat.: | 1805 | 5161 | 21 | | 1805 | 4762 | 367 | | 3502 | 1900 | 1615 | | 489 | 717 | 587 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.07 | 0.16 | 0.16 | | 0.00 | 0.31 | 0.31 | | 0.01 | 0.01 | 0.14 | | 0.03 | 0.03 | 0.03 | |
| Crit Moves: | **** | | | | | **** | | | | | **** | | **** | | | |
| Green/Cycle: | 0.11 | 0.58 | 0.58 | | 0.02 | 0.49 | 0.49 | | 0.22 | 0.22 | 0.22 | | 0.05 | 0.05 | 0.05 | |
| Volume/Cap: | 0.63 | 0.28 | 0.28 | | 0.28 | 0.63 | 0.63 | | 0.04 | 0.03 | 0.63 | | 0.63 | 0.63 | 0.63 | |
| Uniform Del: | 42.3 | 10.3 | 10.3 | | 48.7 | 18.9 | 18.9 | | 30.3 | 30.2 | 35.0 | | 46.3 | 46.3 | 46.3 | |
| IncremntDel: | 6.1 | 0.1 | 0.1 | | 5.3 | 0.5 | 0.5 | | 0.0 | 0.0 | 3.5 | | 12.2 | 12.2 | 12.2 | |
| 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: | 48.4 | 10.4 | 10.4 | | 54.0 | 19.5 | 19.5 | | 30.3 | 30.3 | 38.4 | | 58.5 | 58.5 | 58.5 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 48.4 | 10.4 | 10.4 | | 54.0 | 19.5 | 19.5 | | 30.3 | 30.3 | 38.4 | | 58.5 | 58.5 | 58.5 | |
| LOS by Move: | D | B | B | | D | B | B | | C | C | D | | E | E | E | |
| HCM2kAvgQ: | 3 | 4 | 4 | | 0 | 12 | 12 | | 0 | 0 | 7 | | 3 | 3 | 3 | |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #12 Oak Avenue Prky / Haverhill Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.606
Loss Time (sec): 9 Average Delay (sec/veh): 14.9
Optimal Cycle: 41 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | |
| Lanes: | 1 | 0 | 1 | 1 0 | 1 | 0 | 1 | 1 0 | 0 | 0 | 1! | 0 0 | 0 | 0 | 1! | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 1 | 955 | 16 | | 83 | 1291 | | 1 | 1 | 20 | | 4 | 75 | 13 | | 115 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 |
| Initial Bse: | 1 | 955 | 16 | | 83 | 1291 | | 1 | 1 | 20 | | 4 | 75 | 13 | | 115 |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 |
| PHF Volume: | 1 | 1073 | 18 | | 93 | 1451 | | 1 | 1 | 22 | | 4 | 84 | 15 | | 129 |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 |
| Reduced Vol: | 1 | 1073 | 18 | | 93 | 1451 | | 1 | 1 | 22 | | 4 | 84 | 15 | | 129 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 |
| 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: | 1 | 1073 | 18 | | 93 | 1451 | | 1 | 1 | 22 | | 4 | 84 | 15 | | 129 |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 |
| Adjustment: | 0.95 | 0.95 | 0.95 | | 0.95 | 0.95 | | 0.97 | 0.97 | 0.97 | | 0.81 | 0.81 | 0.81 | | 0.81 |
| Lanes: | 1.00 | 1.97 | 0.03 | | 1.00 | 1.99 | | 0.01 | 0.04 | 0.80 | | 0.16 | 0.37 | 0.06 | | 0.57 |
| Final Sat.: | 1805 | 3543 | 59 | | 1805 | 3607 | | 3 | 74 | 1476 | | 295 | 566 | 98 | | 868 |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.30 | 0.30 | | 0.05 | 0.40 | | 0.40 | 0.02 | 0.02 | | 0.02 | 0.15 | 0.15 | | 0.15 |
| Crit Moves: | **** | | | | | **** | | | | | | | | **** | | |
| Green/Cycle: | 0.00 | 0.57 | 0.57 | | 0.10 | 0.66 | | 0.66 | 0.25 | 0.25 | | 0.25 | 0.25 | 0.25 | | 0.25 |
| Volume/Cap: | 0.61 | 0.53 | 0.53 | | 0.53 | 0.61 | | 0.61 | 0.06 | 0.06 | | 0.06 | 0.61 | 0.61 | | 0.61 |
| Uniform Del: | 49.9 | 13.4 | 13.4 | | 43.0 | 9.5 | | 9.5 | 28.9 | 28.9 | | 28.9 | 33.4 | 33.4 | | 33.4 |
| IncremntDel: | 244.7 | 0.3 | 0.3 | | 3.2 | 0.4 | | 0.4 | 0.1 | 0.1 | | 0.1 | 2.8 | 2.8 | | 2.8 |
| 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: | 294.6 | 13.7 | 13.7 | | 46.2 | 9.9 | | 9.9 | 29.0 | 29.0 | | 29.0 | 36.3 | 36.3 | | 36.3 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 |
| AdjDel/Veh: | 294.6 | 13.7 | 13.7 | | 46.2 | 9.9 | | 9.9 | 29.0 | 29.0 | | 29.0 | 36.3 | 36.3 | | 36.3 |
| LOS by Move: | F | B | B | | D | A | | A | C | C | | C | D | D | | D |
| HCM2kAvgQ: | 0 | 11 | 11 | | 3 | 13 | | 13 | 1 | 1 | | 1 | 7 | 7 | | 7 |

Note: Queue reported is the number of cars per lane.





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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #13 Oak Avenue Prky / Haldion Wy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.634
Loss Time (sec): 9 Average Delay (sec/veh): 14.8
Optimal Cycle: 44 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | |
| Lanes: | 1 | 0 | 1 | 1 0 | 1 | 0 | 1 | 1 0 | 0 | 0 | 1! | 0 0 | 0 | 0 | 1! | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 45 | 934 | 79 | | 38 | 1291 | | 10 | 16 | 23 | | 59 | 116 | 5 | | 32 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 |
| Initial Bse: | 45 | 934 | 79 | | 38 | 1291 | | 10 | 16 | 23 | | 59 | 116 | 5 | | 32 |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 |
| PHF Volume: | 51 | 1049 | 89 | | 43 | 1451 | | 11 | 18 | 26 | | 66 | 130 | 6 | | 36 |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 |
| Reduced Vol: | 51 | 1049 | 89 | | 43 | 1451 | | 11 | 18 | 26 | | 66 | 130 | 6 | | 36 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 |
| FinalVolume: | 51 | 1049 | 89 | | 43 | 1451 | | 11 | 18 | 26 | | 66 | 130 | 6 | | 36 |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 |
| Adjustment: | 0.95 | 0.94 | 0.94 | | 0.95 | 0.95 | | 0.95 | 0.87 | 0.87 | | 0.87 | 0.63 | 0.63 | | 0.63 |
| Lanes: | 1.00 | 1.84 | 0.16 | | 1.00 | 1.98 | | 0.02 | 0.16 | 0.23 | | 0.61 | 0.76 | 0.03 | | 0.21 |
| Final Sat.: | 1805 | 3289 | 278 | | 1805 | 3579 | | 28 | 269 | 386 | | 991 | 906 | 39 | | 250 |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.32 | 0.32 | | 0.02 | 0.41 | | 0.41 | 0.07 | 0.07 | | 0.07 | 0.14 | 0.14 | | 0.14 |
| Crit Moves: | **** | | | | | **** | | | | | | | | **** | | |
| Green/Cycle: | 0.04 | 0.64 | 0.64 | | 0.05 | 0.64 | | 0.64 | 0.23 | 0.23 | | 0.23 | 0.23 | 0.23 | | 0.23 |
| Volume/Cap: | 0.63 | 0.50 | 0.50 | | 0.50 | 0.63 | | 0.63 | 0.29 | 0.29 | | 0.29 | 0.63 | 0.63 | | 0.63 |
| Uniform Del: | 47.0 | 9.7 | 9.7 | | 46.5 | 11.0 | | 11.0 | 32.0 | 32.0 | | 32.0 | 34.9 | 34.9 | | 34.9 |
| IncremntDel: | 15.6 | 0.2 | 0.2 | | 4.6 | 0.6 | | 0.6 | 0.4 | 0.4 | | 0.4 | 4.9 | 4.9 | | 4.9 |
| 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: | 62.6 | 9.9 | 9.9 | | 51.1 | 11.5 | | 11.5 | 32.5 | 32.5 | | 32.5 | 39.8 | 39.8 | | 39.8 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 |
| AdjDel/Veh: | 62.6 | 9.9 | 9.9 | | 51.1 | 11.5 | | 11.5 | 32.5 | 32.5 | | 32.5 | 39.8 | 39.8 | | 39.8 |
| LOS by Move: | E | A | A | | D | B | | B | C | C | | C | D | D | | D |
| HCM2kAvgQ: | 2 | 9 | 9 | | 1 | 14 | | 14 | 3 | 3 | | 3 | 6 | 6 | | 6 |

Note: Queue reported is the number of cars per lane.

AM Cum Reduced Hillside DevTue Jan 12, 2010 15:56:40 Page 16-1

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #14 Folsom Blvd/ Iron Point Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.867
Loss Time (sec): 12 Average Delay (sec/veh): 20.7
Optimal Cycle: 96 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | |
| Lanes: | 0 | 0 | 2 | 0 1 | 1 | 0 | 2 | 0 0 | 0 | 0 | 0 | 0 0 | 2 | 0 | 0 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1514 | 451 | | 177 | 2000 | | 0 | 0 | | 0 | 0 | 437 | | 0 | 91 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 0 | 1514 | 451 | | 177 | 2000 | | 0 | 0 | | 0 | 0 | 437 | | 0 | 91 |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 0 | 1701 | 507 | | 199 | 2247 | | 0 | 0 | | 0 | 0 | 491 | | 0 | 102 |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 |
| Reduced Vol: | 0 | 1701 | 507 | | 199 | 2247 | | 0 | 0 | | 0 | 0 | 491 | | 0 | 102 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 0 | 1701 | 507 | | 199 | 2247 | | 0 | 0 | | 0 | 0 | 491 | | 0 | 102 |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.95 | 0.85 | | 0.95 | 0.95 | 1.00 | | 1.00 | 1.00 | 1.00 | | 0.92 | 1.00 | 0.85 | |
| Lanes: | 0.00 | 2.00 | 1.00 | | 1.00 | 2.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 2.00 | 0.00 | 1.00 | |
| Final Sat.: | 0 | 3610 | 1615 | | 1805 | 3610 | | 0 | 0 | | 0 | 0 | 3502 | | 0 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.47 | 0.31 | | 0.11 | 0.62 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.14 | 0.00 | 0.06 | |
| Crit Moves: | **** | | | | | **** | | | | | | | **** | | | |
| Green/Cycle: | 0.00 | 0.58 | 0.74 | | 0.14 | 0.72 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.16 | 0.00 | 0.16 | |
| Volume/Cap: | 0.00 | 0.81 | 0.42 | | 0.81 | 0.87 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.87 | 0.00 | 0.39 | |
| Uniform Del: | 0.0 | 16.5 | 4.8 | | 41.9 | 10.5 | 0.0 | | 0.0 | 0.0 | 0.0 | | 40.9 | 0.0 | 37.5 | |
| IncremntDel: | 0.0 | 2.5 | 0.2 | | 17.9 | 3.4 | 0.0 | | 0.0 | 0.0 | 0.0 | | 13.3 | 0.0 | 1.0 | |
| 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: | 0.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 1.00 | 0.00 | 1.00 | |
| Delay/Veh: | 0.0 | 19.0 | 5.0 | | 59.8 | 13.9 | 0.0 | | 0.0 | 0.0 | 0.0 | | 54.2 | 0.0 | 38.5 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 19.0 | 5.0 | | 59.8 | 13.9 | 0.0 | | 0.0 | 0.0 | 0.0 | | 54.2 | 0.0 | 38.5 | |
| LOS by Move: | A | B | A | | E | B | A | | A | A | A | | D | A | D | |
| HCM2kAvgQ: | 0 | 22 | 6 | | 6 | 25 | 0 | | 0 | 0 | 0 | | 8 | 0 | 3 | |

Note: Queue reported is the number of cars per lane.





AM Cum Reduced Hillside DevTue Jan 12, 2010 15:56:40 Page 17-1

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #15 Prairie City Rd/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.703
Loss Time (sec): 12 Average Delay (sec/veh): 25.2
Optimal Cycle: 60 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ignore | | | | Ignore | | | | Ignore | | | | Ignore | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | |
| Lanes: | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 378 | 1054 | 193 | | 228 | 1740 | | 9 | 2 | | 78 | 186 | 215 | | 551 | 534 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 378 | 1054 | 193 | | 228 | 1740 | | 9 | 2 | | 78 | 186 | 215 | | 551 | 534 |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.00 | |
| PHF Volume: | 425 | 1184 | 0 | | 256 | 1955 | | 0 | 2 | | 88 | 0 | 242 | | 619 | 0 |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 |
| Reduced Vol: | 425 | 1184 | 0 | | 256 | 1955 | | 0 | 2 | | 88 | 0 | 242 | | 619 | 0 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| FinalVolume: | 425 | 1184 | 0 | | 256 | 1955 | | 0 | 2 | | 88 | 0 | 242 | | 619 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.91 | 1.00 | | 0.92 | 0.91 | 1.00 | | 0.92 | 0.91 | 1.00 | | 0.92 | 0.91 | 1.00 | |
| Lanes: | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | |
| Final Sat.: | 3502 | 5187 | 1900 | | 3502 | 5187 | 1900 | | 3502 | 5187 | 1900 | | 3502 | 5187 | 1900 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.12 | 0.23 | 0.00 | | 0.07 | 0.38 | 0.00 | | 0.00 | 0.02 | 0.00 | | 0.07 | 0.12 | 0.00 | |
| Crit Moves: | **** | | | | | **** | | | **** | | | | | **** | | |
| Green/Cycle: | 0.17 | 0.54 | 0.00 | | 0.17 | 0.54 | 0.00 | | 0.00 | 0.03 | 0.00 | | 0.14 | 0.17 | 0.00 | |
| Volume/Cap: | 0.70 | 0.43 | 0.00 | | 0.43 | 0.70 | 0.00 | | 0.70 | 0.50 | 0.00 | | 0.50 | 0.70 | 0.00 | |
| Uniform Del: | 38.9 | 13.9 | 0.0 | | 37.0 | 17.2 | 0.0 | | 49.9 | 47.5 | 0.0 | | 40.0 | 39.1 | 0.0 | |
| IncremntDel: | 3.7 | 0.1 | 0.0 | | 0.5 | 0.8 | 0.0 | | 251.1 | 2.3 | 0.0 | | 0.8 | 2.6 | 0.0 | |
| 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 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| Delay/Veh: | 42.7 | 14.0 | 0.0 | | 37.5 | 18.1 | 0.0 | | 301.1 | 49.8 | 0.0 | | 40.8 | 41.7 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 42.7 | 14.0 | 0.0 | | 37.5 | 18.1 | 0.0 | | 301.1 | 49.8 | 0.0 | | 40.8 | 41.7 | 0.0 | |
| LOS by Move: | D | B | A | | D | B | A | | F | D | A | | D | D | A | |
| HCM2kAvgQ: | 6 | 8 | 0 | | 3 | 15 | 0 | | 0 | 1 | 0 | | 3 | 7 | 0 | |

Note: Queue reported is the number of cars per lane.

AM Cum Reduced Hillside DevTue Jan 12, 2010 15:56:41 Page 18-1

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #16 Grover Rd/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.457
Loss Time (sec): 12 Average Delay (sec/veh): 17.5
Optimal Cycle: 38 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Split Phase | | | | Split Phase | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 1! | 0 0 | 1 | 0 | 0 | 1 0 | 1 | 0 | 3 | 0 1 | 1 | 0 | 2 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 93 | 18 | 4 | 99 | 51 | 85 | 18 | 560 | 122 | 27 | 1129 | 61 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 93 | 18 | 4 | 99 | 51 | 85 | 18 | 560 | 122 | 27 | 1129 | 61 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | | | | |
| PHF Volume: | 104 | 20 | 4 | 111 | 57 | 96 | 20 | 629 | 137 | 30 | 1269 | 69 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 104 | 20 | 4 | 111 | 57 | 96 | 20 | 629 | 137 | 30 | 1269 | 69 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| FinalVolume: | 104 | 20 | 4 | 111 | 57 | 96 | 20 | 629 | 137 | 30 | 1269 | 69 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 0.96 | 0.96 | 0.96 | 0.95 | 0.91 | 0.91 | 0.95 | 0.91 | 0.85 | 0.95 | 0.90 | 0.90 | | | | |
| Lanes: | 1.68 | 0.26 | 0.06 | 1.00 | 0.37 | 0.63 | 1.00 | 3.00 | 1.00 | 1.00 | 2.85 | 0.15 | | | | |
| Final Sat.: | 3050 | 477 | 106 | 1805 | 646 | 1076 | 1805 | 5187 | 1615 | 1805 | 4882 | 264 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.04 | 0.04 | 0.06 | 0.09 | 0.09 | 0.01 | 0.12 | 0.08 | 0.02 | 0.26 | 0.26 | | | | |
| Crit Moves: | | | **** | | | **** | **** | | | | **** | | | | | |
| Green/Cycle: | 0.09 | 0.09 | 0.09 | 0.19 | 0.19 | 0.19 | 0.02 | 0.52 | 0.52 | 0.07 | 0.57 | 0.57 | | | | |
| Volume/Cap: | 0.37 | 0.46 | 0.46 | 0.32 | 0.46 | 0.46 | 0.46 | 0.23 | 0.16 | 0.23 | 0.46 | 0.46 | | | | |
| Uniform Del: | 42.6 | 43.0 | 43.0 | 34.6 | 35.6 | 35.6 | 48.1 | 13.1 | 12.5 | 43.8 | 12.6 | 12.6 | | | | |
| IncremntDel: | 0.7 | 1.2 | 1.2 | 0.5 | 1.0 | 1.0 | 7.3 | 0.0 | 0.1 | 0.9 | 0.1 | 0.1 | | | | |
| 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: | 43.3 | 44.2 | 44.2 | 35.1 | 36.6 | 36.6 | 55.4 | 13.1 | 12.6 | 44.7 | 12.7 | 12.7 | | | | |
| 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: | 43.3 | 44.2 | 44.2 | 35.1 | 36.6 | 36.6 | 55.4 | 13.1 | 12.6 | 44.7 | 12.7 | 12.7 | | | | |
| LOS by Move: | D | D | D | D | D | D | E | B | B | D | B | B | | | | |
| HCM2kAvgQ: | 2 | 3 | 3 | 3 | 5 | 5 | 1 | 4 | 2 | 1 | 8 | 8 | | | | |

Note: Queue reported is the number of cars per lane.





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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #17 McAdoo Dr/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.519
Loss Time (sec): 12 Average Delay (sec/veh): 20.7
Optimal Cycle: 42 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 | 0 | 0 0 | 1 | 0 | 0 | 0 1 | 1 | 0 | 3 | 0 0 | 0 | 0 | 2 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 164 | 0 | 276 | 67 | 554 | 0 | 0 | 941 | 78 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 0 | 0 | 0 | 164 | 0 | 276 | 67 | 554 | 0 | 0 | 941 | 78 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | | | | |
| PHF Volume: | 0 | 0 | 0 | 184 | 0 | 310 | 75 | 622 | 0 | 0 | 1057 | 88 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 0 | 0 | 0 | 184 | 0 | 310 | 75 | 622 | 0 | 0 | 1057 | 88 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| 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: | 0 | 0 | 0 | 184 | 0 | 310 | 75 | 622 | 0 | 0 | 1057 | 88 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 1.00 | 1.00 | 1.00 | 0.77 | 1.00 | 0.85 | 0.95 | 0.91 | 1.00 | 1.00 | 0.90 | 0.90 | | | | |
| Lanes: | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 3.00 | 0.00 | 0.00 | 2.77 | 0.23 | | | | |
| Final Sat.: | 0 | 0 | 0 | 1461 | 0 | 1615 | 1805 | 5187 | 0 | 0 | 4732 | 392 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.13 | 0.00 | 0.19 | 0.04 | 0.12 | 0.00 | 0.00 | 0.22 | 0.22 | | | | |
| Crit Moves: | | | | | | **** | **** | | | | **** | | | | | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | 0.37 | 0.00 | 0.37 | 0.08 | 0.51 | 0.00 | 0.00 | 0.43 | 0.43 | | | | |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.34 | 0.00 | 0.52 | 0.52 | 0.24 | 0.00 | 0.00 | 0.52 | 0.52 | | | | |
| Uniform Del: | 0.0 | 0.0 | 0.0 | 22.7 | 0.0 | 24.6 | 44.1 | 13.6 | 0.0 | 0.0 | 20.9 | 20.9 | | | | |
| IncremntDel: | 0.0 | 0.0 | 0.0 | 0.4 | 0.0 | 0.8 | 3.3 | 0.0 | 0.0 | 0.0 | 0.2 | 0.2 | | | | |
| 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: | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 | | | | |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 23.1 | 0.0 | 25.4 | 47.5 | 13.7 | 0.0 | 0.0 | 21.1 | 21.1 | | | | |
| 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: | 0.0 | 0.0 | 0.0 | 23.1 | 0.0 | 25.4 | 47.5 | 13.7 | 0.0 | 0.0 | 21.1 | 21.1 | | | | |
| LOS by Move: | A | A | A | C | A | C | D | B | A | A | C | C | | | | |
| HCM2kAvgQ: | 0 | 0 | 0 | 4 | 0 | 8 | 2 | 4 | 0 | 0 | 9 | 9 | | | | |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #18 Oak Ave Pkwy/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.728
Loss Time (sec): 12 Average Delay (sec/veh): 33.3
Optimal Cycle: 63 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ignore | | | | Ovl | | | | Ignore | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 2 | 0 | 1 | 2 | 0 | 2 | 0 | 1 | 2 | 0 | 3 | 0 | 1 | |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 390 | 795 | 422 | | 335 | 868 | 432 | | 131 | 530 | 262 | | 406 | 724 | 122 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 390 | 795 | 422 | | 335 | 868 | 432 | | 131 | 530 | 262 | | 406 | 724 | 122 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.00 | |
| PHF Volume: | 438 | 893 | 474 | | 376 | 975 | 0 | | 147 | 596 | 294 | | 456 | 813 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 438 | 893 | 474 | | 376 | 975 | 0 | | 147 | 596 | 294 | | 456 | 813 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| FinalVolume: | 438 | 893 | 474 | | 376 | 975 | 0 | | 147 | 596 | 294 | | 456 | 813 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.95 | 0.85 | | 0.92 | 0.95 | 1.00 | | 0.92 | 0.91 | 0.85 | | 0.92 | 0.91 | 1.00 | |
| Lanes: | 2.00 | 2.00 | 1.00 | | 2.00 | 2.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | |
| Final Sat.: | 3502 | 3610 | 1615 | | 3502 | 3610 | 1900 | | 3502 | 5187 | 1615 | | 3502 | 5187 | 1900 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.13 | 0.25 | 0.29 | | 0.11 | 0.27 | 0.00 | | 0.04 | 0.11 | 0.18 | | 0.13 | 0.16 | 0.00 | |
| Crit Moves: | **** | | | | | **** | | | | **** | | | **** | | | |
| Green/Cycle: | 0.17 | 0.38 | 0.56 | | 0.16 | 0.37 | 0.00 | | 0.07 | 0.16 | 0.33 | | 0.18 | 0.27 | 0.00 | |
| Volume/Cap: | 0.73 | 0.65 | 0.53 | | 0.65 | 0.73 | 0.00 | | 0.59 | 0.73 | 0.55 | | 0.73 | 0.59 | 0.00 | |
| Uniform Del: | 39.2 | 25.6 | 13.8 | | 39.1 | 27.1 | 0.0 | | 45.0 | 40.1 | 27.5 | | 38.7 | 32.0 | 0.0 | |
| IncremntDel: | 4.5 | 1.1 | 0.6 | | 2.7 | 2.0 | 0.0 | | 3.7 | 3.3 | 1.3 | | 4.3 | 0.7 | 0.0 | |
| 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 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| Delay/Veh: | 43.6 | 26.8 | 14.4 | | 41.8 | 29.1 | 0.0 | | 48.8 | 43.4 | 28.7 | | 43.0 | 32.7 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 43.6 | 26.8 | 14.4 | | 41.8 | 29.1 | 0.0 | | 48.8 | 43.4 | 28.7 | | 43.0 | 32.7 | 0.0 | |
| LOS by Move: | D | C | B | | D | C | A | | D | D | C | | D | C | A | |
| HCM2kAvgQ: | 6 | 11 | 9 | | 6 | 13 | 0 | | 2 | 7 | 7 | | 7 | 8 | 0 | |

Note: Queue reported is the number of cars per lane.





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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #19 Rowberry Dr/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.608
Loss Time (sec): 12 Average Delay (sec/veh): 26.2
Optimal Cycle: 49 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Split Phase | | | | Split Phase | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Include | | | | Ovl | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 3 | 0 | 1 | |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 404 | 59 | 347 | | 11 | 95 | 40 | | 11 | 790 | 469 | | 390 | 868 | 11 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 404 | 59 | 347 | | 11 | 95 | 40 | | 11 | 790 | 469 | | 390 | 868 | 11 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 454 | 66 | 390 | | 12 | 107 | 45 | | 12 | 888 | 527 | | 438 | 975 | 12 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 454 | 66 | 390 | | 12 | 107 | 45 | | 12 | 888 | 527 | | 438 | 975 | 12 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 454 | 66 | 390 | | 12 | 107 | 45 | | 12 | 888 | 527 | | 438 | 975 | 12 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.96 | 0.96 | 0.85 | | 0.95 | 0.96 | 0.96 | | 0.95 | 0.91 | 0.85 | | 0.92 | 0.91 | 0.91 | |
| Lanes: | 1.75 | 0.25 | 1.00 | | 1.00 | 0.70 | 0.30 | | 1.00 | 3.00 | 1.00 | | 2.00 | 2.96 | 0.04 | |
| Final Sat.: | 3177 | 464 | 1615 | | 1805 | 1278 | 538 | | 1805 | 5187 | 1615 | | 3502 | 5112 | 65 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.14 | 0.14 | 0.24 | | 0.01 | 0.08 | 0.08 | | 0.01 | 0.17 | 0.33 | | 0.13 | 0.19 | 0.19 | |
| Crit Moves: | **** | | | | | | **** | | | | **** | | **** | | | |
| Green/Cycle: | 0.24 | 0.24 | 0.44 | | 0.14 | 0.14 | 0.14 | | 0.02 | 0.30 | 0.54 | | 0.21 | 0.49 | 0.49 | |
| Volume/Cap: | 0.61 | 0.61 | 0.55 | | 0.05 | 0.61 | 0.61 | | 0.39 | 0.57 | 0.61 | | 0.61 | 0.39 | 0.39 | |
| Uniform Del: | 34.1 | 34.1 | 20.6 | | 37.5 | 40.6 | 40.6 | | 48.6 | 29.4 | 15.9 | | 36.0 | 16.1 | 16.1 | |
| IncremntDel: | 1.3 | 1.3 | 0.9 | | 0.1 | 4.3 | 4.3 | | 7.7 | 0.5 | 1.3 | | 1.5 | 0.1 | 0.1 | |
| 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: | 35.4 | 35.4 | 21.5 | | 37.5 | 44.9 | 44.9 | | 56.3 | 29.9 | 17.2 | | 37.6 | 16.2 | 16.2 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 35.4 | 35.4 | 21.5 | | 37.5 | 44.9 | 44.9 | | 56.3 | 29.9 | 17.2 | | 37.6 | 16.2 | 16.2 | |
| LOS by Move: | D | D | C | | D | D | D | | E | C | B | | D | B | B | |
| HCM2kAvgQ: | 7 | 7 | 9 | | 0 | 5 | 5 | | 0 | 8 | 11 | | 6 | 7 | 7 | |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #20 Broadstone Pkwy/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.333
Loss Time (sec): 12 Average Delay (sec/veh): 18.7
Optimal Cycle: 32 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Split Phase | | | | Split Phase | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Ignore | | | | Include | | | | Ignore | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | |
| Lanes: | 1 | 1 | 0 | 0 1 | 2 | 0 | 1 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 7 | 7 | 10 | | 47 | 46 | 632 | | 390 | 698 | 55 | | 113 | 618 | 6 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 7 | 7 | 10 | | 47 | 46 | 632 | | 390 | 698 | 55 | | 113 | 618 | 6 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.00 | |
| PHF Volume: | 8 | 8 | 11 | | 53 | 52 | 0 | | 438 | 784 | 62 | | 127 | 694 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 8 | 8 | 11 | | 53 | 52 | 0 | | 438 | 784 | 62 | | 127 | 694 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| FinalVolume: | 8 | 8 | 11 | | 53 | 52 | 0 | | 438 | 784 | 62 | | 127 | 694 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.98 | 0.98 | 0.85 | | 0.92 | 1.00 | 1.00 | | 0.92 | 0.91 | 0.85 | | 0.92 | 0.91 | 1.00 | |
| Lanes: | 1.00 | 1.00 | 1.00 | | 2.00 | 1.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | |
| Final Sat.: | 1854 | 1854 | 1615 | | 3502 | 1900 | 1900 | | 3502 | 5187 | 1615 | | 3502 | 5187 | 1900 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.01 | | 0.02 | 0.03 | 0.00 | | 0.13 | 0.15 | 0.04 | | 0.04 | 0.13 | 0.00 | |
| Crit Moves: | | | **** | | | **** | | | **** | | | | | **** | | |
| Green/Cycle: | 0.02 | 0.02 | 0.02 | | 0.08 | 0.08 | 0.00 | | 0.38 | 0.63 | 0.63 | | 0.15 | 0.40 | 0.00 | |
| Volume/Cap: | 0.20 | 0.20 | 0.33 | | 0.18 | 0.33 | 0.00 | | 0.33 | 0.24 | 0.06 | | 0.24 | 0.33 | 0.00 | |
| Uniform Del: | 48.1 | 48.1 | 48.3 | | 42.8 | 43.3 | 0.0 | | 22.3 | 8.2 | 7.2 | | 37.5 | 20.7 | 0.0 | |
| IncremntDel: | 1.3 | 1.3 | 5.8 | | 0.3 | 1.3 | 0.0 | | 0.2 | 0.0 | 0.0 | | 0.2 | 0.1 | 0.0 | |
| 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 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| Delay/Veh: | 49.4 | 49.4 | 54.0 | | 43.1 | 44.6 | 0.0 | | 22.4 | 8.2 | 7.3 | | 37.7 | 20.8 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 49.4 | 49.4 | 54.0 | | 43.1 | 44.6 | 0.0 | | 22.4 | 8.2 | 7.3 | | 37.7 | 20.8 | 0.0 | |
| LOS by Move: | D | D | D | | D | D | A | | C | A | A | | D | C | A | |
| HCM2kAvgQ: | 0 | 0 | 1 | | 1 | 2 | 0 | | 5 | 4 | 1 | | 2 | 5 | 0 | |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #21 East Bidwell St/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.810
Loss Time (sec): 12 Average Delay (sec/veh): 30.2
Optimal Cycle: 79 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ignore | | | | Ignore | | | | Ovl | | | | Ignore | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | |
| Lanes: | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 252 | 1712 | 350 | | 607 | 1264 | 73 | | 82 | 252 | 238 | | 194 | 429 | 495 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 252 | 1712 | 350 | | 607 | 1264 | 73 | | 82 | 252 | 238 | | 194 | 429 | 495 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.00 | |
| PHF Volume: | 283 | 1924 | 0 | | 682 | 1420 | 0 | | 92 | 283 | 267 | | 218 | 482 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 283 | 1924 | 0 | | 682 | 1420 | 0 | | 92 | 283 | 267 | | 218 | 482 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| FinalVolume: | 283 | 1924 | 0 | | 682 | 1420 | 0 | | 92 | 283 | 267 | | 218 | 482 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.91 | 1.00 | | 0.92 | 0.91 | 1.00 | | 0.92 | 0.91 | 0.85 | | 0.92 | 0.91 | 1.00 | |
| Lanes: | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | |
| Final Sat.: | 3502 | 5187 | 1900 | | 3502 | 5187 | 1900 | | 3502 | 5187 | 1615 | | 3502 | 5187 | 1900 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.08 | 0.37 | 0.00 | | 0.19 | 0.27 | 0.00 | | 0.03 | 0.05 | 0.17 | | 0.06 | 0.09 | 0.00 | |
| Crit Moves: | | **** | | | **** | | | | | | **** | | **** | | | |
| Green/Cycle: | 0.16 | 0.46 | 0.00 | | 0.24 | 0.54 | 0.00 | | 0.04 | 0.10 | 0.26 | | 0.08 | 0.14 | 0.00 | |
| Volume/Cap: | 0.51 | 0.81 | 0.00 | | 0.81 | 0.51 | 0.00 | | 0.66 | 0.52 | 0.63 | | 0.81 | 0.66 | 0.00 | |
| Uniform Del: | 38.5 | 23.3 | 0.0 | | 35.8 | 14.6 | 0.0 | | 47.3 | 42.4 | 32.5 | | 45.4 | 40.6 | 0.0 | |
| IncremntDel: | 0.8 | 2.2 | 0.0 | | 5.9 | 0.2 | 0.0 | | 10.8 | 0.9 | 3.0 | | 16.6 | 2.2 | 0.0 | |
| 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 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| Delay/Veh: | 39.2 | 25.5 | 0.0 | | 41.7 | 14.8 | 0.0 | | 58.1 | 43.3 | 35.4 | | 62.0 | 42.8 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 39.2 | 25.5 | 0.0 | | 41.7 | 14.8 | 0.0 | | 58.1 | 43.3 | 35.4 | | 62.0 | 42.8 | 0.0 | |
| LOS by Move: | D | C | A | | D | B | A | | E | D | D | | E | D | A | |
| HCM2kAvgQ: | 4 | 18 | 0 | | 10 | 10 | 0 | | 2 | 3 | 7 | | 4 | 5 | 0 | |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #22 Cavitt Dr/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.384
Loss Time (sec): 12 Average Delay (sec/veh): 12.8
Optimal Cycle: 34 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Permitted | | | Permitted | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 1 | 0 | 0 1 | 1 1 | 0 | 0 1 | 1 0 | 3 | 0 1 | 1 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 98 | 8 | 32 | 120 | 18 | 81 | 16 | 1086 | 124 | 51 | 1092 | 130 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 98 | 8 | 32 | 120 | 18 | 81 | 16 | 1086 | 124 | 51 | 1092 | 130 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 110 | 9 | 36 | 135 | 20 | 91 | 18 | 1220 | 139 | 57 | 1227 | 146 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 110 | 9 | 36 | 135 | 20 | 91 | 18 | 1220 | 139 | 57 | 1227 | 146 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 110 | 9 | 36 | 135 | 20 | 91 | 18 | 1220 | 139 | 57 | 1227 | 146 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.55 | 0.55 | 0.85 | 0.57 | 0.57 | 0.85 | 0.95 | 0.91 | 0.85 | 0.95 | 0.91 | 0.85 |
| Lanes: | 1.85 | 0.15 | 1.00 | 1.74 | 0.26 | 1.00 | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 |
| Final Sat.: | 1925 | 157 | 1615 | 1893 | 284 | 1615 | 1805 | 5187 | 1615 | 1805 | 5187 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.06 | 0.06 | 0.02 | 0.07 | 0.07 | 0.06 | 0.01 | 0.24 | 0.09 | 0.03 | 0.24 | 0.09 |
| Crit Moves: | | | | | **** | | | **** | | **** | | |
| Green/Cycle: | 0.19 | 0.19 | 0.19 | 0.19 | 0.19 | 0.19 | 0.03 | 0.61 | 0.61 | 0.08 | 0.67 | 0.67 |
| Volume/Cap: | 0.31 | 0.31 | 0.12 | 0.38 | 0.38 | 0.30 | 0.35 | 0.38 | 0.14 | 0.38 | 0.35 | 0.14 |
| Uniform Del: | 35.2 | 35.2 | 33.9 | 35.7 | 35.7 | 35.2 | 47.7 | 9.8 | 8.2 | 43.5 | 7.3 | 6.1 |
| IncremntDel: | 0.5 | 0.5 | 0.2 | 0.6 | 0.6 | 0.6 | 4.2 | 0.1 | 0.1 | 1.6 | 0.1 | 0.1 |
| 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: | 35.7 | 35.7 | 34.1 | 36.3 | 36.3 | 35.7 | 51.9 | 9.9 | 8.3 | 45.1 | 7.3 | 6.2 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 35.7 | 35.7 | 34.1 | 36.3 | 36.3 | 35.7 | 51.9 | 9.9 | 8.3 | 45.1 | 7.3 | 6.2 |
| LOS by Move: | D | D | C | D | D | D | D | A | A | D | A | A |
| HCM2kAvgQ: | 2 | 2 | 1 | 2 | 2 | 3 | 1 | 7 | 2 | 2 | 6 | 2 |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #23 Serpa Way / Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.597
Loss Time (sec): 12 Average Delay (sec/veh): 24.4
Optimal Cycle: 48 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Include | | | Ovl | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 0 | 1 | 0 1 | 2 0 | 0 | 1 0 | 1 0 | 3 | 0 1 | 1 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 306 | 7 | 100 | 125 | 17 | 48 | 34 | 780 | 410 | 197 | 928 | 168 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 306 | 7 | 100 | 125 | 17 | 48 | 34 | 780 | 410 | 197 | 928 | 168 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 344 | 8 | 112 | 140 | 19 | 54 | 38 | 876 | 461 | 221 | 1043 | 189 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 344 | 8 | 112 | 140 | 19 | 54 | 38 | 876 | 461 | 221 | 1043 | 189 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 344 | 8 | 112 | 140 | 19 | 54 | 38 | 876 | 461 | 221 | 1043 | 189 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 1.00 | 0.85 | 0.92 | 0.89 | 0.89 | 0.95 | 0.91 | 0.85 | 0.95 | 0.91 | 0.85 |
| Lanes: | 1.00 | 1.00 | 1.00 | 2.00 | 0.26 | 0.74 | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 |
| Final Sat.: | 1805 | 1900 | 1615 | 3502 | 442 | 1247 | 1805 | 5187 | 1615 | 1805 | 5187 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.19 | 0.00 | 0.07 | 0.04 | 0.04 | 0.04 | 0.02 | 0.17 | 0.29 | 0.12 | 0.20 | 0.12 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green/Cycle: | 0.32 | 0.04 | 0.24 | 0.35 | 0.07 | 0.07 | 0.05 | 0.28 | 0.60 | 0.21 | 0.44 | 0.80 |
| Volume/Cap: | 0.60 | 0.11 | 0.29 | 0.11 | 0.60 | 0.60 | 0.45 | 0.60 | 0.47 | 0.60 | 0.45 | 0.15 |
| Uniform Del: | 28.6 | 46.6 | 30.9 | 21.7 | 45.0 | 45.0 | 46.4 | 30.9 | 11.1 | 36.0 | 19.5 | 2.3 |
| IncremntDel: | 1.7 | 0.7 | 0.4 | 0.0 | 7.8 | 7.8 | 3.9 | 0.7 | 0.4 | 2.7 | 0.1 | 0.1 |
| 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: | 30.4 | 47.3 | 31.3 | 21.7 | 52.8 | 52.8 | 50.3 | 31.6 | 11.4 | 38.6 | 19.6 | 2.4 |
| 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: | 30.4 | 47.3 | 31.3 | 21.7 | 52.8 | 52.8 | 50.3 | 31.6 | 11.4 | 38.6 | 19.6 | 2.4 |
| LOS by Move: | C | D | C | C | D | D | D | C | B | D | B | A |
| HCM2kAvgQ: | 9 | 0 | 3 | 1 | 3 | 3 | 1 | 8 | 8 | 6 | 7 | 1 |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #24 Empire Ranch Road/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 1.093
Loss Time (sec): 12 Average Delay (sec/veh): 84.2
Optimal Cycle: 180 Level Of Service: F

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Ovl | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 | 0 | 3 | 0 | 1 | 1 | 0 | 3 | 0 | 1 | 1 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 335 | 638 | 124 | 488 | 1187 | 16 | 109 | 620 | 341 | 290 | 859 | 306 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 335 | 638 | 124 | 488 | 1187 | 16 | 109 | 620 | 341 | 290 | 859 | 306 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 376 | 717 | 139 | 548 | 1334 | 18 | 122 | 697 | 383 | 326 | 965 | 344 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 376 | 717 | 139 | 548 | 1334 | 18 | 122 | 697 | 383 | 326 | 965 | 344 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 376 | 717 | 139 | 548 | 1334 | 18 | 122 | 697 | 383 | 326 | 965 | 344 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.91 | 0.85 | 0.95 | 0.91 | 0.85 | 0.95 | 0.90 | 0.90 | 0.95 | 0.91 | 0.91 |
| Lanes: | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 | 1.00 | 1.29 | 0.71 | 1.00 | 1.47 | 0.53 |
| Final Sat.: | 1805 | 5187 | 1615 | 1805 | 5187 | 1615 | 1805 | 2206 | 1213 | 1805 | 2558 | 911 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.21 | 0.14 | 0.09 | 0.30 | 0.26 | 0.01 | 0.07 | 0.32 | 0.32 | 0.18 | 0.38 | 0.38 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green/Cycle: | 0.19 | 0.13 | 0.30 | 0.29 | 0.24 | 0.30 | 0.07 | 0.29 | 0.29 | 0.17 | 0.38 | 0.38 |
| Volume/Cap: | 1.09 | 1.04 | 0.29 | 1.04 | 1.09 | 0.04 | 0.98 | 1.09 | 1.09 | 1.09 | 0.98 | 0.98 |
| Uniform Del: | 40.5 | 43.3 | 26.9 | 35.4 | 38.2 | 24.5 | 46.5 | 35.6 | 35.6 | 41.7 | 30.4 | 30.4 |
| IncremntDel: | 75.9 | 44.4 | 0.3 | 49.2 | 55.1 | 0.0 | 74.2 | 57.5 | 57.5 | 79.4 | 20.0 | 20.0 |
| 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: | 116.3 | 87.7 | 27.3 | 84.6 | 93.4 | 24.5 | 120.7 | 93.1 | 93.1 | 121.1 | 50.4 | 50.4 |
| 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: | 116.3 | 87.7 | 27.3 | 84.6 | 93.4 | 24.5 | 120.7 | 93.1 | 93.1 | 121.1 | 50.4 | 50.4 |
| LOS by Move: | F | F | C | F | F | C | F | F | F | F | D | D |
| HCM2kAvgQ: | 17 | 11 | 3 | 22 | 21 | 0 | 5 | 25 | 25 | 14 | 23 | 23 |

Note: Queue reported is the number of cars per lane.





Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #25 Prairie City Rd/ High School

Cycle (sec): 100 Critical Vol./Cap. (X): 0.907
Loss Time (sec): 12 Average Delay (sec/veh): 34.9
Optimal Cycle: 113 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 2 | 0 | 2 | 1 | 0 | 2 | 0 | 2 | 1 | 0 | 2 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 881 | 1322 | 121 | 418 | 1155 | 525 | 153 | 3 | 202 | 101 | 0 | 107 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 881 | 1322 | 121 | 418 | 1155 | 525 | 153 | 3 | 202 | 101 | 0 | 107 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 990 | 1485 | 136 | 470 | 1298 | 590 | 172 | 3 | 227 | 113 | 0 | 120 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 990 | 1485 | 136 | 470 | 1298 | 590 | 172 | 3 | 227 | 113 | 0 | 120 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 990 | 1485 | 136 | 470 | 1298 | 590 | 172 | 3 | 227 | 113 | 0 | 120 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.90 | 0.90 | 0.92 | 0.87 | 0.87 | 0.92 | 0.85 | 0.85 | 0.95 | 1.00 | 0.85 |
| Lanes: | 2.00 | 2.75 | 0.25 | 2.00 | 2.06 | 0.94 | 2.00 | 0.03 | 1.97 | 1.00 | 0.00 | 2.00 |
| Final Sat.: | 3502 | 4690 | 429 | 3502 | 3398 | 1545 | 3502 | 47 | 3190 | 1805 | 0 | 3230 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.28 | 0.32 | 0.32 | 0.13 | 0.38 | 0.38 | 0.05 | 0.07 | 0.07 | 0.06 | 0.00 | 0.04 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green/Cycle: | 0.31 | 0.51 | 0.51 | 0.22 | 0.42 | 0.42 | 0.08 | 0.08 | 0.08 | 0.07 | 0.00 | 0.07 |
| Volume/Cap: | 0.91 | 0.62 | 0.62 | 0.62 | 0.91 | 0.91 | 0.58 | 0.91 | 0.91 | 0.91 | 0.00 | 0.54 |
| Uniform Del: | 33.0 | 17.3 | 17.3 | 35.3 | 27.1 | 27.1 | 44.1 | 45.7 | 45.7 | 46.2 | 0.0 | 45.0 |
| IncremntDel: | 10.9 | 0.4 | 0.4 | 1.5 | 6.3 | 6.3 | 3.0 | 33.0 | 33.0 | 52.9 | 0.0 | 2.6 |
| 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 | 0.00 | 1.00 |
| Delay/Veh: | 44.0 | 17.7 | 17.7 | 36.8 | 33.4 | 33.4 | 47.1 | 78.8 | 78.8 | 99.2 | 0.0 | 47.6 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 44.0 | 17.7 | 17.7 | 36.8 | 33.4 | 33.4 | 47.1 | 78.8 | 78.8 | 99.2 | 0.0 | 47.6 |
| LOS by Move: | D | B | B | D | C | C | D | E | E | F | A | D |
| HCM2kAvgQ: | 14 | 12 | 12 | 6 | 21 | 21 | 4 | 6 | 6 | 6 | 0 | 3 |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #26 East Bidwell St / Placerville Rd

Average Delay (sec/veh): 31.8 Worst Case Level Of Service: F[306.0]

| 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 | 2 | 1 0 | 0 | 0 | 3 | 0 0 | 0 | 0 | 0 | 0 0 | 0 | 0 | 0 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 2146 | 49 | 0 | 1657 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 446 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 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 | 2146 | 49 | 0 | 1657 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 446 | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 0 | 2411 | 55 | 0 | 1862 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 501 | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| FinalVolume: | 0 | 2411 | 55 | 0 | 1862 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 501 | |

Critical Gap Module:

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Critical Gp: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | 6.9 |
| FollowUpTim: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | 3.3 |

Capacity Module:

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Cnflict Vol: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | 831 |
| Potent Cap.: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | 317 |
| Move Cap.: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | 317 |
| Volume/Cap: | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | 1.58 |

Level Of Service Module:

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2Way95thQ: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | 29.4 |
| Control Del: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | 306.0 |
| LOS by Move: | * | * | * | * | * | * | * | * | * | * | * | F |
| Movement: | LT - | LTR - | RT | LT - | LTR - | RT | LT - | LTR - | RT | LT - | LTR - | RT |
| Shared Cap.: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| SharedQueue: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| Shrd ConDel: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| Shared LOS: | * | * | * | * | * | * | * | * | * | * | * | * |
| ApproachDel: | xxxxxx | | | xxxxxx | | | xxxxxx | | | 306.0 | | |
| ApproachLOS: | * | | | * | | | * | | | F | | |

Note: Queue reported is the number of cars per lane.





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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #27 Prairie City Rd/ White Rock Rd

| | | | |
|---|---|---|---|
| Cycle (sec): | 100 | Critical Vol./Cap. (X): | 1.045 |
| Loss Time (sec): | 12 | Average Delay (sec/veh): | 41.8 |
| Optimal Cycle: | 180 | Level Of Service: | D |

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Split Phase | | | | Split Phase | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Ovl | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 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 | 4.0 | 4.0 | 4.0 | |
| Lanes: | 0 | 0 | 1! 0 | 0 | 1 | 1 | 0 | 0 2 | 2 | 0 | 2 | 0 1 | 1 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 244 | 0 | 682 | 1171 | 2065 | 0 | 0 | 2162 | 148 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 0 | 0 | 0 | 244 | 0 | 682 | 1171 | 2065 | 0 | 0 | 2162 | 148 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | | | | |
| PHF Volume: | 0 | 0 | 0 | 274 | 0 | 766 | 1316 | 2320 | 0 | 0 | 2429 | 166 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 0 | 0 | 0 | 274 | 0 | 766 | 1316 | 2320 | 0 | 0 | 2429 | 166 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| 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: | 0 | 0 | 0 | 274 | 0 | 766 | 1316 | 2320 | 0 | 0 | 2429 | 166 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 0.75 | 0.92 | 0.95 | 1.00 | 1.00 | 0.91 | 0.85 | | | | |
| Lanes: | 0.00 | 1.00 | 0.00 | 2.00 | 0.00 | 2.00 | 2.00 | 2.00 | 1.00 | 1.00 | 3.00 | 1.00 | | | | |
| Final Sat.: | 0 | 1900 | 0 | 3618 | 0 | 2842 | 3502 | 3610 | 1900 | 1900 | 5187 | 1615 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.08 | 0.00 | 0.27 | 0.38 | 0.64 | 0.00 | 0.00 | 0.47 | 0.10 | | | | |
| Crit Moves: | | | | **** | | | **** | | | | **** | | | | | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | 0.07 | 0.00 | 0.43 | 0.36 | 0.81 | 0.00 | 0.00 | 0.45 | 0.45 | | | | |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 1.05 | 0.00 | 0.62 | 1.05 | 0.80 | 0.00 | 0.00 | 1.05 | 0.23 | | | | |
| Uniform Del: | 0.0 | 0.0 | 0.0 | 46.4 | 0.0 | 22.1 | 32.0 | 5.2 | 0.0 | 0.0 | 27.6 | 17.0 | | | | |
| IncremntDel: | 0.0 | 0.0 | 0.0 | 67.9 | 0.0 | 1.0 | 38.1 | 1.6 | 0.0 | 0.0 | 31.8 | 0.2 | | | | |
| 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: | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 | | | | |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 114.3 | 0.0 | 23.1 | 70.1 | 6.8 | 0.0 | 0.0 | 59.4 | 17.1 | | | | |
| 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: | 0.0 | 0.0 | 0.0 | 114.3 | 0.0 | 23.1 | 70.1 | 6.8 | 0.0 | 0.0 | 59.4 | 17.1 | | | | |
| LOS by Move: | A | A | A | F | A | C | E | A | A | A | E | B | | | | |
| HCM2kAvgQ: | 0 | 0 | 0 | 6 | 0 | 10 | 23 | 19 | 0 | 0 | 34 | 3 | | | | |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #28 Scott Rd (South)/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 1.034
Loss Time (sec): 9 Average Delay (sec/veh): 35.1
Optimal Cycle: 180 Level Of Service: D

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Permitted | | | | Permitted | | | | Protected | | | | Protected | | | |
| Rights: | | Ovl | | | | Include | | | | Ovl | | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 0 | 0 | 1 | 0 | 0 0 | 0 | 0 | 0 | 0 2 | 0 | 1 | 1 | 0 3 | 0 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 540 | 0 | 297 | | 0 | 0 | 0 | | 0 | 2036 | 445 | | 65 | 2219 | 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: | 540 | 0 | 297 | | 0 | 0 | 0 | | 0 | 2036 | 445 | | 65 | 2219 | 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: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 607 | 0 | 334 | | 0 | 0 | 0 | | 0 | 2288 | 500 | | 73 | 2493 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 607 | 0 | 334 | | 0 | 0 | 0 | | 0 | 2288 | 500 | | 73 | 2493 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 607 | 0 | 334 | | 0 | 0 | 0 | | 0 | 2288 | 500 | | 73 | 2493 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.60 | 1.00 | 0.85 | | 1.00 | 1.00 | 1.00 | | 1.00 | 0.95 | 0.85 | | 0.95 | 0.91 | 1.00 | |
| Lanes: | 2.00 | 0.00 | 1.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 2.00 | 1.00 | | 1.00 | 3.00 | 0.00 | |
| Final Sat.: | 2274 | 0 | 1615 | | 0 | 0 | 0 | | 0 | 3610 | 1615 | | 1805 | 5187 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.27 | 0.00 | 0.21 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.63 | 0.31 | | 0.04 | 0.48 | 0.00 | |
| Crit Moves: | **** | | | | | | | | | **** | | | **** | | | |
| Green/Cycle: | 0.26 | 0.00 | 0.30 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.61 | 0.61 | | 0.04 | 0.65 | 0.00 | |
| Volume/Cap: | 1.03 | 0.00 | 0.70 | | 0.00 | 0.00 | 0.00 | | 0.00 | 1.03 | 0.51 | | 1.03 | 0.74 | 0.00 | |
| Uniform Del: | 37.1 | 0.0 | 31.1 | | 0.0 | 0.0 | 0.0 | | 0.0 | 19.4 | 10.9 | | 48.0 | 11.7 | 0.0 | |
| IncremntDel: | 46.2 | 0.0 | 4.4 | | 0.0 | 0.0 | 0.0 | | 0.0 | 28.6 | 0.4 | | 116.8 | 0.9 | 0.0 | |
| 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 | 0.00 | 1.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| Delay/Veh: | 83.3 | 0.0 | 35.6 | | 0.0 | 0.0 | 0.0 | | 0.0 | 47.9 | 11.3 | | 164.9 | 12.5 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 83.3 | 0.0 | 35.6 | | 0.0 | 0.0 | 0.0 | | 0.0 | 47.9 | 11.3 | | 164.9 | 12.5 | 0.0 | |
| LOS by Move: | F | A | D | | A | A | A | | A | D | B | | F | B | A | |
| HCM2kAvgQ: | 16 | 0 | 10 | | 0 | 0 | 0 | | 0 | 44 | 8 | | 3 | 18 | 0 | |

Note: Queue reported is the number of cars per lane.





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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #29 Scott Rd (North)/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.892
Loss Time (sec): 12 Average Delay (sec/veh): 36.5
Optimal Cycle: 106 Level Of Service: D

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Split Phase | | | | Split Phase | | | | Protected | | | | Protected | | | |
| Rights: | | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 1 0 | 0 | 1 | 1 | 1 0 | 0 | 2 | 2 | 0 2 | 0 | 1 | 1 | 0 3 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 569 | 164 | 71 | | 193 | 164 | 727 | | 670 | 1030 | 579 | | 72 | 1093 | 134 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 569 | 164 | 71 | | 193 | 164 | 727 | | 670 | 1030 | 579 | | 72 | 1093 | 134 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 639 | 184 | 80 | | 217 | 184 | 817 | | 753 | 1157 | 651 | | 81 | 1228 | 151 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 639 | 184 | 80 | | 217 | 184 | 817 | | 753 | 1157 | 651 | | 81 | 1228 | 151 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 639 | 184 | 80 | | 217 | 184 | 817 | | 753 | 1157 | 651 | | 81 | 1228 | 151 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.96 | 0.96 | 0.85 | | 0.97 | 0.97 | 0.75 | | 0.92 | 0.95 | 0.85 | | 0.95 | 0.91 | 0.85 | |
| Lanes: | 1.55 | 0.45 | 1.00 | | 1.08 | 0.92 | 2.00 | | 2.00 | 2.00 | 1.00 | | 1.00 | 3.00 | 1.00 | |
| Final Sat.: | 2841 | 819 | 1615 | | 2001 | 1700 | 2842 | | 3502 | 3610 | 1615 | | 1805 | 5187 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.23 | 0.23 | 0.05 | | 0.11 | 0.11 | 0.29 | | 0.21 | 0.32 | 0.40 | | 0.04 | 0.24 | 0.09 | |
| Crit Moves: | **** | | | | | **** | | | **** | | | | | **** | | |
| Green/Cycle: | 0.25 | 0.25 | 0.31 | | 0.12 | 0.12 | 0.36 | | 0.24 | 0.44 | 0.70 | | 0.06 | 0.27 | 0.39 | |
| Volume/Cap: | 0.89 | 0.89 | 0.16 | | 0.89 | 0.89 | 0.79 | | 0.89 | 0.72 | 0.58 | | 0.72 | 0.89 | 0.24 | |
| Uniform Del: | 36.1 | 36.1 | 24.7 | | 43.3 | 43.3 | 28.5 | | 36.7 | 22.7 | 7.7 | | 46.0 | 35.4 | 20.7 | |
| IncremntDel: | 10.9 | 10.9 | 0.1 | | 19.6 | 19.6 | 4.3 | | 11.8 | 1.6 | 0.8 | | 20.4 | 7.7 | 0.2 | |
| 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: | 47.0 | 47.0 | 24.9 | | 62.8 | 62.8 | 32.8 | | 48.5 | 24.4 | 8.5 | | 66.5 | 43.1 | 20.9 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 47.0 | 47.0 | 24.9 | | 62.8 | 62.8 | 32.8 | | 48.5 | 24.4 | 8.5 | | 66.5 | 43.1 | 20.9 | |
| LOS by Move: | D | D | C | | E | E | C | | D | C | A | | E | D | C | |
| HCM2kAvgQ: | 16 | 16 | 2 | | 7 | 7 | 13 | | 11 | 14 | 9 | | 3 | 15 | 3 | |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #30 Placerville Rd/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.596
Loss Time (sec): 12 Average Delay (sec/veh): 11.6
Optimal Cycle: 48 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Split Phase | | | Split Phase | | | Protected | | | Protected | | |
| Rights: | Include | | | Ovl | | | Ovl | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 0 0 | 1! 0 | 0 | 1 1 | 0 0 | 1 | 1 0 | 2 0 | 1 | 1 0 | 3 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 391 | 0 | 15 | 6 | 1294 | 0 | 0 | 1248 | 253 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 391 | 0 | 15 | 6 | 1294 | 0 | 0 | 1248 | 253 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 0 | 0 | 0 | 439 | 0 | 17 | 7 | 1454 | 0 | 0 | 1402 | 284 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 439 | 0 | 17 | 7 | 1454 | 0 | 0 | 1402 | 284 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 0 | 0 | 0 | 439 | 0 | 17 | 7 | 1454 | 0 | 0 | 1402 | 284 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 0.85 | 0.95 | 0.95 | 1.00 | 1.00 | 0.91 | 0.85 |
| Lanes: | 0.00 | 1.00 | 0.00 | 2.00 | 0.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 3.00 | 1.00 |
| Final Sat.: | 0 | 1900 | 0 | 3618 | 0 | 1615 | 1805 | 3610 | 1900 | 1900 | 5187 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.12 | 0.00 | 0.01 | 0.00 | 0.40 | 0.00 | 0.00 | 0.27 | 0.18 |
| Crit Moves: | | | | **** | | | | **** | | **** | | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | 0.20 | 0.00 | 0.21 | 0.01 | 0.68 | 0.00 | 0.00 | 0.67 | 0.87 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.60 | 0.00 | 0.05 | 0.41 | 0.60 | 0.00 | 0.00 | 0.41 | 0.20 |
| Uniform Del: | 0.0 | 0.0 | 0.0 | 36.1 | 0.0 | 31.3 | 49.3 | 8.8 | 0.0 | 0.0 | 7.6 | 1.0 |
| IncremntDel: | 0.0 | 0.0 | 0.0 | 1.3 | 0.0 | 0.1 | 15.4 | 0.4 | 0.0 | 0.0 | 0.1 | 0.1 |
| 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: | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 37.4 | 0.0 | 31.3 | 64.6 | 9.2 | 0.0 | 0.0 | 7.7 | 1.1 |
| 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: | 0.0 | 0.0 | 0.0 | 37.4 | 0.0 | 31.3 | 64.6 | 9.2 | 0.0 | 0.0 | 7.7 | 1.1 |
| LOS by Move: | A | A | A | D | A | C | E | A | A | A | A | A |
| HCM2kAvgQ: | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 12 | 0 | 0 | 7 | 1 |

Note: Queue reported is the number of cars per lane.





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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #31 Empire Ranch Rd/ North Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.373
Loss Time (sec): 12 Average Delay (sec/veh): 15.2
Optimal Cycle: 34 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Ovl | | | Ovl | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 2 0 | 3 0 | 1 | 2 0 | 3 0 | 1 | 2 0 | 1 0 | 1 | 2 0 | 1 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 37 | 563 | 51 | 213 | 1150 | 279 | 133 | 4 | 18 | 55 | 6 | 134 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 37 | 563 | 51 | 213 | 1150 | 279 | 133 | 4 | 18 | 55 | 6 | 134 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 42 | 633 | 57 | 239 | 1292 | 313 | 149 | 4 | 20 | 62 | 7 | 151 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 42 | 633 | 57 | 239 | 1292 | 313 | 149 | 4 | 20 | 62 | 7 | 151 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 42 | 633 | 57 | 239 | 1292 | 313 | 149 | 4 | 20 | 62 | 7 | 151 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.91 | 0.85 | 0.92 | 0.91 | 0.85 | 0.92 | 1.00 | 0.85 | 0.92 | 1.00 | 0.85 |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 |
| Final Sat.: | 3502 | 5187 | 1615 | 3502 | 5187 | 1615 | 3502 | 1900 | 1615 | 3502 | 1900 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.12 | 0.04 | 0.07 | 0.25 | 0.19 | 0.04 | 0.00 | 0.01 | 0.02 | 0.00 | 0.09 |
| Crit Moves: | **** | | | | **** | | **** | | | | | **** |
| Green/Cycle: | 0.03 | 0.45 | 0.61 | 0.25 | 0.67 | 0.78 | 0.11 | 0.02 | 0.05 | 0.16 | 0.07 | 0.32 |
| Volume/Cap: | 0.37 | 0.27 | 0.06 | 0.27 | 0.37 | 0.25 | 0.37 | 0.11 | 0.24 | 0.11 | 0.05 | 0.29 |
| Uniform Del: | 47.4 | 17.4 | 8.0 | 30.1 | 7.4 | 3.0 | 41.0 | 48.0 | 45.4 | 36.0 | 43.7 | 25.7 |
| IncremntDel: | 2.1 | 0.1 | 0.0 | 0.2 | 0.1 | 0.1 | 0.6 | 1.2 | 1.4 | 0.1 | 0.2 | 0.3 |
| 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: | 49.5 | 17.4 | 8.0 | 30.3 | 7.4 | 3.1 | 41.6 | 49.2 | 46.8 | 36.0 | 43.9 | 26.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 49.5 | 17.4 | 8.0 | 30.3 | 7.4 | 3.1 | 41.6 | 49.2 | 46.8 | 36.0 | 43.9 | 26.0 |
| LOS by Move: | D | B | A | C | A | A | D | D | D | D | D | C |
| HCM2kAvgQ: | 1 | 4 | 1 | 3 | 6 | 3 | 3 | 0 | 1 | 1 | 0 | 4 |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #32 Prairie City Rd/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.817
Loss Time (sec): 12 Average Delay (sec/veh): 32.6
Optimal Cycle: 81 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 3 | 0 | 1 | 2 | 0 | 3 | 0 | 1 | 2 | 0 | 3 | 0 | 1 | 2 | 0 | 3 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | | | | | |
| Base Vol: | 241 | 1179 | 491 | | 322 | 772 | 166 | | 308 | 545 | 93 | | 114 | 977 | 361 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 241 | 1179 | 491 | | 322 | 772 | 166 | | 308 | 545 | 93 | | 114 | 977 | 361 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 271 | 1325 | 552 | | 362 | 867 | 187 | | 346 | 612 | 104 | | 128 | 1098 | 406 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 271 | 1325 | 552 | | 362 | 867 | 187 | | 346 | 612 | 104 | | 128 | 1098 | 406 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 271 | 1325 | 552 | | 362 | 867 | 187 | | 346 | 612 | 104 | | 128 | 1098 | 406 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.91 | 0.85 | | 0.92 | 0.91 | 0.85 | | 0.92 | 0.91 | 0.85 | | 0.92 | 0.91 | 0.85 | |
| Lanes: | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | |
| Final Sat.: | 3502 | 5187 | 1615 | | 3502 | 5187 | 1615 | | 3502 | 5187 | 1615 | | 3502 | 5187 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.08 | 0.26 | 0.34 | | 0.10 | 0.17 | 0.12 | | 0.10 | 0.12 | 0.06 | | 0.04 | 0.21 | 0.25 | |
| Crit Moves: | | | **** | | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.16 | 0.37 | 0.46 | | 0.13 | 0.34 | 0.46 | | 0.12 | 0.29 | 0.45 | | 0.09 | 0.26 | 0.39 | |
| Volume/Cap: | 0.49 | 0.68 | 0.74 | | 0.82 | 0.49 | 0.25 | | 0.82 | 0.41 | 0.14 | | 0.41 | 0.82 | 0.65 | |
| Uniform Del: | 38.4 | 26.4 | 21.9 | | 42.5 | 26.0 | 16.3 | | 42.9 | 28.6 | 16.3 | | 43.0 | 34.8 | 25.2 | |
| IncremntDel: | 0.7 | 1.0 | 3.9 | | 11.3 | 0.2 | 0.2 | | 11.7 | 0.2 | 0.1 | | 0.9 | 4.0 | 2.5 | |
| 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: | 39.1 | 27.4 | 25.7 | | 53.8 | 26.2 | 16.5 | | 54.6 | 28.7 | 16.4 | | 43.8 | 38.8 | 27.7 | |
| 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: | 39.1 | 27.4 | 25.7 | | 53.8 | 26.2 | 16.5 | | 54.6 | 28.7 | 16.4 | | 43.8 | 38.8 | 27.7 | |
| LOS by Move: | D | C | C | | D | C | B | | D | C | B | | D | D | C | |
| HCM2kAvgQ: | 4 | 12 | 14 | | 6 | 7 | 3 | | 6 | 5 | 2 | | 2 | 11 | 10 | |

Note: Queue reported is the number of cars per lane.





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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #33 Oak Ave Pkwy/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.909
Loss Time (sec): 12 Average Delay (sec/veh): 37.1
Optimal Cycle: 114 Level Of Service: D

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 2 | 0 | 1 | 2 | 0 | 2 | 0 | 1 | 2 | 0 | 2 | 0 | 1 | 2 | 0 | 2 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | | | | | |
| Base Vol: | 262 | 570 | 156 | | 293 | 587 | 748 | | 413 | 590 | 157 | | 112 | 628 | 206 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 262 | 570 | 156 | | 293 | 587 | 748 | | 413 | 590 | 157 | | 112 | 628 | 206 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 294 | 640 | 175 | | 329 | 660 | 840 | | 464 | 663 | 176 | | 126 | 706 | 231 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 294 | 640 | 175 | | 329 | 660 | 840 | | 464 | 663 | 176 | | 126 | 706 | 231 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 294 | 640 | 175 | | 329 | 660 | 840 | | 464 | 663 | 176 | | 126 | 706 | 231 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.95 | 0.85 | | 0.92 | 0.95 | 0.85 | | 0.92 | 0.95 | 0.85 | | 0.92 | 0.95 | 0.85 | |
| Lanes: | 2.00 | 2.00 | 1.00 | | 2.00 | 2.00 | 1.00 | | 2.00 | 2.00 | 1.00 | | 2.00 | 2.00 | 1.00 | |
| Final Sat.: | 3502 | 3610 | 1615 | | 3502 | 3610 | 1615 | | 3502 | 3610 | 1615 | | 3502 | 3610 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.08 | 0.18 | 0.11 | | 0.09 | 0.18 | 0.52 | | 0.13 | 0.18 | 0.11 | | 0.04 | 0.20 | 0.14 | |
| Crit Moves: | **** | | | | | | **** | | **** | | | | | **** | | |
| Green/Cycle: | 0.09 | 0.34 | 0.40 | | 0.18 | 0.43 | 0.57 | | 0.15 | 0.30 | 0.39 | | 0.06 | 0.22 | 0.39 | |
| Volume/Cap: | 0.91 | 0.52 | 0.27 | | 0.52 | 0.43 | 0.91 | | 0.91 | 0.61 | 0.28 | | 0.61 | 0.91 | 0.36 | |
| Uniform Del: | 45.0 | 26.5 | 20.3 | | 37.1 | 20.1 | 19.1 | | 42.1 | 29.9 | 20.6 | | 45.9 | 38.3 | 21.4 | |
| IncremntDel: | 28.1 | 0.4 | 0.2 | | 0.8 | 0.2 | 12.7 | | 20.2 | 1.0 | 0.2 | | 5.2 | 14.6 | 0.4 | |
| 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: | 73.1 | 26.9 | 20.5 | | 37.9 | 20.3 | 31.7 | | 62.2 | 30.9 | 20.8 | | 51.1 | 52.9 | 21.7 | |
| 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: | 73.1 | 26.9 | 20.5 | | 37.9 | 20.3 | 31.7 | | 62.2 | 30.9 | 20.8 | | 51.1 | 52.9 | 21.7 | |
| LOS by Move: | E | C | C | | D | C | C | | E | C | C | | D | D | C | |
| HCM2kAvgQ: | 6 | 8 | 3 | | 4 | 7 | 23 | | 8 | 9 | 4 | | 2 | 12 | 5 | |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #34 RowberryDr/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.603
Loss Time (sec): 12 Average Delay (sec/veh): 22.9
Optimal Cycle: 49 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Split Phase | | | | Split Phase | | | | Protected | | | | Protected | | | |
| Rights: | | Include | | | | Ovl | | | | Ovl | | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 | 1! 0 | 0 | 1 | 1 | 0 | 0 | 1 | 2 | 0 | 2 | 0 | 1 | 0 | 2 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 9 | 11 | 15 | 553 | 5 | 225 | 354 | 681 | 4 | 7 | 712 | 527 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 9 | 11 | 15 | 553 | 5 | 225 | 354 | 681 | 4 | 7 | 712 | 527 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | | | | |
| PHF Volume: | 10 | 12 | 17 | 621 | 6 | 253 | 398 | 765 | 4 | 8 | 800 | 592 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 10 | 12 | 17 | 621 | 6 | 253 | 398 | 765 | 4 | 8 | 800 | 592 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| 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: | 10 | 12 | 17 | 621 | 6 | 253 | 398 | 765 | 4 | 8 | 800 | 592 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 0.93 | 0.93 | 0.93 | 0.95 | 0.95 | 0.85 | 0.92 | 0.95 | 0.85 | 0.95 | 0.95 | 0.85 | | | | |
| Lanes: | 0.26 | 0.31 | 0.43 | 1.98 | 0.02 | 1.00 | 2.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | | | | |
| Final Sat.: | 454 | 555 | 757 | 3589 | 32 | 1615 | 3502 | 3610 | 1615 | 1805 | 3610 | 1615 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.02 | 0.02 | 0.17 | 0.17 | 0.16 | 0.11 | 0.21 | 0.00 | 0.00 | 0.22 | 0.37 | | | | |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | | | | | |
| Green/Cycle: | 0.04 | 0.04 | 0.04 | 0.29 | 0.29 | 0.48 | 0.19 | 0.54 | 0.58 | 0.01 | 0.37 | 0.65 | | | | |
| Volume/Cap: | 0.60 | 0.60 | 0.60 | 0.60 | 0.60 | 0.33 | 0.60 | 0.39 | 0.00 | 0.39 | 0.60 | 0.56 | | | | |
| Uniform Del: | 47.4 | 47.4 | 47.4 | 30.7 | 30.7 | 16.3 | 37.2 | 13.2 | 8.8 | 49.1 | 25.7 | 9.4 | | | | |
| IncremntDel: | 14.9 | 14.9 | 14.9 | 1.0 | 1.0 | 0.3 | 1.6 | 0.1 | 0.0 | 12.0 | 0.8 | 0.7 | | | | |
| 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: | 62.3 | 62.3 | 62.3 | 31.7 | 31.7 | 16.6 | 38.7 | 13.3 | 8.8 | 61.1 | 26.5 | 10.1 | | | | |
| 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: | 62.3 | 62.3 | 62.3 | 31.7 | 31.7 | 16.6 | 38.7 | 13.3 | 8.8 | 61.1 | 26.5 | 10.1 | | | | |
| LOS by Move: | E | E | E | C | C | B | D | B | A | E | C | B | | | | |
| HCM2kAvgQ: | 2 | 2 | 2 | 8 | 8 | 5 | 6 | 7 | 0 | 0 | 10 | 10 | | | | |

Note: Queue reported is the number of cars per lane.





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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #35 1st/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.647
Loss Time (sec): 12 Average Delay (sec/veh): 27.3
Optimal Cycle: 53 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | | Include | | | | Ovl | | | | Include | | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 3 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 347 | 45 | 0 | 89 | 39 | 168 | 290 | 563 | 202 | 0 | 693 | 155 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 347 | 45 | 0 | 89 | 39 | 168 | 290 | 563 | 202 | 0 | 693 | 155 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | | | | |
| PHF Volume: | 390 | 51 | 0 | 100 | 44 | 189 | 326 | 633 | 227 | 0 | 779 | 174 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 390 | 51 | 0 | 100 | 44 | 189 | 326 | 633 | 227 | 0 | 779 | 174 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| 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: | 390 | 51 | 0 | 100 | 44 | 189 | 326 | 633 | 227 | 0 | 779 | 174 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 0.85 | 0.95 | 0.87 | 0.87 | 1.00 | 0.91 | 0.85 | | | | |
| Lanes: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.21 | 0.79 | 1.00 | 3.00 | 1.00 | | | | |
| Final Sat.: | 1805 | 1900 | 0 | 1805 | 1900 | 1615 | 1805 | 3665 | 1315 | 1900 | 5187 | 1615 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.22 | 0.03 | 0.00 | 0.06 | 0.02 | 0.12 | 0.18 | 0.17 | 0.17 | 0.00 | 0.15 | 0.11 | | | | |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | | | | | |
| Green/Cycle: | 0.33 | 0.12 | 0.00 | 0.25 | 0.04 | 0.31 | 0.28 | 0.51 | 0.51 | 0.00 | 0.23 | 0.48 | | | | |
| Volume/Cap: | 0.65 | 0.22 | 0.00 | 0.22 | 0.65 | 0.37 | 0.65 | 0.34 | 0.34 | 0.00 | 0.65 | 0.22 | | | | |
| Uniform Del: | 28.3 | 39.8 | 0.0 | 29.8 | 47.6 | 26.6 | 31.7 | 14.5 | 14.5 | 0.0 | 34.7 | 15.1 | | | | |
| IncremntDel: | 2.5 | 0.5 | 0.0 | 0.3 | 19.8 | 0.5 | 2.9 | 0.1 | 0.1 | 0.0 | 1.2 | 0.1 | | | | |
| 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 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | | | | |
| Delay/Veh: | 30.8 | 40.3 | 0.0 | 30.1 | 67.4 | 27.1 | 34.7 | 14.5 | 14.5 | 0.0 | 36.0 | 15.2 | | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| AdjDel/Veh: | 30.8 | 40.3 | 0.0 | 30.1 | 67.4 | 27.1 | 34.7 | 14.5 | 14.5 | 0.0 | 36.0 | 15.2 | | | | |
| LOS by Move: | C | D | A | C | E | C | C | B | B | A | D | B | | | | |
| HCM2kAvgQ: | 11 | 2 | 0 | 2 | 2 | 5 | 9 | 6 | 6 | 0 | 8 | 3 | | | | |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #36 2nd St/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.493
Loss Time (sec): 12 Average Delay (sec/veh): 22.5
Optimal Cycle: 40 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 0 | 1 0 | 2 | 0 | 1 | 0 1 | 1 | 0 | 2 | 1 0 | 1 | 0 | 2 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 47 | 62 | 0 | | 145 | 40 | 113 | | 181 | 511 | 0 | | 0 | 695 | 249 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 47 | 62 | 0 | | 145 | 40 | 113 | | 181 | 511 | 0 | | 0 | 695 | 249 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 53 | 70 | 0 | | 163 | 45 | 127 | | 203 | 574 | 0 | | 0 | 781 | 280 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 53 | 70 | 0 | | 163 | 45 | 127 | | 203 | 574 | 0 | | 0 | 781 | 280 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 53 | 70 | 0 | | 163 | 45 | 127 | | 203 | 574 | 0 | | 0 | 781 | 280 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 1.00 | 1.00 | | 0.92 | 1.00 | 0.85 | | 0.95 | 0.91 | 0.91 | | 1.00 | 0.87 | 0.87 | |
| Lanes: | 1.00 | 1.00 | 0.00 | | 2.00 | 1.00 | 1.00 | | 1.00 | 3.00 | 0.00 | | 1.00 | 2.21 | 0.79 | |
| Final Sat.: | 1805 | 1900 | 0 | | 3502 | 1900 | 1615 | | 1805 | 5187 | 0 | | 1900 | 3666 | 1313 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.04 | 0.00 | | 0.05 | 0.02 | 0.08 | | 0.11 | 0.11 | 0.00 | | 0.00 | 0.21 | 0.21 | |
| Crit Moves: | **** | | | | | | **** | | **** | | | | | **** | | |
| Green/Cycle: | 0.06 | 0.10 | 0.00 | | 0.12 | 0.16 | 0.16 | | 0.23 | 0.66 | 0.00 | | 0.00 | 0.43 | 0.43 | |
| Volume/Cap: | 0.49 | 0.38 | 0.00 | | 0.38 | 0.15 | 0.49 | | 0.49 | 0.17 | 0.00 | | 0.00 | 0.49 | 0.49 | |
| Uniform Del: | 45.6 | 42.4 | 0.0 | | 40.4 | 36.2 | 38.3 | | 33.5 | 6.5 | 0.0 | | 0.0 | 20.5 | 20.5 | |
| IncremntDel: | 3.5 | 1.3 | 0.0 | | 0.6 | 0.2 | 1.5 | | 0.9 | 0.0 | 0.0 | | 0.0 | 0.2 | 0.2 | |
| 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 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 0.00 | 1.00 | 1.00 | |
| Delay/Veh: | 49.1 | 43.7 | 0.0 | | 40.9 | 36.4 | 39.8 | | 34.5 | 6.5 | 0.0 | | 0.0 | 20.7 | 20.7 | |
| 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: | 49.1 | 43.7 | 0.0 | | 40.9 | 36.4 | 39.8 | | 34.5 | 6.5 | 0.0 | | 0.0 | 20.7 | 20.7 | |
| LOS by Move: | D | D | A | | D | D | D | | C | A | A | | A | C | C | |
| HCM2kAvgQ: | 2 | 2 | 0 | | 3 | 1 | 4 | | 5 | 2 | 0 | | 0 | 8 | 8 | |

Note: Queue reported is the number of cars per lane.





AM Cum Reduced Hillside DevTue Jan 12, 2010 15:56:42 Page 39-1

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #37 3rd St/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.385
Loss Time (sec): 12 Average Delay (sec/veh): 22.5
Optimal Cycle: 34 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Ovl | | | | Include | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 1 | 0 1 | 2 | 0 | 1 | 0 1 | 1 | 0 | 2 | 1 0 | 1 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 68 | 8 | 101 | | 135 | 5 | 97 | | 53 | 659 | 62 | | 108 | 842 | 146 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 68 | 8 | 101 | | 135 | 5 | 97 | | 53 | 659 | 62 | | 108 | 842 | 146 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 76 | 9 | 113 | | 152 | 6 | 109 | | 60 | 740 | 70 | | 121 | 946 | 164 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 76 | 9 | 113 | | 152 | 6 | 109 | | 60 | 740 | 70 | | 121 | 946 | 164 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 76 | 9 | 113 | | 152 | 6 | 109 | | 60 | 740 | 70 | | 121 | 946 | 164 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 1.00 | 0.85 | | 0.92 | 1.00 | 0.85 | | 0.95 | 0.90 | 0.90 | | 0.95 | 0.91 | 0.85 | |
| Lanes: | 1.00 | 1.00 | 1.00 | | 2.00 | 1.00 | 1.00 | | 1.00 | 2.74 | 0.26 | | 1.00 | 3.00 | 1.00 | |
| Final Sat.: | 1805 | 1900 | 1615 | | 3502 | 1900 | 1615 | | 1805 | 4679 | 440 | | 1805 | 5187 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.00 | 0.07 | | 0.04 | 0.00 | 0.07 | | 0.03 | 0.16 | 0.16 | | 0.07 | 0.18 | 0.10 | |
| Crit Moves: | | | **** | | **** | | | | | **** | | | **** | | | |
| Green/Cycle: | 0.16 | 0.18 | 0.18 | | 0.11 | 0.13 | 0.22 | | 0.09 | 0.41 | 0.41 | | 0.17 | 0.50 | 0.61 | |
| Volume/Cap: | 0.26 | 0.03 | 0.39 | | 0.39 | 0.02 | 0.30 | | 0.37 | 0.39 | 0.39 | | 0.39 | 0.37 | 0.17 | |
| Uniform Del: | 36.6 | 33.6 | 36.0 | | 41.2 | 37.8 | 32.5 | | 42.9 | 20.6 | 20.6 | | 36.5 | 15.6 | 8.6 | |
| IncremntDel: | 0.5 | 0.0 | 0.8 | | 0.6 | 0.0 | 0.5 | | 1.4 | 0.1 | 0.1 | | 0.8 | 0.1 | 0.1 | |
| 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: | 37.1 | 33.6 | 36.8 | | 41.8 | 37.8 | 32.9 | | 44.3 | 20.7 | 20.7 | | 37.3 | 15.7 | 8.6 | |
| 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: | 37.1 | 33.6 | 36.8 | | 41.8 | 37.8 | 32.9 | | 44.3 | 20.7 | 20.7 | | 37.3 | 15.7 | 8.6 | |
| LOS by Move: | D | C | D | | D | D | C | | D | C | C | | D | B | A | |
| HCM2kAvgQ: | 2 | 0 | 3 | | 3 | 0 | 3 | | 2 | 6 | 6 | | 3 | 6 | 2 | |

Note: Queue reported is the number of cars per lane.

AM Cum Reduced Hillside DevTue Jan 12, 2010 15:56:42 Page 40-1

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #38 Scott Rd (North)/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.791
Loss Time (sec): 12 Average Delay (sec/veh): 33.3
Optimal Cycle: 75 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 3 | 0 | 1 | 2 | 0 3 | 0 | 1 | 2 | 0 3 | 0 | 1 | 2 | 0 3 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 323 | 1095 | 108 | | 580 | 1290 | 423 | | 615 | 158 | 120 | | 135 | 350 | 166 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 323 | 1095 | 108 | | 580 | 1290 | 423 | | 615 | 158 | 120 | | 135 | 350 | 166 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 363 | 1230 | 121 | | 652 | 1449 | 475 | | 691 | 178 | 135 | | 152 | 393 | 187 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 363 | 1230 | 121 | | 652 | 1449 | 475 | | 691 | 178 | 135 | | 152 | 393 | 187 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 363 | 1230 | 121 | | 652 | 1449 | 475 | | 691 | 178 | 135 | | 152 | 393 | 187 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.91 | 0.85 | | 0.92 | 0.91 | 0.85 | | 0.92 | 0.91 | 0.85 | | 0.92 | 0.91 | 0.85 | |
| Lanes: | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | |
| Final Sat.: | 3502 | 5187 | 1615 | | 3502 | 5187 | 1615 | | 3502 | 5187 | 1615 | | 3502 | 5187 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.10 | 0.24 | 0.08 | | 0.19 | 0.28 | 0.29 | | 0.20 | 0.03 | 0.08 | | 0.04 | 0.08 | 0.12 | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.14 | 0.30 | 0.49 | | 0.24 | 0.39 | 0.64 | | 0.25 | 0.15 | 0.30 | | 0.19 | 0.10 | 0.33 | |
| Volume/Cap: | 0.72 | 0.79 | 0.15 | | 0.79 | 0.72 | 0.46 | | 0.79 | 0.22 | 0.28 | | 0.22 | 0.79 | 0.35 | |
| Uniform Del: | 40.8 | 32.1 | 13.9 | | 35.9 | 25.8 | 9.2 | | 35.1 | 37.2 | 27.0 | | 34.1 | 44.2 | 25.3 | |
| IncremntDel: | 4.9 | 2.8 | 0.1 | | 5.2 | 1.3 | 0.3 | | 5.0 | 0.1 | 0.3 | | 0.2 | 8.4 | 0.4 | |
| 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: | 45.7 | 35.0 | 14.0 | | 41.2 | 27.1 | 9.5 | | 40.1 | 37.3 | 27.3 | | 34.2 | 52.7 | 25.7 | |
| 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: | 45.7 | 35.0 | 14.0 | | 41.2 | 27.1 | 9.5 | | 40.1 | 37.3 | 27.3 | | 34.2 | 52.7 | 25.7 | |
| LOS by Move: | D | C | B | | D | C | A | | D | D | C | | C | D | C | |
| HCM2kAvgQ: | 5 | 12 | 2 | | 10 | 13 | 7 | | 11 | 2 | 3 | | 2 | 5 | 4 | |

Note: Queue reported is the number of cars per lane.





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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #39 Placerville Rd / Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.346
Loss Time (sec): 12 Average Delay (sec/veh): 28.8
Optimal Cycle: 33 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Ovl | | | | Include | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 0 | 1 | 0 | 1 | 0 1 | 0 | 1 | 2 | 0 2 | 1 | 0 | 1 | 0 3 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 128 | 109 | 71 | | 30 | 46 | 41 | | 305 | 314 | 65 | | 64 | 240 | 134 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 128 | 109 | 71 | | 30 | 46 | 41 | | 305 | 314 | 65 | | 64 | 240 | 134 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 144 | 122 | 80 | | 34 | 52 | 46 | | 343 | 353 | 73 | | 72 | 270 | 151 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 144 | 122 | 80 | | 34 | 52 | 46 | | 343 | 353 | 73 | | 72 | 270 | 151 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 144 | 122 | 80 | | 34 | 52 | 46 | | 343 | 353 | 73 | | 72 | 270 | 151 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.94 | 0.94 | | 0.95 | 1.00 | 0.85 | | 0.92 | 0.89 | 0.89 | | 0.95 | 0.91 | 0.85 | |
| Lanes: | 1.00 | 0.61 | 0.39 | | 1.00 | 1.00 | 1.00 | | 2.00 | 2.49 | 0.51 | | 1.00 | 3.00 | 1.00 | |
| Final Sat.: | 1805 | 1083 | 705 | | 1805 | 1900 | 1615 | | 3502 | 4186 | 866 | | 1805 | 5187 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.08 | 0.11 | 0.11 | | 0.02 | 0.03 | 0.03 | | 0.10 | 0.08 | 0.08 | | 0.04 | 0.05 | 0.09 | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | | **** | |
| Green/Cycle: | 0.28 | 0.33 | 0.33 | | 0.05 | 0.10 | 0.38 | | 0.28 | 0.34 | 0.34 | | 0.16 | 0.22 | 0.27 | |
| Volume/Cap: | 0.28 | 0.35 | 0.35 | | 0.35 | 0.28 | 0.08 | | 0.35 | 0.25 | 0.25 | | 0.25 | 0.24 | 0.35 | |
| Uniform Del: | 27.8 | 25.5 | 25.5 | | 45.6 | 41.9 | 19.8 | | 28.5 | 23.9 | 23.9 | | 36.7 | 32.4 | 29.4 | |
| IncremntDel: | 0.3 | 0.4 | 0.4 | | 2.1 | 0.8 | 0.1 | | 0.2 | 0.1 | 0.1 | | 0.5 | 0.1 | 0.5 | |
| 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: | 28.1 | 25.9 | 25.9 | | 47.7 | 42.7 | 19.8 | | 28.7 | 24.0 | 24.0 | | 37.2 | 32.6 | 29.9 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 28.1 | 25.9 | 25.9 | | 47.7 | 42.7 | 19.8 | | 28.7 | 24.0 | 24.0 | | 37.2 | 32.6 | 29.9 | |
| LOS by Move: | C | C | C | | D | D | B | | C | C | C | | D | C | C | |
| HCM2kAvgQ: | 3 | 5 | 5 | | 1 | 2 | 1 | | 4 | 3 | 3 | | 2 | 2 | 4 | |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #40 4th St/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.425
Loss Time (sec): 12 Average Delay (sec/veh): 24.9
Optimal Cycle: 36 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Ovl | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 | 0 0 | 1 0 | 1 | 0 1 | 0 1 | 1 | 0 1 | 1 0 | 1 | 0 1 | 1 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 1 | 295 | 36 | 12 | 11 | 10 | 16 | 386 | 14 | 55 | 428 | 68 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 1 | 295 | 36 | 12 | 11 | 10 | 16 | 386 | 14 | 55 | 428 | 68 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 1 | 331 | 40 | 13 | 12 | 11 | 18 | 434 | 16 | 62 | 481 | 76 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 1 | 331 | 40 | 13 | 12 | 11 | 18 | 434 | 16 | 62 | 481 | 76 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 1 | 331 | 40 | 13 | 12 | 11 | 18 | 434 | 16 | 62 | 481 | 76 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.98 | 0.98 | 0.95 | 1.00 | 0.85 | 0.95 | 0.95 | 0.95 | 0.95 | 0.93 | 0.93 |
| Lanes: | 1.00 | 0.89 | 0.11 | 1.00 | 1.00 | 1.00 | 1.00 | 1.93 | 0.07 | 1.00 | 1.73 | 0.27 |
| Final Sat.: | 1805 | 1666 | 203 | 1805 | 1900 | 1615 | 1805 | 3466 | 126 | 1805 | 3050 | 485 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.20 | 0.20 | 0.01 | 0.01 | 0.01 | 0.01 | 0.13 | 0.13 | 0.03 | 0.16 | 0.16 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green/Cycle: | 0.04 | 0.47 | 0.47 | 0.02 | 0.44 | 0.47 | 0.02 | 0.31 | 0.31 | 0.08 | 0.37 | 0.37 |
| Volume/Cap: | 0.01 | 0.43 | 0.43 | 0.43 | 0.01 | 0.01 | 0.43 | 0.40 | 0.40 | 0.40 | 0.43 | 0.43 |
| Uniform Del: | 45.9 | 17.7 | 17.7 | 48.6 | 15.6 | 14.3 | 48.2 | 27.2 | 27.2 | 43.4 | 23.5 | 23.5 |
| IncremntDel: | 0.1 | 0.3 | 0.3 | 8.9 | 0.0 | 0.0 | 6.7 | 0.2 | 0.2 | 1.7 | 0.2 | 0.2 |
| 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: | 46.0 | 18.0 | 18.0 | 57.5 | 15.6 | 14.3 | 54.9 | 27.5 | 27.5 | 45.1 | 23.7 | 23.7 |
| 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: | 46.0 | 18.0 | 18.0 | 57.5 | 15.6 | 14.3 | 54.9 | 27.5 | 27.5 | 45.1 | 23.7 | 23.7 |
| LOS by Move: | D | B | B | E | B | B | D | C | C | D | C | C |
| HCM2kAvgQ: | 0 | 8 | 8 | 1 | 0 | 0 | 1 | 6 | 6 | 2 | 6 | 6 |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #41 Hillside Dr/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.393
Loss Time (sec): 9 Average Delay (sec/veh): 15.2
Optimal Cycle: 29 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Ovl | | | Include | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 0 | 0 0 | 0 0 | 1 | 0 0 | 0 1 | 1 | 0 1 | 0 0 | 0 | 0 1 | 0 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 44 | 0 | 83 | 192 | 213 | 0 | 0 | 356 | 146 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 44 | 0 | 83 | 192 | 213 | 0 | 0 | 356 | 146 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 0 | 0 | 0 | 49 | 0 | 93 | 216 | 239 | 0 | 0 | 400 | 164 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 49 | 0 | 93 | 216 | 239 | 0 | 0 | 400 | 164 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 0 | 0 | 0 | 49 | 0 | 93 | 216 | 239 | 0 | 0 | 400 | 164 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 0.85 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 0.85 |
| Lanes: | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 |
| Final Sat.: | 0 | 0 | 0 | 1805 | 0 | 1615 | 1805 | 1900 | 0 | 0 | 1900 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.03 | 0.00 | 0.06 | 0.12 | 0.13 | 0.00 | 0.00 | 0.21 | 0.10 |
| Crit Moves: | | | | **** | | | **** | | | | **** | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | 0.07 | 0.00 | 0.37 | 0.30 | 0.84 | 0.00 | 0.00 | 0.54 | 0.61 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.39 | 0.00 | 0.15 | 0.39 | 0.15 | 0.00 | 0.00 | 0.39 | 0.17 |
| Uniform Del: | 0.0 | 0.0 | 0.0 | 44.5 | 0.0 | 20.8 | 27.5 | 1.5 | 0.0 | 0.0 | 13.6 | 8.7 |
| IncremntDel: | 0.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.1 | 0.5 | 0.0 | 0.0 | 0.0 | 0.3 | 0.1 |
| 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: | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 46.5 | 0.0 | 20.9 | 28.0 | 1.5 | 0.0 | 0.0 | 13.9 | 8.7 |
| 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: | 0.0 | 0.0 | 0.0 | 46.5 | 0.0 | 20.9 | 28.0 | 1.5 | 0.0 | 0.0 | 13.9 | 8.7 |
| LOS by Move: | A | A | A | D | A | C | C | A | A | A | B | A |
| HCM2kAvgQ: | 0 | 0 | 0 | 2 | 0 | 2 | 5 | 1 | 0 | 0 | 7 | 2 |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #42 Empire Ranch Rd/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.363
Loss Time (sec): 12 Average Delay (sec/veh): 19.7
Optimal Cycle: 34 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Split Phase | | | | Split Phase | | | |
| Rights: | Include | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 2 | 1 0 | 1 | 0 | 3 | 0 1 | 1 | 1 | 0 | 0 1 | 0 | 1 | 0 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 30 | 400 | 27 | | 147 | 717 | 360 | | 130 | 43 | 15 | | 28 | 45 | 120 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 30 | 400 | 27 | | 147 | 717 | 360 | | 130 | 43 | 15 | | 28 | 45 | 120 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 34 | 449 | 30 | | 165 | 806 | 404 | | 146 | 48 | 17 | | 31 | 51 | 135 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 34 | 449 | 30 | | 165 | 806 | 404 | | 146 | 48 | 17 | | 31 | 51 | 135 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 34 | 449 | 30 | | 165 | 806 | 404 | | 146 | 48 | 17 | | 31 | 51 | 135 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.90 | 0.90 | | 0.95 | 0.91 | 0.85 | | 0.96 | 0.96 | 0.85 | | 0.86 | 0.86 | 0.86 | |
| Lanes: | 1.00 | 2.81 | 0.19 | | 1.00 | 3.00 | 1.00 | | 1.50 | 0.50 | 1.00 | | 0.38 | 0.62 | 1.00 | |
| Final Sat.: | 1805 | 4815 | 325 | | 1805 | 5187 | 1615 | | 2753 | 911 | 1615 | | 624 | 1002 | 1626 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.09 | 0.09 | | 0.09 | 0.16 | 0.25 | | 0.05 | 0.05 | 0.01 | | 0.05 | 0.05 | 0.08 | |
| Crit Moves: | **** | | | | | | **** | | | **** | | | **** | | | |
| Green/Cycle: | 0.05 | 0.30 | 0.30 | | 0.29 | 0.54 | 0.69 | | 0.15 | 0.15 | 0.20 | | 0.14 | 0.14 | 0.43 | |
| Volume/Cap: | 0.36 | 0.31 | 0.31 | | 0.31 | 0.29 | 0.36 | | 0.36 | 0.36 | 0.05 | | 0.36 | 0.36 | 0.19 | |
| Uniform Del: | 45.8 | 27.0 | 27.0 | | 27.4 | 12.3 | 6.4 | | 38.5 | 38.5 | 32.5 | | 39.0 | 39.0 | 17.5 | |
| IncremntDel: | 2.4 | 0.1 | 0.1 | | 0.3 | 0.1 | 0.2 | | 0.4 | 0.4 | 0.1 | | 0.4 | 0.4 | 0.1 | |
| 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: | 48.3 | 27.1 | 27.1 | | 27.7 | 12.4 | 6.6 | | 38.9 | 38.9 | 32.6 | | 39.4 | 39.4 | 17.6 | |
| 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: | 48.3 | 27.1 | 27.1 | | 27.7 | 12.4 | 6.6 | | 38.9 | 38.9 | 32.6 | | 39.4 | 39.4 | 17.6 | |
| LOS by Move: | D | C | C | | C | B | A | | D | D | C | | D | D | B | |
| HCM2kAvgQ: | 1 | 4 | 4 | | 4 | 5 | 5 | | 3 | 3 | 0 | | 3 | 3 | 3 | |

Note: Queue reported is the number of cars per lane.





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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #43 Prairie City Rd/Middle Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.550
Loss Time (sec): 9 Average Delay (sec/veh): 10.2
Optimal Cycle: 37 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 | 2 | 1 0 | 1 | 0 | 3 | 0 0 | 0 | 0 | 0 | 0 0 | 1 | 0 | 0 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1675 | 10 | | 35 | 980 | 0 | | 0 | 0 | 0 | | 9 | 0 | 194 | |
| Growth Adj: | 1.00 | 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 | 1675 | 10 | | 35 | 980 | 0 | | 0 | 0 | 0 | | 9 | 0 | 194 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 0 | 1882 | 11 | | 39 | 1101 | 0 | | 0 | 0 | 0 | | 10 | 0 | 218 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 1882 | 11 | | 39 | 1101 | 0 | | 0 | 0 | 0 | | 10 | 0 | 218 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 0 | 1882 | 11 | | 39 | 1101 | 0 | | 0 | 0 | 0 | | 10 | 0 | 218 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.91 | 0.91 | | 0.95 | 0.91 | 1.00 | | 1.00 | 1.00 | 1.00 | | 0.90 | 1.00 | 0.85 | |
| Lanes: | 0.00 | 2.98 | 0.02 | | 1.00 | 3.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 1.00 | 0.00 | 1.00 | |
| Final Sat.: | 0 | 5151 | 31 | | 1805 | 5187 | 0 | | 0 | 0 | 0 | | 1702 | 0 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.37 | 0.37 | | 0.02 | 0.21 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.01 | 0.00 | 0.13 | |
| Crit Moves: | | **** | | | **** | | | | | | | | | | **** | |
| Green/Cycle: | 0.00 | 0.66 | 0.66 | | 0.04 | 0.70 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.21 | 0.00 | 0.25 | |
| Volume/Cap: | 0.00 | 0.55 | 0.55 | | 0.55 | 0.30 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.03 | 0.00 | 0.55 | |
| Uniform Del: | 0.0 | 8.9 | 8.9 | | 47.1 | 5.6 | 0.0 | | 0.0 | 0.0 | 0.0 | | 31.7 | 0.0 | 32.9 | |
| IncremntDel: | 0.0 | 0.2 | 0.2 | | 8.8 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 1.6 | |
| 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: | 0.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 1.00 | 0.00 | 1.00 | |
| Delay/Veh: | 0.0 | 9.1 | 9.1 | | 56.0 | 5.6 | 0.0 | | 0.0 | 0.0 | 0.0 | | 31.8 | 0.0 | 34.6 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 9.1 | 9.1 | | 56.0 | 5.6 | 0.0 | | 0.0 | 0.0 | 0.0 | | 31.8 | 0.0 | 34.6 | |
| LOS by Move: | A | A | A | | E | A | A | | A | A | A | | C | A | C | |
| HCM2kAvgQ: | 0 | 11 | 11 | | 1 | 5 | 0 | | 0 | 0 | 0 | | 0 | 0 | 6 | |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #44 Oak Ave Pkwy/Middle Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.532
Loss Time (sec): 12 Average Delay (sec/veh): 17.8
Optimal Cycle: 43 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Ovl | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 0 | 1 | 1 0 | 1 0 | 1 | 1 0 | 1 0 | 1 | 0 1 | 1 0 | 0 | 1 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 205 | 881 | 7 | 31 | 782 | 43 | 36 | 3 | 58 | 14 | 16 | 72 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 205 | 881 | 7 | 31 | 782 | 43 | 36 | 3 | 58 | 14 | 16 | 72 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 230 | 990 | 8 | 35 | 879 | 48 | 40 | 3 | 65 | 16 | 18 | 81 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 230 | 990 | 8 | 35 | 879 | 48 | 40 | 3 | 65 | 16 | 18 | 81 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 230 | 990 | 8 | 35 | 879 | 48 | 40 | 3 | 65 | 16 | 18 | 81 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.95 | 0.95 | 0.95 | 0.94 | 0.94 | 0.95 | 1.00 | 0.85 | 0.95 | 0.88 | 0.88 |
| Lanes: | 1.00 | 1.98 | 0.02 | 1.00 | 1.90 | 0.10 | 1.00 | 1.00 | 1.00 | 1.00 | 0.18 | 0.82 |
| Final Sat.: | 1805 | 3578 | 28 | 1805 | 3394 | 187 | 1805 | 1900 | 1615 | 1805 | 303 | 1363 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.13 | 0.28 | 0.28 | 0.02 | 0.26 | 0.26 | 0.02 | 0.00 | 0.04 | 0.01 | 0.06 | 0.06 |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | |
| Green/Cycle: | 0.24 | 0.68 | 0.68 | 0.05 | 0.49 | 0.49 | 0.04 | 0.03 | 0.27 | 0.13 | 0.11 | 0.11 |
| Volume/Cap: | 0.53 | 0.41 | 0.41 | 0.41 | 0.53 | 0.53 | 0.53 | 0.07 | 0.15 | 0.07 | 0.53 | 0.53 |
| Uniform Del: | 33.1 | 7.1 | 7.1 | 46.3 | 17.8 | 17.8 | 46.9 | 47.5 | 28.1 | 38.4 | 42.0 | 42.0 |
| IncremntDel: | 1.3 | 0.1 | 0.1 | 3.1 | 0.3 | 0.3 | 7.1 | 0.6 | 0.2 | 0.1 | 2.9 | 2.9 |
| 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: | 34.4 | 7.2 | 7.2 | 49.4 | 18.1 | 18.1 | 54.0 | 48.1 | 28.2 | 38.5 | 44.9 | 44.9 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 34.4 | 7.2 | 7.2 | 49.4 | 18.1 | 18.1 | 54.0 | 48.1 | 28.2 | 38.5 | 44.9 | 44.9 |
| LOS by Move: | C | A | A | D | B | B | D | D | C | D | D | D |
| HCM2kAvgQ: | 6 | 7 | 7 | 1 | 10 | 10 | 1 | 0 | 1 | 0 | 4 | 4 |

Note: Queue reported is the number of cars per lane.





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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #45 Scott Rd (North)/ Street "B"

Cycle (sec): 100 Critical Vol./Cap. (X): 0.798
Loss Time (sec): 12 Average Delay (sec/veh): 31.3
Optimal Cycle: 77 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 0 | 3 | 0 1 | 1 0 | 3 | 0 1 | 1 0 | 0 | 1 0 | 1 0 | 0 | 1 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 53 | 1137 | 67 | 244 | 1300 | 1 | 2 | 71 | 41 | 49 | 57 | 388 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 53 | 1137 | 67 | 244 | 1300 | 1 | 2 | 71 | 41 | 49 | 57 | 388 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 60 | 1278 | 75 | 274 | 1461 | 1 | 2 | 80 | 46 | 55 | 64 | 436 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 60 | 1278 | 75 | 274 | 1461 | 1 | 2 | 80 | 46 | 55 | 64 | 436 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 60 | 1278 | 75 | 274 | 1461 | 1 | 2 | 80 | 46 | 55 | 64 | 436 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.91 | 0.85 | 0.95 | 0.91 | 0.85 | 0.95 | 0.95 | 0.95 | 0.95 | 0.87 | 0.87 |
| Lanes: | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 | 1.00 | 0.63 | 0.37 | 1.00 | 0.13 | 0.87 |
| Final Sat.: | 1805 | 5187 | 1615 | 1805 | 5187 | 1615 | 1805 | 1138 | 657 | 1805 | 211 | 1440 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.25 | 0.05 | 0.15 | 0.28 | 0.00 | 0.00 | 0.07 | 0.07 | 0.03 | 0.30 | 0.30 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green/Cycle: | 0.05 | 0.31 | 0.31 | 0.19 | 0.45 | 0.45 | 0.00 | 0.27 | 0.27 | 0.12 | 0.38 | 0.38 |
| Volume/Cap: | 0.63 | 0.80 | 0.15 | 0.80 | 0.63 | 0.00 | 0.80 | 0.26 | 0.26 | 0.26 | 0.80 | 0.80 |
| Uniform Del: | 46.4 | 31.7 | 25.1 | 38.6 | 21.3 | 15.3 | 49.9 | 29.0 | 29.0 | 40.3 | 27.6 | 27.6 |
| IncremntDel: | 12.9 | 2.9 | 0.1 | 12.3 | 0.6 | 0.0 | 351.4 | 0.3 | 0.3 | 0.7 | 7.1 | 7.1 |
| 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: | 59.4 | 34.6 | 25.2 | 51.0 | 21.9 | 15.3 | 401.3 | 29.3 | 29.3 | 41.0 | 34.7 | 34.7 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 59.4 | 34.6 | 25.2 | 51.0 | 21.9 | 15.3 | 401.3 | 29.3 | 29.3 | 41.0 | 34.7 | 34.7 |
| LOS by Move: | E | C | C | D | C | B | F | C | C | D | C | C |
| HCM2kAvgQ: | 2 | 13 | 2 | 8 | 12 | 0 | 1 | 3 | 3 | 1 | 14 | 14 |

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #46 Placerville Drive/Street "B"

Cycle (sec): 100 Critical Vol./Cap. (X): 0.403
Loss Time (sec): 12 Average Delay (sec/veh): 25.4
Optimal Cycle: 35 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 137 | 136 | 12 | | 24 | 88 | 41 | | 30 | 248 | 44 | | 20 | 264 | 84 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 137 | 136 | 12 | | 24 | 88 | 41 | | 30 | 248 | 44 | | 20 | 264 | 84 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 154 | 153 | 13 | | 27 | 99 | 46 | | 34 | 279 | 49 | | 22 | 297 | 94 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 154 | 153 | 13 | | 27 | 99 | 46 | | 34 | 279 | 49 | | 22 | 297 | 94 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 154 | 153 | 13 | | 27 | 99 | 46 | | 34 | 279 | 49 | | 22 | 297 | 94 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.99 | 0.99 | | 0.95 | 0.95 | 0.95 | | 0.95 | 0.98 | 0.98 | | 0.95 | 1.00 | 0.85 | |
| Lanes: | 1.00 | 0.92 | 0.08 | | 1.00 | 0.68 | 0.32 | | 1.00 | 0.85 | 0.15 | | 1.00 | 1.00 | 1.00 | |
| Final Sat.: | 1805 | 1725 | 152 | | 1805 | 1234 | 575 | | 1805 | 1577 | 280 | | 1805 | 1900 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.09 | 0.09 | 0.09 | | 0.01 | 0.08 | 0.08 | | 0.02 | 0.18 | 0.18 | | 0.01 | 0.16 | 0.06 | |
| Crit Moves: | **** | | | | | **** | | | | **** | | | **** | | | |
| Green/Cycle: | 0.21 | 0.35 | 0.35 | | 0.06 | 0.20 | 0.20 | | 0.05 | 0.44 | 0.44 | | 0.03 | 0.42 | 0.48 | |
| Volume/Cap: | 0.40 | 0.25 | 0.25 | | 0.25 | 0.40 | 0.40 | | 0.37 | 0.40 | 0.40 | | 0.40 | 0.37 | 0.12 | |
| Uniform Del: | 34.0 | 23.1 | 23.1 | | 44.9 | 34.9 | 34.9 | | 46.0 | 19.1 | 19.1 | | 47.6 | 20.0 | 14.4 | |
| IncremntDel: | 0.7 | 0.2 | 0.2 | | 1.2 | 0.7 | 0.7 | | 2.6 | 0.3 | 0.3 | | 4.7 | 0.3 | 0.1 | |
| 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: | 34.7 | 23.3 | 23.3 | | 46.2 | 35.6 | 35.6 | | 48.5 | 19.5 | 19.5 | | 52.3 | 20.3 | 14.5 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 34.7 | 23.3 | 23.3 | | 46.2 | 35.6 | 35.6 | | 48.5 | 19.5 | 19.5 | | 52.3 | 20.3 | 14.5 | |
| LOS by Move: | C | C | C | | D | D | D | | D | B | B | | D | C | B | |
| HCM2kAvgQ: | 4 | 4 | 4 | | 1 | 4 | 4 | | 1 | 7 | 7 | | 1 | 6 | 2 | |

Note: Queue reported is the number of cars per lane.





Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #47 Prairie City Rd/Street "A"

Cycle (sec): 100 Critical Vol./Cap. (X): 0.681
Loss Time (sec): 12 Average Delay (sec/veh): 11.0
Optimal Cycle: 57 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1532 | 45 | | 62 | 928 | 0 | | 0 | 0 | 0 | | 69 | 0 | 153 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 0 | 1532 | 45 | | 62 | 928 | 0 | | 0 | 0 | 0 | | 69 | 0 | 153 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 0 | 1721 | 51 | | 70 | 1043 | 0 | | 0 | 0 | 0 | | 78 | 0 | 172 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 1721 | 51 | | 70 | 1043 | 0 | | 0 | 0 | 0 | | 78 | 0 | 172 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 0 | 1721 | 51 | | 70 | 1043 | 0 | | 0 | 0 | 0 | | 78 | 0 | 172 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.95 | 0.95 | | 0.95 | 0.95 | 1.00 | | 1.00 | 1.00 | 1.00 | | 0.77 | 1.00 | 0.85 | |
| Lanes: | 0.00 | 1.94 | 0.06 | | 1.00 | 2.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 1.00 | 0.00 | 1.00 | |
| Final Sat.: | 0 | 3493 | 103 | | 1805 | 3610 | 0 | | 0 | 0 | 0 | | 1461 | 0 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.49 | 0.49 | | 0.04 | 0.29 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.05 | 0.00 | 0.11 | |
| Crit Moves: | | **** | | | **** | | | | | | | | | | **** | |
| Green/Cycle: | 0.00 | 0.72 | 0.72 | | 0.06 | 0.78 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.10 | 0.00 | 0.16 | |
| Volume/Cap: | 0.00 | 0.68 | 0.68 | | 0.68 | 0.37 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.53 | 0.00 | 0.68 | |
| Uniform Del: | 0.0 | 7.5 | 7.5 | | 46.3 | 3.4 | 0.0 | | 0.0 | 0.0 | 0.0 | | 42.8 | 0.0 | 39.8 | |
| IncremntDel: | 0.0 | 0.7 | 0.7 | | 17.1 | 0.1 | 0.0 | | 0.0 | 0.0 | 0.0 | | 3.8 | 0.0 | 7.4 | |
| 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: | 0.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 1.00 | 0.00 | 1.00 | |
| Delay/Veh: | 0.0 | 8.3 | 8.3 | | 63.4 | 3.5 | 0.0 | | 0.0 | 0.0 | 0.0 | | 46.6 | 0.0 | 47.2 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 8.3 | 8.3 | | 63.4 | 3.5 | 0.0 | | 0.0 | 0.0 | 0.0 | | 46.6 | 0.0 | 47.2 | |
| LOS by Move: | A | A | A | | E | A | A | | A | A | A | | D | A | D | |
| HCM2kAvgQ: | 0 | 16 | 16 | | 2 | 5 | 0 | | 0 | 0 | 0 | | 2 | 0 | 5 | |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #48 Oak Ave Pkwy/Street "A"

Cycle (sec): 100 Critical Vol./Cap. (X): 0.641
Loss Time (sec): 12 Average Delay (sec/veh): 26.9
Optimal Cycle: 52 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 | 0 1 | 1 0 | 1 | 0 1 | 1 0 | 1 | 0 0 | 1 0 | 1 | 0 0 | 1 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 26 | 808 | 116 | 125 | 717 | 39 | 110 | 139 | 51 | 122 | 75 | 129 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 26 | 808 | 116 | 125 | 717 | 39 | 110 | 139 | 51 | 122 | 75 | 129 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 29 | 908 | 130 | 140 | 806 | 44 | 124 | 156 | 57 | 137 | 84 | 145 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 29 | 908 | 130 | 140 | 806 | 44 | 124 | 156 | 57 | 137 | 84 | 145 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 29 | 908 | 130 | 140 | 806 | 44 | 124 | 156 | 57 | 137 | 84 | 145 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.93 | 0.93 | 0.95 | 0.94 | 0.94 | 0.95 | 0.96 | 0.96 | 0.95 | 0.91 | 0.91 |
| Lanes: | 1.00 | 1.75 | 0.25 | 1.00 | 1.90 | 0.10 | 1.00 | 0.73 | 0.27 | 1.00 | 0.37 | 0.63 |
| Final Sat.: | 1805 | 3097 | 445 | 1805 | 3396 | 185 | 1805 | 1334 | 490 | 1805 | 632 | 1087 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.29 | 0.29 | 0.08 | 0.24 | 0.24 | 0.07 | 0.12 | 0.12 | 0.08 | 0.13 | 0.13 |
| Crit Moves: | | **** | | **** | | | | **** | | **** | | |
| Green/Cycle: | 0.04 | 0.46 | 0.46 | 0.12 | 0.54 | 0.54 | 0.10 | 0.18 | 0.18 | 0.12 | 0.20 | 0.20 |
| Volume/Cap: | 0.44 | 0.64 | 0.64 | 0.64 | 0.44 | 0.44 | 0.67 | 0.64 | 0.64 | 0.64 | 0.67 | 0.67 |
| Uniform Del: | 47.1 | 20.8 | 20.8 | 41.9 | 13.8 | 13.8 | 43.3 | 37.8 | 37.8 | 42.0 | 37.0 | 37.0 |
| IncremntDel: | 4.5 | 0.9 | 0.9 | 6.3 | 0.2 | 0.2 | 9.2 | 4.2 | 4.2 | 6.4 | 5.1 | 5.1 |
| 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: | 51.7 | 21.7 | 21.7 | 48.1 | 13.9 | 13.9 | 52.4 | 42.0 | 42.0 | 48.5 | 42.1 | 42.1 |
| 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: | 51.7 | 21.7 | 21.7 | 48.1 | 13.9 | 13.9 | 52.4 | 42.0 | 42.0 | 48.5 | 42.1 | 42.1 |
| LOS by Move: | D | C | C | D | B | B | D | D | D | D | D | D |
| HCM2kAvgQ: | 1 | 13 | 13 | 4 | 8 | 8 | 4 | 6 | 6 | 4 | 7 | 7 |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #49 2nd St/Street "A"

Cycle (sec): 100 Critical Vol./Cap. (X): 0.545
Loss Time (sec): 9 Average Delay (sec/veh): 22.7
Optimal Cycle: 37 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Ovl | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 0 | 0 1! | 0 0 | 0 | 1 0 | 0 1 | 1 | 0 0 | 1 0 | 1 | 0 0 | 1 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 10 | 24 | 29 | 84 | 9 | 169 | 169 | 261 | 6 | 15 | 287 | 180 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 10 | 24 | 29 | 84 | 9 | 169 | 169 | 261 | 6 | 15 | 287 | 180 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 11 | 27 | 33 | 94 | 10 | 190 | 190 | 293 | 7 | 17 | 322 | 202 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 11 | 27 | 33 | 94 | 10 | 190 | 190 | 293 | 7 | 17 | 322 | 202 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 11 | 27 | 33 | 94 | 10 | 190 | 190 | 293 | 7 | 17 | 322 | 202 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.93 | 0.93 | 0.93 | 0.96 | 0.96 | 0.85 | 0.95 | 1.00 | 1.00 | 0.95 | 0.94 | 0.94 |
| Lanes: | 0.16 | 0.38 | 0.46 | 0.90 | 0.10 | 1.00 | 1.00 | 0.98 | 0.02 | 1.00 | 0.61 | 0.39 |
| Final Sat.: | 281 | 674 | 814 | 1642 | 176 | 1615 | 1805 | 1852 | 43 | 1805 | 1100 | 690 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.04 | 0.04 | 0.06 | 0.06 | 0.12 | 0.11 | 0.16 | 0.16 | 0.01 | 0.29 | 0.29 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green/Cycle: | 0.07 | 0.07 | 0.07 | 0.11 | 0.11 | 0.30 | 0.19 | 0.69 | 0.69 | 0.04 | 0.54 | 0.54 |
| Volume/Cap: | 0.54 | 0.54 | 0.54 | 0.54 | 0.54 | 0.39 | 0.54 | 0.23 | 0.23 | 0.23 | 0.54 | 0.54 |
| Uniform Del: | 44.7 | 44.7 | 44.7 | 42.4 | 42.4 | 27.9 | 36.4 | 5.7 | 5.7 | 46.4 | 15.1 | 15.1 |
| IncremntDel: | 4.7 | 4.7 | 4.7 | 3.2 | 3.2 | 0.5 | 1.8 | 0.1 | 0.1 | 1.6 | 0.7 | 0.7 |
| 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: | 49.4 | 49.4 | 49.4 | 45.7 | 45.7 | 28.4 | 38.2 | 5.8 | 5.8 | 48.0 | 15.7 | 15.7 |
| 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: | 49.4 | 49.4 | 49.4 | 45.7 | 45.7 | 28.4 | 38.2 | 5.8 | 5.8 | 48.0 | 15.7 | 15.7 |
| LOS by Move: | D | D | D | D | D | C | D | A | A | D | B | B |
| HCM2kAvgQ: | 3 | 3 | 3 | 4 | 4 | 5 | 5 | 3 | 3 | 0 | 10 | 10 |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #50 Scott Rd (North)/ Street "A"

| | | | |
|---|---|---|---|
| Cycle (sec): | 100 | Critical Vol./Cap. (X): | 0.722 |
| Loss Time (sec): | 12 | Average Delay (sec/veh): | 30.4 |
| Optimal Cycle: | 63 | Level Of Service: | C |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 0 | 2 0 | 1 | 1 0 | 2 0 | 1 | 1 0 | 1 0 | 1 | 1 0 | 1 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 39 | 920 | 65 | 131 | 924 | 201 | 204 | 152 | 33 | 108 | 238 | 197 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 39 | 920 | 65 | 131 | 924 | 201 | 204 | 152 | 33 | 108 | 238 | 197 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 44 | 1034 | 73 | 147 | 1038 | 226 | 229 | 171 | 37 | 121 | 267 | 221 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 44 | 1034 | 73 | 147 | 1038 | 226 | 229 | 171 | 37 | 121 | 267 | 221 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 44 | 1034 | 73 | 147 | 1038 | 226 | 229 | 171 | 37 | 121 | 267 | 221 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.95 | 0.85 | 0.95 | 0.95 | 0.85 | 0.95 | 1.00 | 0.85 | 0.95 | 1.00 | 0.85 |
| Lanes: | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Sat.: | 1805 | 3610 | 1615 | 1805 | 3610 | 1615 | 1805 | 1900 | 1615 | 1805 | 1900 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.29 | 0.05 | 0.08 | 0.29 | 0.14 | 0.13 | 0.09 | 0.02 | 0.07 | 0.14 | 0.14 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green/Cycle: | 0.04 | 0.40 | 0.40 | 0.11 | 0.47 | 0.47 | 0.18 | 0.21 | 0.21 | 0.16 | 0.19 | 0.19 |
| Volume/Cap: | 0.61 | 0.72 | 0.11 | 0.72 | 0.61 | 0.30 | 0.72 | 0.42 | 0.11 | 0.42 | 0.72 | 0.70 |
| Uniform Del: | 47.3 | 25.5 | 19.1 | 42.8 | 19.7 | 16.3 | 38.9 | 34.1 | 31.8 | 37.9 | 37.7 | 37.6 |
| IncremntDel: | 14.6 | 1.8 | 0.1 | 12.0 | 0.7 | 0.2 | 7.9 | 0.7 | 0.1 | 1.0 | 6.8 | 7.0 |
| 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: | 61.9 | 27.4 | 19.2 | 54.8 | 20.4 | 16.6 | 46.8 | 34.8 | 31.9 | 39.0 | 44.6 | 44.6 |
| 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: | 61.9 | 27.4 | 19.2 | 54.8 | 20.4 | 16.6 | 46.8 | 34.8 | 31.9 | 39.0 | 44.6 | 44.6 |
| LOS by Move: | E | C | B | D | C | B | D | C | C | D | D | D |
| HCM2kAvgQ: | 1 | 14 | 1 | 4 | 12 | 4 | 7 | 4 | 1 | 4 | 9 | 8 |

Note: Queue reported is the number of cars per lane.





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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #51 East Rd/Street "A"

| | | | |
|---|---|---|---|
| Cycle (sec): | 100 | Critical Vol./Cap. (X): | 0.499 |
| Loss Time (sec): | 12 | Average Delay (sec/veh): | 11.6 |
| Optimal Cycle: | 0 | Level Of Service: | B |

| 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 | 0 1 | 0 | 1 0 | 0 1 | 0 | 1 0 | 0 1 | 0 | 1 0 | 0 1 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 49 | 35 | 20 | 10 | 30 | 81 | 63 | 174 | 67 | 27 | 220 | 63 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 49 | 35 | 20 | 10 | 30 | 81 | 63 | 174 | 67 | 27 | 220 | 63 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 55 | 39 | 22 | 11 | 34 | 91 | 71 | 196 | 75 | 30 | 247 | 71 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 55 | 39 | 22 | 11 | 34 | 91 | 71 | 196 | 75 | 30 | 247 | 71 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 55 | 39 | 22 | 11 | 34 | 91 | 71 | 196 | 75 | 30 | 247 | 71 |
| 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 | 0.64 | 0.36 | 1.00 | 0.27 | 0.73 | 1.00 | 0.72 | 0.28 | 1.00 | 0.78 | 0.22 |
| Final Sat.: | 481 | 340 | 194 | 483 | 152 | 409 | 566 | 462 | 178 | 565 | 496 | 142 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.11 | 0.12 | 0.12 | 0.02 | 0.22 | 0.22 | 0.13 | 0.42 | 0.42 | 0.05 | 0.50 | 0.50 |
| Crit Moves: | | **** | | | **** | | | **** | | | **** | |
| Delay/Veh: | 10.4 | 9.6 | 9.6 | 9.8 | 10.1 | 10.1 | 9.7 | 11.9 | 11.9 | 9.2 | 13.3 | 13.3 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 10.4 | 9.6 | 9.6 | 9.8 | 10.1 | 10.1 | 9.7 | 11.9 | 11.9 | 9.2 | 13.3 | 13.3 |
| LOS by Move: | B | A | A | A | B | B | A | B | B | A | B | B |
| ApproachDel: | 10.0 | | | 10.1 | | | 11.5 | | | 12.9 | | |
| Delay Adj: | 1.00 | | | 1.00 | | | 1.00 | | | 1.00 | | |
| ApprAdjDel: | 10.0 | | | 10.1 | | | 11.5 | | | 12.9 | | |
| LOS by Appr: | B | | | B | | | B | | | B | | |
| AllWayAvgQ: | 0.1 | 0.1 | 0.1 | 0.0 | 0.2 | 0.2 | 0.1 | 0.7 | 0.7 | 0.1 | 0.9 | 0.9 |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #52 Placerville Rd/ Street "A"

Cycle (sec): 100 Critical Vol./Cap. (X): 0.466
Loss Time (sec): 12 Average Delay (sec/veh): 24.4
Optimal Cycle: 39 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | | | |
| Base Vol: | 69 | 397 | 11 | | 60 | 255 | 1 | | 1 | 48 | 125 | | 26 | 50 | 104 | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | | |
| Initial Bse: | 69 | 397 | 11 | | 60 | 255 | 1 | | 1 | 48 | 125 | | 26 | 50 | 104 | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | | |
| PHF Volume: | 78 | 446 | 12 | | 67 | 287 | 1 | | 1 | 54 | 140 | | 29 | 56 | 117 | | | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | | |
| Reduced Vol: | 78 | 446 | 12 | | 67 | 287 | 1 | | 1 | 54 | 140 | | 29 | 56 | 117 | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | | |
| 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: | 78 | 446 | 12 | | 67 | 287 | 1 | | 1 | 54 | 140 | | 29 | 56 | 117 | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | | |
| Adjustment: | 0.95 | 1.00 | 1.00 | | 0.95 | 1.00 | 1.00 | | 0.95 | 0.89 | 0.89 | | 0.95 | 0.90 | 0.90 | | | |
| Lanes: | 1.00 | 0.97 | 0.03 | | 1.00 | 0.99 | 0.01 | | 1.00 | 0.28 | 0.72 | | 1.00 | 0.32 | 0.68 | | | |
| Final Sat.: | 1805 | 1841 | 51 | | 1805 | 1891 | 7 | | 1805 | 470 | 1225 | | 1805 | 555 | 1154 | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.24 | 0.24 | | 0.04 | 0.15 | 0.15 | | 0.00 | 0.11 | 0.11 | | 0.02 | 0.10 | 0.10 | | | |
| Crit Moves: | | **** | | | **** | | | | | **** | | | **** | | | | | |
| Green/Cycle: | 0.13 | 0.52 | 0.52 | | 0.08 | 0.47 | 0.47 | | 0.00 | 0.25 | 0.25 | | 0.03 | 0.28 | 0.28 | | | |
| Volume/Cap: | 0.32 | 0.47 | 0.47 | | 0.47 | 0.32 | 0.32 | | 0.36 | 0.47 | 0.47 | | 0.47 | 0.36 | 0.36 | | | |
| Uniform Del: | 39.3 | 15.2 | 15.2 | | 44.0 | 16.7 | 16.7 | | 49.9 | 32.1 | 32.1 | | 47.4 | 28.9 | 28.9 | | | |
| IncremntDel: | 0.8 | 0.4 | 0.4 | | 2.4 | 0.2 | 0.2 | | 60.3 | 0.8 | 0.8 | | 5.4 | 0.5 | 0.5 | | | |
| 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: | 40.1 | 15.6 | 15.6 | | 46.3 | 17.0 | 17.0 | | 110.2 | 32.9 | 32.9 | | 52.8 | 29.4 | 29.4 | | | |
| 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: | 40.1 | 15.6 | 15.6 | | 46.3 | 17.0 | 17.0 | | 110.2 | 32.9 | 32.9 | | 52.8 | 29.4 | 29.4 | | | |
| LOS by Move: | D | B | B | | D | B | B | | F | C | C | | D | C | C | | | |
| HCM2kAvgQ: | 2 | 9 | 9 | | 3 | 5 | 5 | | 0 | 5 | 5 | | 1 | 4 | 4 | | | |

Note: Queue reported is the number of cars per lane.





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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #53 Empire Ranch Rd/Street "A"

Cycle (sec): 100 Critical Vol./Cap. (X): 0.347
Loss Time (sec): 12 Average Delay (sec/veh): 12.1
Optimal Cycle: 33 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | | | |
| Base Vol: | 7 | 361 | 3 | | 9 | 677 | 46 | | 85 | 6 | 13 | | 10 | 12 | 20 | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | | |
| Initial Bse: | 7 | 361 | 3 | | 9 | 677 | 46 | | 85 | 6 | 13 | | 10 | 12 | 20 | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | | |
| PHF Volume: | 8 | 406 | 3 | | 10 | 761 | 52 | | 96 | 7 | 15 | | 11 | 13 | 22 | | | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | | |
| Reduced Vol: | 8 | 406 | 3 | | 10 | 761 | 52 | | 96 | 7 | 15 | | 11 | 13 | 22 | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | | |
| FinalVolume: | 8 | 406 | 3 | | 10 | 761 | 52 | | 96 | 7 | 15 | | 11 | 13 | 22 | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | | |
| Adjustment: | 0.95 | 0.95 | 0.95 | | 0.95 | 0.94 | 0.94 | | 0.95 | 0.90 | 0.90 | | 0.95 | 0.91 | 0.91 | | | |
| Lanes: | 1.00 | 1.98 | 0.02 | | 1.00 | 1.87 | 0.13 | | 1.00 | 0.32 | 0.68 | | 1.00 | 0.38 | 0.62 | | | |
| Final Sat.: | 1805 | 3577 | 30 | | 1805 | 3347 | 227 | | 1805 | 538 | 1166 | | 1805 | 646 | 1076 | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.11 | 0.11 | | 0.01 | 0.23 | 0.23 | | 0.05 | 0.01 | 0.01 | | 0.01 | 0.02 | 0.02 | | | |
| Crit Moves: | **** | | | | | **** | | | **** | | | | | **** | | | | |
| Green/Cycle: | 0.01 | 0.64 | 0.64 | | 0.03 | 0.65 | 0.65 | | 0.15 | 0.14 | 0.14 | | 0.07 | 0.06 | 0.06 | | | |
| Volume/Cap: | 0.35 | 0.18 | 0.18 | | 0.18 | 0.35 | 0.35 | | 0.35 | 0.09 | 0.09 | | 0.09 | 0.35 | 0.35 | | | |
| Uniform Del: | 49.0 | 7.5 | 7.5 | | 47.2 | 7.7 | 7.7 | | 37.9 | 37.3 | 37.3 | | 43.5 | 45.1 | 45.1 | | | |
| IncremntDel: | 9.0 | 0.0 | 0.0 | | 1.5 | 0.1 | 0.1 | | 0.8 | 0.2 | 0.2 | | 0.3 | 2.0 | 2.0 | | | |
| 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: | 58.0 | 7.5 | 7.5 | | 48.7 | 7.8 | 7.8 | | 38.7 | 37.4 | 37.4 | | 43.8 | 47.1 | 47.1 | | | |
| 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: | 58.0 | 7.5 | 7.5 | | 48.7 | 7.8 | 7.8 | | 38.7 | 37.4 | 37.4 | | 43.8 | 47.1 | 47.1 | | | |
| LOS by Move: | E | A | A | | D | A | A | | D | D | D | | D | D | D | | | |
| HCM2kAvgQ: | 0 | 3 | 3 | | 0 | 6 | 6 | | 3 | 1 | 1 | | 0 | 1 | 1 | | | |

Note: Queue reported is the number of cars per lane.

AM Cum Reduced Hillside DevTue Jan 12, 2010 15:56:42 Page 56-1

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #54 Scott Rd (North)/South Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.531
Loss Time (sec): 12 Average Delay (sec/veh): 22.7
Optimal Cycle: 43 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 0 | 2 0 | 1 | 1 0 | 2 0 | 1 | 0 1 | 0 0 | 1 | 0 1 | 0 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 82 | 827 | 56 | 104 | 902 | 59 | 111 | 10 | 105 | 76 | 13 | 87 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 82 | 827 | 56 | 104 | 902 | 59 | 111 | 10 | 105 | 76 | 13 | 87 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 92 | 929 | 63 | 117 | 1013 | 66 | 125 | 11 | 118 | 85 | 15 | 98 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 92 | 929 | 63 | 117 | 1013 | 66 | 125 | 11 | 118 | 85 | 15 | 98 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 92 | 929 | 63 | 117 | 1013 | 66 | 125 | 11 | 118 | 85 | 15 | 98 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.95 | 0.85 | 0.95 | 0.95 | 0.85 | 0.96 | 0.96 | 0.85 | 0.96 | 0.96 | 0.85 |
| Lanes: | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 0.92 | 0.08 | 1.00 | 0.85 | 0.15 | 1.00 |
| Final Sat.: | 1805 | 3610 | 1615 | 1805 | 3610 | 1615 | 1666 | 150 | 1615 | 1556 | 266 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.05 | 0.26 | 0.04 | 0.06 | 0.28 | 0.04 | 0.07 | 0.07 | 0.07 | 0.05 | 0.05 | 0.06 |
| Crit Moves: | **** | | | | **** | | **** | | | | | **** |
| Green/Cycle: | 0.10 | 0.50 | 0.50 | 0.13 | 0.53 | 0.53 | 0.14 | 0.15 | 0.15 | 0.11 | 0.11 | 0.11 |
| Volume/Cap: | 0.53 | 0.52 | 0.08 | 0.52 | 0.53 | 0.08 | 0.53 | 0.51 | 0.50 | 0.51 | 0.48 | 0.53 |
| Uniform Del: | 43.0 | 16.9 | 13.0 | 40.9 | 15.4 | 11.6 | 39.9 | 39.3 | 39.2 | 42.1 | 41.5 | 41.8 |
| IncremntDel: | 3.1 | 0.3 | 0.0 | 2.0 | 0.3 | 0.0 | 2.1 | 1.6 | 1.6 | 2.2 | 1.8 | 2.9 |
| 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: | 46.2 | 17.1 | 13.1 | 42.9 | 15.7 | 11.6 | 42.0 | 40.9 | 40.9 | 44.3 | 43.3 | 44.7 |
| 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: | 46.2 | 17.1 | 13.1 | 42.9 | 15.7 | 11.6 | 42.0 | 40.9 | 40.9 | 44.3 | 43.3 | 44.7 |
| LOS by Move: | D | B | B | D | B | B | D | D | D | D | D | D |
| HCM2kAvgQ: | 3 | 9 | 1 | 3 | 10 | 1 | 5 | 4 | 4 | 4 | 3 | 4 |

Note: Queue reported is the number of cars per lane.





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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #55 Oak Ave Pkwy/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.935
Loss Time (sec): 9 Average Delay (sec/veh): 26.3
Optimal Cycle: 125 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Permitted | | | Permitted | | | Protected | | | Protected | | |
| Rights: | Include | | | Ovl | | | Include | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 0 0 | 0 0 | 0 | 2 0 | 0 0 | 1 | 2 0 | 2 0 | 0 | 0 0 | 3 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 430 | 0 | 369 | 315 | 2054 | 0 | 0 | 1959 | 675 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 430 | 0 | 369 | 315 | 2054 | 0 | 0 | 1959 | 675 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 0 | 0 | 0 | 483 | 0 | 415 | 354 | 2308 | 0 | 0 | 2201 | 758 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 483 | 0 | 415 | 354 | 2308 | 0 | 0 | 2201 | 758 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 0 | 0 | 0 | 483 | 0 | 415 | 354 | 2308 | 0 | 0 | 2201 | 758 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 0.60 | 1.00 | 0.85 | 0.92 | 0.95 | 1.00 | 1.00 | 0.91 | 0.85 |
| Lanes: | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 1.00 | 2.00 | 2.00 | 0.00 | 0.00 | 3.00 | 1.00 |
| Final Sat.: | 0 | 0 | 0 | 2282 | 0 | 1615 | 3502 | 3610 | 0 | 0 | 5187 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.21 | 0.00 | 0.26 | 0.10 | 0.64 | 0.00 | 0.00 | 0.42 | 0.47 |
| Crit Moves: | | | | **** | | | | **** | | **** | | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | 0.23 | 0.00 | 0.35 | 0.12 | 0.68 | 0.00 | 0.00 | 0.56 | 0.56 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.94 | 0.00 | 0.74 | 0.83 | 0.94 | 0.00 | 0.00 | 0.75 | 0.83 |
| Uniform Del: | 0.0 | 0.0 | 0.0 | 38.0 | 0.0 | 28.6 | 43.0 | 13.9 | 0.0 | 0.0 | 16.6 | 18.0 |
| IncremntDel: | 0.0 | 0.0 | 0.0 | 24.5 | 0.0 | 5.2 | 13.4 | 7.5 | 0.0 | 0.0 | 1.2 | 6.8 |
| 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: | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 62.5 | 0.0 | 33.8 | 56.4 | 21.4 | 0.0 | 0.0 | 17.8 | 24.8 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 62.5 | 0.0 | 33.8 | 56.4 | 21.4 | 0.0 | 0.0 | 17.8 | 24.8 |
| LOS by Move: | A | A | A | E | A | C | E | C | A | A | B | C |
| HCM2kAvgQ: | 0 | 0 | 0 | 9 | 0 | 11 | 5 | 31 | 0 | 0 | 18 | 18 |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #56 Empire Ranch Rd/ White Rock Rd

| | | | |
|---|---|---|---|
| Cycle (sec): | 100 | Critical Vol./Cap. (X): | 0.885 |
| Loss Time (sec): | 9 | Average Delay (sec/veh): | 25.1 |
| Optimal Cycle: | 96 | Level Of Service: | C |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Permitted | | | Permitted | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Ovl | | | Ovl | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 0 0 | 0 | 0 | 2 0 | 0 | 1 | 1 0 | 2 | 0 | 0 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 682 | 0 | 21 | 5 | 1492 | 0 | 0 | 1761 | 360 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 682 | 0 | 21 | 5 | 1492 | 0 | 0 | 1761 | 360 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 0 | 0 | 0 | 766 | 0 | 24 | 6 | 1676 | 0 | 0 | 1979 | 404 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 766 | 0 | 24 | 6 | 1676 | 0 | 0 | 1979 | 404 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 0 | 0 | 0 | 766 | 0 | 24 | 6 | 1676 | 0 | 0 | 1979 | 404 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 0.59 | 1.00 | 0.85 | 0.95 | 0.95 | 1.00 | 1.00 | 0.91 | 0.85 |
| Lanes: | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 1.00 | 1.00 | 2.00 | 0.00 | 0.00 | 3.00 | 1.00 |
| Final Sat.: | 0 | 0 | 0 | 2245 | 0 | 1615 | 1805 | 3610 | 0 | 0 | 5187 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.34 | 0.00 | 0.01 | 0.00 | 0.46 | 0.00 | 0.00 | 0.38 | 0.25 |
| Crit Moves: | | | | **** | | | | **** | | **** | | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | 0.39 | 0.00 | 0.39 | 0.00 | 0.52 | 0.00 | 0.00 | 0.52 | 0.52 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.89 | 0.00 | 0.04 | 0.73 | 0.89 | 0.00 | 0.00 | 0.73 | 0.48 |
| Uniform Del: | 0.0 | 0.0 | 0.0 | 28.7 | 0.0 | 18.9 | 49.7 | 21.1 | 0.0 | 0.0 | 18.6 | 15.4 |
| IncremntDel: | 0.0 | 0.0 | 0.0 | 10.8 | 0.0 | 0.0 | 161.5 | 5.4 | 0.0 | 0.0 | 1.1 | 0.4 |
| 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: | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 39.5 | 0.0 | 18.9 | 211.2 | 26.5 | 0.0 | 0.0 | 19.7 | 15.8 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 39.5 | 0.0 | 18.9 | 211.2 | 26.5 | 0.0 | 0.0 | 19.7 | 15.8 |
| LOS by Move: | A | A | A | D | A | B | F | C | A | A | B | B |
| HCM2kAvgQ: | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 25 | 0 | 0 | 17 | 8 |

Note: Queue reported is the number of cars per lane.





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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #57 Hazel Blvd/ Gold Country

| | | | |
|---|---|---|---|
| Cycle (sec): | 100 | Critical Vol./Cap. (X): | 0.995 |
| Loss Time (sec): | 0 | Average Delay (sec/veh): | xxxxxx |
| Optimal Cycle: | 180 | Level Of Service: | E |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Split Phase | | | Split Phase | | |
| Rights: | Ovl | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 2 0 | 3 | 0 1 | 1 0 | 3 | 1 0 | 2 0 | 0 | 1 1 | 1 0 | 0 | 1 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 266 | 2174 | 6 | 3 | 4596 | 474 | 177 | 4 | 163 | 1 | 2 | 2 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 266 | 2174 | 6 | 3 | 4596 | 474 | 177 | 4 | 163 | 1 | 2 | 2 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 266 | 2174 | 6 | 3 | 4596 | 474 | 177 | 4 | 163 | 1 | 2 | 2 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 266 | 2174 | 6 | 3 | 4596 | 474 | 177 | 4 | 163 | 1 | 2 | 2 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 266 | 2174 | 6 | 3 | 4596 | 474 | 177 | 4 | 163 | 1 | 2 | 2 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 |
| 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: | 2.00 | 3.00 | 1.00 | 1.00 | 3.63 | 0.37 | 2.00 | 0.05 | 1.95 | 1.00 | 0.50 | 0.50 |
| Final Sat.: | 3000 | 4500 | 1500 | 1500 | 5439 | 561 | 3000 | 72 | 2928 | 1500 | 750 | 750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.09 | 0.48 | 0.00 | 0.00 | 0.85 | 0.84 | 0.06 | 0.06 | 0.06 | 0.00 | 0.00 | 0.00 |
| Crit Volume: | 133 | | | | 1268 | | 89 | | | | 4 | |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | |

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #58 Hazel Ave/ Folsom Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.764
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 97 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 2 | 0 1 | 2 | 0 | 2 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 260 | 1405 | 0 | 0 | 2321 | 644 | 562 | 0 | 125 | 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: | 260 | 1405 | 0 | 0 | 2321 | 644 | 562 | 0 | 125 | 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: | 260 | 1405 | 0 | 0 | 2321 | 644 | 562 | 0 | 125 | 0 | 0 | 0 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 260 | 1405 | 0 | 0 | 2321 | 644 | 562 | 0 | 125 | 0 | 0 | 0 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| FinalVolume: | 260 | 1405 | 0 | 0 | 2321 | 644 | 562 | 0 | 125 | 0 | 0 | 0 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | | | | |
| 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: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 | | | | |
| Final Sat.: | 3100 | 4650 | 1550 | 3100 | 4650 | 1550 | 3100 | 3100 | 1550 | 3100 | 3100 | 1550 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.08 | 0.30 | 0.00 | 0.00 | 0.50 | 0.42 | 0.18 | 0.00 | 0.08 | 0.00 | 0.00 | 0.00 | | | | |
| Crit Volume: | 130 | | | | 774 | | 281 | | | | 0 | | | | | |
| Crit Moves: | **** | | | | **** | | **** | | | | | | | | | |





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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #59 Grant Line Rd/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 1.037
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 0 | 0 2 | 0 | 0 | 0 | 0 0 | 0 | 0 | 2 | 0 1 | 2 | 0 | 2 | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 84 | 0 | 2545 | 0 | 0 | 0 | 0 | 669 | 0 | 1489 | 1259 | 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: | 84 | 0 | 2545 | 0 | 0 | 0 | 0 | 669 | 0 | 1489 | 1259 | 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: | 84 | 0 | 2545 | 0 | 0 | 0 | 0 | 669 | 0 | 1489 | 1259 | 0 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 84 | 0 | 2545 | 0 | 0 | 0 | 0 | 669 | 0 | 1489 | 1259 | 0 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| FinalVolume: | 84 | 0 | 2545 | 0 | 0 | 0 | 0 | 669 | 0 | 1489 | 1259 | 0 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | | | | |
| 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 | 0.00 | 2.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 | 1.00 | 2.00 | 2.00 | 0.00 | | | | |
| Final Sat.: | 1550 | 0 | 3100 | 0 | 0 | 0 | 0 | 3100 | 1550 | 3100 | 3100 | 0 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.05 | 0.00 | 0.82 | 0.00 | 0.00 | 0.00 | 0.00 | 0.22 | 0.00 | 0.48 | 0.41 | 0.00 | | | | |
| Crit Volume: | | | 1273 | 0 | | | | 335 | | 0 | | | | | | |
| Crit Moves: | | | **** | | | | | **** | | **** | | | | | | |

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #60 Grant Line Rd/ Sunrise Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.824
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 130 Level Of Service: D

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Split Phase | | | | Split Phase | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 | 1! | 0 0 | 0 | 1 | 0 | 0 2 | 2 | 0 | 2 | 0 1 | 1 | 0 | 2 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 24 | 20 | 11 | 2 | 7 | 445 | 935 | 1409 | 6 | 13 | 1410 | 22 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 24 | 20 | 11 | 2 | 7 | 445 | 935 | 1409 | 6 | 13 | 1410 | 22 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Volume: | 24 | 20 | 11 | 2 | 7 | 445 | 935 | 1409 | 6 | 13 | 1410 | 22 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 24 | 20 | 11 | 2 | 7 | 445 | 935 | 1409 | 6 | 13 | 1410 | 22 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| FinalVolume: | 24 | 20 | 11 | 2 | 7 | 445 | 935 | 1409 | 6 | 13 | 1410 | 22 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | | | | |
| 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: | 0.44 | 0.36 | 0.20 | 0.22 | 0.78 | 2.00 | 2.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | | | | |
| Final Sat.: | 655 | 545 | 300 | 333 | 1167 | 3000 | 3000 | 3000 | 1500 | 1500 | 3000 | 1500 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.04 | 0.04 | 0.01 | 0.01 | 0.15 | 0.31 | 0.47 | 0.00 | 0.01 | 0.47 | 0.01 | | | | |
| Crit Volume: | 55 | | | | 9 | | 468 | | | | 705 | | | | | |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | | | | | |





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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #61 Hazel Ave/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.449
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Split Phase | | | | Split Phase | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 1 | 0 1 | 2 | 0 | 1 | 0 1 | 2 | 0 | 3 | 0 1 | 1 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 112 | 69 | 79 | 322 | 119 | 177 | 145 | 809 | 136 | 110 | 917 | 489 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 112 | 69 | 79 | 322 | 119 | 177 | 145 | 809 | 136 | 110 | 917 | 489 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Volume: | 112 | 69 | 79 | 322 | 119 | 177 | 145 | 809 | 136 | 110 | 917 | 489 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 112 | 69 | 79 | 322 | 119 | 177 | 145 | 809 | 136 | 110 | 917 | 489 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| 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: | 112 | 69 | 79 | 322 | 119 | 177 | 145 | 809 | 136 | 110 | 917 | 489 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | | | | |
| 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 | 2.00 | 1.00 | 1.00 | 2.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 | | | | |
| Final Sat.: | 1500 | 1500 | 1500 | 3000 | 1500 | 1500 | 3000 | 4500 | 1500 | 1500 | 4500 | 1500 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.07 | 0.05 | 0.05 | 0.11 | 0.08 | 0.12 | 0.05 | 0.18 | 0.09 | 0.07 | 0.20 | 0.33 | | | | |
| Crit Volume: | 112 | | | 0 | | | 73 | | | | | 489 | | | | |
| Crit Moves: | **** | | | **** | | | **** | | | | | **** | | | | |

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #62 Aerojet Road/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.405
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Ovl | | | Ovl | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 0 | 1 0 | 1 | 1 0 | 1 0 | 1 | 1 0 | 3 0 | 1 | 1 0 | 3 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 146 | 46 | 256 | 193 | 26 | 17 | 21 | 475 | 81 | 203 | 889 | 331 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 146 | 46 | 256 | 193 | 26 | 17 | 21 | 475 | 81 | 203 | 889 | 331 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 146 | 46 | 256 | 193 | 26 | 17 | 21 | 475 | 81 | 203 | 889 | 331 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 146 | 46 | 256 | 193 | 26 | 17 | 21 | 475 | 81 | 203 | 889 | 331 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 146 | 46 | 256 | 193 | 26 | 17 | 21 | 475 | 81 | 203 | 889 | 331 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 |
| 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 | 1.00 | 1.00 | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 |
| Final Sat.: | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 4500 | 1500 | 1500 | 4500 | 1500 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.10 | 0.03 | 0.17 | 0.13 | 0.02 | 0.01 | 0.01 | 0.11 | 0.05 | 0.14 | 0.20 | 0.22 |
| Crit Volume: | | | 256 | 193 | | | | 158 | | 0 | | |
| Crit Moves: | | | **** | **** | | | | **** | | **** | | |





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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #63 Alabama Ave/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.401
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Ovl | | | Ovl | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 0 | 1 0 | 1 | 1 0 | 1 0 | 1 | 1 0 | 3 0 | 1 | 1 0 | 3 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 20 | 30 | 10 | 12 | 10 | 131 | 137 | 775 | 10 | 40 | 1268 | 12 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 20 | 30 | 10 | 12 | 10 | 131 | 137 | 775 | 10 | 40 | 1268 | 12 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 20 | 30 | 10 | 12 | 10 | 131 | 137 | 775 | 10 | 40 | 1268 | 12 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 20 | 30 | 10 | 12 | 10 | 131 | 137 | 775 | 10 | 40 | 1268 | 12 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 20 | 30 | 10 | 12 | 10 | 131 | 137 | 775 | 10 | 40 | 1268 | 12 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 |
| 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 | 1.00 | 1.00 | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 |
| Final Sat.: | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 4500 | 1500 | 1500 | 4500 | 1500 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.02 | 0.01 | 0.01 | 0.01 | 0.09 | 0.09 | 0.17 | 0.01 | 0.03 | 0.28 | 0.01 |
| Crit Volume: | | 30 | | 12 | | | 137 | | | | 423 | |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #64 Glenborough Rd/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.401
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 1 | 0 1 | 1 | 0 | 1 | 0 1 | 1 | 0 | 3 | 0 1 | 1 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 26 | 9 | 18 | 165 | 8 | 81 | 35 | 751 | 11 | 9 | 1177 | 121 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 26 | 9 | 18 | 165 | 8 | 81 | 35 | 751 | 11 | 9 | 1177 | 121 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Volume: | 26 | 9 | 18 | 165 | 8 | 81 | 35 | 751 | 11 | 9 | 1177 | 121 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 26 | 9 | 18 | 165 | 8 | 81 | 35 | 751 | 11 | 9 | 1177 | 121 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| 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: | 26 | 9 | 18 | 165 | 8 | 81 | 35 | 751 | 11 | 9 | 1177 | 121 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | | | | |
| 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 | 1.00 | 1.00 | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 | | | | |
| Final Sat.: | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 4500 | 1500 | 1500 | 4500 | 1500 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.01 | 0.01 | 0.11 | 0.01 | 0.05 | 0.02 | 0.17 | 0.01 | 0.01 | 0.26 | 0.08 | | | | |
| Crit Volume: | | | 9 | 165 | | | 35 | | | | 392 | | | | | |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | | | | | |





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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #65 Sunrise Blvd/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.633
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 62 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 151 | 1445 | 354 | 95 | 579 | 581 | 128 | 242 | 0 | 287 | 880 | 50 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 151 | 1445 | 354 | 95 | 579 | 581 | 128 | 242 | 0 | 287 | 880 | 50 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Volume: | 151 | 1445 | 354 | 95 | 579 | 581 | 128 | 242 | 0 | 287 | 880 | 50 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 151 | 1445 | 354 | 95 | 579 | 581 | 128 | 242 | 0 | 287 | 880 | 50 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| 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: | 151 | 1445 | 354 | 95 | 579 | 581 | 128 | 242 | 0 | 287 | 880 | 50 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | | | | |
| 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: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | | | | |
| Final Sat.: | 3000 | 4500 | 1500 | 3000 | 4500 | 1500 | 3000 | 4500 | 1500 | 3000 | 4500 | 1500 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.05 | 0.32 | 0.24 | 0.03 | 0.13 | 0.39 | 0.04 | 0.05 | 0.00 | 0.10 | 0.20 | 0.03 | | | | |
| Crit Volume: | 76 | | | | | 581 | 0 | | | | 293 | | | | | |
| Crit Moves: | **** | | | | | **** | **** | | | | **** | | | | | |

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #66 Fitzgerald Road / White Rock Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.311
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Permitted | | | Permitted | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 0 0 | 1! 0 | 0 | 0 0 | 1! 0 | 0 | 1 0 | 3 0 | 1 | 1 0 | 3 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 82 | 62 | 11 | 11 | 16 | 47 | 43 | 165 | 149 | 20 | 821 | 46 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 82 | 62 | 11 | 11 | 16 | 47 | 43 | 165 | 149 | 20 | 821 | 46 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 82 | 62 | 11 | 11 | 16 | 47 | 43 | 165 | 149 | 20 | 821 | 46 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 82 | 62 | 11 | 11 | 16 | 47 | 43 | 165 | 149 | 20 | 821 | 46 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 82 | 62 | 11 | 11 | 16 | 47 | 43 | 165 | 149 | 20 | 821 | 46 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 |
| 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: | 0.53 | 0.40 | 0.07 | 0.15 | 0.22 | 0.63 | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 |
| Final Sat.: | 820 | 620 | 110 | 230 | 335 | 984 | 1550 | 4650 | 1550 | 1550 | 4650 | 1550 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.10 | 0.10 | 0.10 | 0.05 | 0.05 | 0.05 | 0.03 | 0.04 | 0.10 | 0.01 | 0.18 | 0.03 |
| Crit Volume: | 155 | | | 11 | | | 43 | | | 274 | | |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |





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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #67 Sunrise Blvd/ Douglas Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.699
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 76 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Ovl | | | Ovl | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 2 0 | 3 0 | 1 | 2 0 | 3 0 | 1 | 2 0 | 3 0 | 1 | 2 0 | 3 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 423 | 1475 | 645 | 149 | 405 | 73 | 19 | 208 | 16 | 161 | 943 | 474 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 423 | 1475 | 645 | 149 | 405 | 73 | 19 | 208 | 16 | 161 | 943 | 474 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 423 | 1475 | 645 | 149 | 405 | 73 | 19 | 208 | 16 | 161 | 943 | 474 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 423 | 1475 | 645 | 149 | 405 | 73 | 19 | 208 | 16 | 161 | 943 | 474 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 423 | 1475 | 645 | 149 | 405 | 73 | 19 | 208 | 16 | 161 | 943 | 474 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 |
| 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: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3000 | 4500 | 1500 | 3000 | 4500 | 1500 | 3000 | 4500 | 1500 | 3000 | 4500 | 1500 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.14 | 0.33 | 0.43 | 0.05 | 0.09 | 0.05 | 0.01 | 0.05 | 0.01 | 0.05 | 0.21 | 0.32 |
| Crit Volume: | | | 645 | 0 | | | 10 | | | | | 474 |
| Crit Moves: | | | **** | **** | | | **** | | | | | **** |

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #68 Grant Line Rd/ Douglas Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.755
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 93 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - | R | L | - T | - | R | L | - T | - | R | L | - T | - | R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 2 | 0 | 0 | 0 | 0 2 | 0 | 1 | 2 | 0 0 | 0 | 2 | 0 | 0 0 | 0 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 512 | 2024 | 0 | | 0 | 1136 | 162 | | 318 | 0 | 99 | | 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: | 512 | 2024 | 0 | | 0 | 1136 | 162 | | 318 | 0 | 99 | | 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: | 512 | 2024 | 0 | | 0 | 1136 | 162 | | 318 | 0 | 99 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 512 | 2024 | 0 | | 0 | 1136 | 162 | | 318 | 0 | 99 | | 0 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 512 | 2024 | 0 | | 0 | 1136 | 162 | | 318 | 0 | 99 | | 0 | 0 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1550 | 1550 | 1550 | | 1550 | 1550 | 1550 | | 1550 | 1550 | 1550 | | 1550 | 1550 | 1550 | |
| 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: | 2.00 | 2.00 | 0.00 | | 0.00 | 2.00 | 1.00 | | 2.00 | 0.00 | 2.00 | | 0.00 | 0.00 | 0.00 | |
| Final Sat.: | 3100 | 3100 | 0 | | 0 | 3100 | 1550 | | 3100 | 0 | 3100 | | 0 | 0 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.17 | 0.65 | 0.00 | | 0.00 | 0.37 | 0.10 | | 0.10 | 0.00 | 0.03 | | 0.00 | 0.00 | 0.00 | |
| Crit Volume: | | 1012 | | | 0 | | | | 159 | | | | | 0 | | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | | | |





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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #69 Grant Line Rd/ Kiefer Boulevard

Cycle (sec): 100 Critical Vol./Cap. (X): 0.861
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 164 Level Of Service: D

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - | R | L | - T | - | R | L | - T | - | R | L | - T | - | R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 2 | 0 | 1 | 1 | 0 2 | 0 | 1 | 1 | 0 2 | 0 | 1 | 1 | 0 2 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 288 | 1720 | 30 | | 107 | 1349 | 110 | | 135 | 151 | 279 | | 39 | 379 | 247 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 288 | 1720 | 30 | | 107 | 1349 | 110 | | 135 | 151 | 279 | | 39 | 379 | 247 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Volume: | 288 | 1720 | 30 | | 107 | 1349 | 110 | | 135 | 151 | 279 | | 39 | 379 | 247 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 288 | 1720 | 30 | | 107 | 1349 | 110 | | 135 | 151 | 279 | | 39 | 379 | 247 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 288 | 1720 | 30 | | 107 | 1349 | 110 | | 135 | 151 | 279 | | 39 | 379 | 247 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | |
| 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: | 2.00 | 2.00 | 1.00 | | 1.00 | 2.00 | 1.00 | | 1.00 | 2.00 | 1.00 | | 1.00 | 2.00 | 1.00 | |
| Final Sat.: | 3000 | 3000 | 1500 | | 1500 | 3000 | 1500 | | 1500 | 3000 | 1500 | | 1500 | 3000 | 1500 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.10 | 0.57 | 0.02 | | 0.07 | 0.45 | 0.07 | | 0.09 | 0.05 | 0.19 | | 0.03 | 0.13 | 0.16 | |
| Crit Volume: | | 860 | | | 107 | | | | 135 | | | | | 190 | | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | **** | | |

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #70 Rancho Cordova Pkwy/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.699
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 76 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 3 | 0 2 | 2 | 0 | 3 | 0 1 | 1 | 0 | 1 | 0 1 | 2 | 0 | 1 | 0 2 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 60 | 1395 | 944 | 375 | 1091 | 148 | 103 | 36 | 39 | 720 | 47 | 627 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 60 | 1395 | 944 | 375 | 1091 | 148 | 103 | 36 | 39 | 720 | 47 | 627 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Volume: | 60 | 1395 | 944 | 375 | 1091 | 148 | 103 | 36 | 39 | 720 | 47 | 627 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 60 | 1395 | 944 | 375 | 1091 | 148 | 103 | 36 | 39 | 720 | 47 | 627 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| 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: | 60 | 1395 | 944 | 375 | 1091 | 148 | 103 | 36 | 39 | 720 | 47 | 627 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | | | | |
| 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 | 3.00 | 2.00 | 2.00 | 3.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 2.00 | | | | |
| Final Sat.: | 1500 | 4500 | 3000 | 3000 | 4500 | 1500 | 1500 | 1500 | 1500 | 3000 | 1500 | 3000 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.31 | 0.31 | 0.13 | 0.24 | 0.10 | 0.07 | 0.02 | 0.03 | 0.24 | 0.03 | 0.21 | | | | |
| Crit Volume: | 465 | | | 188 | | | | 36 | | 360 | | | | | | |
| Crit Moves: | **** | | | **** | | | | **** | | **** | | | | | | |





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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #71 Rancho Cordova Pkwy/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 1.019
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 3 | 0 1 | 1 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 1 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 267 | 1286 | 0 | 13 | 861 | 1063 | 301 | 264 | 325 | 0 | 998 | 17 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 267 | 1286 | 0 | 13 | 861 | 1063 | 301 | 264 | 325 | 0 | 998 | 17 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Volume: | 267 | 1286 | 0 | 13 | 861 | 1063 | 301 | 264 | 325 | 0 | 998 | 17 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 267 | 1286 | 0 | 13 | 861 | 1063 | 301 | 264 | 325 | 0 | 998 | 17 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| 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: | 267 | 1286 | 0 | 13 | 861 | 1063 | 301 | 264 | 325 | 0 | 998 | 17 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | | | | |
| 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: | 2.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 | | | | |
| Final Sat.: | 3000 | 4500 | 1500 | 1500 | 4500 | 1500 | 3000 | 4500 | 1500 | 1500 | 4500 | 1500 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.09 | 0.29 | 0.00 | 0.01 | 0.19 | 0.71 | 0.10 | 0.06 | 0.22 | 0.00 | 0.22 | 0.01 | | | | |
| Crit Volume: | 134 | | | | | 1063 | 0 | | | | 333 | | | | | |
| Crit Moves: | **** | | | | | **** | **** | | | | **** | | | | | |

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #72 International Drive/White Rock Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.437
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 2 | 0 1 | 2 | 0 | 2 | 0 1 | 1 | 0 | 2 | 0 1 | 2 | 0 | 2 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 473 | 627 | 77 | 78 | 298 | 0 | 0 | 210 | 67 | 269 | 541 | 53 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 473 | 627 | 77 | 78 | 298 | 0 | 0 | 210 | 67 | 269 | 541 | 53 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Volume: | 473 | 627 | 77 | 78 | 298 | 0 | 0 | 210 | 67 | 269 | 541 | 53 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 473 | 627 | 77 | 78 | 298 | 0 | 0 | 210 | 67 | 269 | 541 | 53 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| 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: | 473 | 627 | 77 | 78 | 298 | 0 | 0 | 210 | 67 | 269 | 541 | 53 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | | | | |
| 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: | 2.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 | | | | |
| Final Sat.: | 3000 | 3000 | 1500 | 3000 | 3000 | 1500 | 1500 | 3000 | 1500 | 3000 | 3000 | 1500 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.16 | 0.21 | 0.05 | 0.03 | 0.10 | 0.00 | 0.00 | 0.07 | 0.04 | 0.09 | 0.18 | 0.04 | | | | |
| Crit Volume: | 237 | | | | 149 | | 0 | | | | 271 | | | | | |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | | | | | |





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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #73 Rio Del Oro Prky/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.545
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 1 | 0 | 0 1 | 0 | 1 | 0 | 0 1 | 1 | 0 | 1 | 1 0 | 1 | 0 | 1 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 153 | 57 | 30 | 33 | 119 | 238 | 127 | 0 | 116 | 744 | 104 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 0 | 153 | 57 | 30 | 33 | 119 | 238 | 127 | 0 | 116 | 744 | 104 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Volume: | 0 | 153 | 57 | 30 | 33 | 119 | 238 | 127 | 0 | 116 | 744 | 104 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 0 | 153 | 57 | 30 | 33 | 119 | 238 | 127 | 0 | 116 | 744 | 104 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| FinalVolume: | 0 | 153 | 57 | 30 | 33 | 119 | 238 | 127 | 0 | 116 | 744 | 104 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | | | | |
| 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: | 0.00 | 1.00 | 1.00 | 0.48 | 0.52 | 1.00 | 1.00 | 2.00 | 0.00 | 1.00 | 1.75 | 0.25 | | | | |
| Final Sat.: | 0 | 1550 | 1550 | 738 | 812 | 1550 | 1550 | 3100 | 0 | 1550 | 2720 | 380 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.10 | 0.04 | 0.04 | 0.04 | 0.08 | 0.15 | 0.04 | 0.00 | 0.07 | 0.27 | 0.27 | | | | |
| Crit Volume: | 153 | | | 30 | | | 238 | | | | 424 | | | | | |
| Crit Moves: | **** | | | **** | | | **** | | | | **** | | | | | |

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #74 Villagio Prky/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.409
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Permitted | | | Permitted | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 0 | 0 | 0 1 | 0 0 | 0 | 0 0 | 0 0 | 2 | 0 1 | 1 0 | 2 | 0 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 75 | 0 | 371 | 0 | 0 | 0 | 0 | 286 | 13 | 209 | 943 | 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: | 75 | 0 | 371 | 0 | 0 | 0 | 0 | 286 | 13 | 209 | 943 | 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: | 75 | 0 | 371 | 0 | 0 | 0 | 0 | 286 | 13 | 209 | 943 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 75 | 0 | 371 | 0 | 0 | 0 | 0 | 286 | 13 | 209 | 943 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 75 | 0 | 371 | 0 | 0 | 0 | 0 | 286 | 13 | 209 | 943 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 |
| 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 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 | 1.00 | 1.00 | 2.00 | 0.00 |
| Final Sat.: | 1550 | 0 | 1550 | 0 | 0 | 0 | 0 | 3100 | 1550 | 1550 | 3100 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.05 | 0.00 | 0.24 | 0.00 | 0.00 | 0.00 | 0.00 | 0.09 | 0.01 | 0.13 | 0.30 | 0.00 |
| Crit Volume: | | | 371 | | | 0 | | | 0 | | | 472 |
| Crit Moves: | | | **** | | | | **** | | | | | **** |





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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #75 Sunrise Rd/ International Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.744
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 89 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Ovl | | | Ovl | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 2 0 | 3 | 0 1 | 2 0 | 3 | 0 1 | 2 0 | 3 | 0 1 | 2 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 565 | 1232 | 4 | 177 | 401 | 326 | 334 | 840 | 308 | 9 | 1349 | 385 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 565 | 1232 | 4 | 177 | 401 | 326 | 334 | 840 | 308 | 9 | 1349 | 385 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 565 | 1232 | 4 | 177 | 401 | 326 | 334 | 840 | 308 | 9 | 1349 | 385 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 565 | 1232 | 4 | 177 | 401 | 326 | 334 | 840 | 308 | 9 | 1349 | 385 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 565 | 1232 | 4 | 177 | 401 | 326 | 334 | 840 | 308 | 9 | 1349 | 385 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 |
| 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: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3000 | 4500 | 1500 | 3000 | 4500 | 1500 | 3000 | 4500 | 1500 | 3000 | 4500 | 1500 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.19 | 0.27 | 0.00 | 0.06 | 0.09 | 0.22 | 0.11 | 0.19 | 0.21 | 0.00 | 0.30 | 0.26 |
| Crit Volume: | | 411 | | | 89 | | | 167 | | | 450 | |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #76 Villagio Prky/Americanos Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.572
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 53 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - | R | L | - T | - | R | L | - T | - | R | L | - T | - | R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 1 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 67 | 294 | 0 | | 33 | 207 | 58 | | 42 | 259 | 14 | | 0 | 968 | 66 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 67 | 294 | 0 | | 33 | 207 | 58 | | 42 | 259 | 14 | | 0 | 968 | 66 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Volume: | 67 | 294 | 0 | | 33 | 207 | 58 | | 42 | 259 | 14 | | 0 | 968 | 66 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 67 | 294 | 0 | | 33 | 207 | 58 | | 42 | 259 | 14 | | 0 | 968 | 66 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 67 | 294 | 0 | | 33 | 207 | 58 | | 42 | 259 | 14 | | 0 | 968 | 66 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | |
| 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 | 0.00 | | 1.00 | 0.78 | 0.22 | | 1.00 | 2.00 | 1.00 | | 1.00 | 2.00 | 1.00 | |
| Final Sat.: | 1500 | 1500 | 0 | | 1500 | 1172 | 328 | | 1500 | 3000 | 1500 | | 1500 | 3000 | 1500 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.20 | 0.00 | | 0.02 | 0.18 | 0.18 | | 0.03 | 0.09 | 0.01 | | 0.00 | 0.32 | 0.04 | |
| Crit Volume: | 67 | | | | | 265 | | | 42 | | | | | 484 | | |
| Crit Moves: | **** | | | | | **** | | | **** | | | | | **** | | |





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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #77 Grant Line Rd/Centenial

Cycle (sec): 100 Critical Vol./Cap. (X): 0.891
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 170 Level Of Service: D

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - | R | L | - T | - | R | L | - T | - | R | L | - T | - | R |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Ovl | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 55 | 2423 | 0 | | 0 | 1232 | 142 | | 169 | 0 | 27 | | 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: | 55 | 2423 | 0 | | 0 | 1232 | 142 | | 169 | 0 | 27 | | 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: | 55 | 2423 | 0 | | 0 | 1232 | 142 | | 169 | 0 | 27 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 55 | 2423 | 0 | | 0 | 1232 | 142 | | 169 | 0 | 27 | | 0 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 55 | 2423 | 0 | | 0 | 1232 | 142 | | 169 | 0 | 27 | | 0 | 0 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1550 | 1550 | 1550 | | 1550 | 1550 | 1550 | | 1550 | 1550 | 1550 | | 1550 | 1550 | 1550 | |
| 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 | 2.00 | 0.00 | | 0.00 | 2.00 | 1.00 | | 1.00 | 0.00 | 1.00 | | 0.00 | 0.00 | 0.00 | |
| Final Sat.: | 1550 | 3100 | 0 | | 0 | 3100 | 1550 | | 1550 | 0 | 1550 | | 0 | 0 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.78 | 0.00 | | 0.00 | 0.40 | 0.09 | | 0.11 | 0.00 | 0.02 | | 0.00 | 0.00 | 0.00 | |
| Crit Volume: | 1212 | | | | 0 | | | | 169 | | | | | 0 | | |
| Crit Moves: | **** | | | | **** | | | | **** | | | | | | | |

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #78 Villagio Prky/ Rancho Cordova Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.683
Loss Time (sec): 0 Average Delay (sec/veh): 27.9
Optimal Cycle: 72 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 1 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 400 | 326 | 1 | | 44 | 310 | 81 | | 60 | 234 | 105 | | 1 | 779 | 141 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 400 | 326 | 1 | | 44 | 310 | 81 | | 60 | 234 | 105 | | 1 | 779 | 141 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Volume: | 400 | 326 | 1 | | 44 | 310 | 81 | | 60 | 234 | 105 | | 1 | 779 | 141 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 400 | 326 | 1 | | 44 | 310 | 81 | | 60 | 234 | 105 | | 1 | 779 | 141 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 400 | 326 | 1 | | 44 | 310 | 81 | | 60 | 234 | 105 | | 1 | 779 | 141 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 1.00 | 1.00 | | 0.95 | 0.97 | 0.97 | | 0.95 | 0.95 | 0.85 | | 0.95 | 0.95 | 0.85 | |
| Lanes: | 1.00 | 0.99 | 0.01 | | 1.00 | 0.79 | 0.21 | | 1.00 | 2.00 | 1.00 | | 1.00 | 2.00 | 1.00 | |
| Final Sat.: | 1805 | 1894 | 6 | | 1805 | 1460 | 381 | | 1805 | 3610 | 1615 | | 1805 | 3610 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.22 | 0.17 | 0.17 | | 0.02 | 0.21 | 0.21 | | 0.03 | 0.06 | 0.07 | | 0.00 | 0.22 | 0.09 | |
| Crit Moves: | **** | | | | | **** | | | **** | | | | | **** | | |
| Green/Cycle: | 0.32 | 0.56 | 0.56 | | 0.08 | 0.31 | 0.31 | | 0.05 | 0.36 | 0.69 | | 0.00 | 0.32 | 0.39 | |
| Volume/Cap: | 0.68 | 0.31 | 0.31 | | 0.31 | 0.68 | 0.68 | | 0.68 | 0.18 | 0.09 | | 0.18 | 0.68 | 0.22 | |
| Uniform Del: | 29.3 | 11.9 | 11.9 | | 43.5 | 30.1 | 30.1 | | 46.8 | 21.8 | 5.3 | | 49.7 | 29.8 | 20.1 | |
| IncremntDel: | 3.3 | 0.2 | 0.2 | | 1.2 | 3.4 | 3.4 | | 19.9 | 0.1 | 0.0 | | 14.9 | 1.7 | 0.2 | |
| 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: | 32.6 | 12.0 | 12.0 | | 44.7 | 33.5 | 33.5 | | 66.7 | 21.9 | 5.3 | | 64.6 | 31.6 | 20.2 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 32.6 | 12.0 | 12.0 | | 44.7 | 33.5 | 33.5 | | 66.7 | 21.9 | 5.3 | | 64.6 | 31.6 | 20.2 | |
| LOS by Move: | C | B | B | | D | C | C | | E | C | A | | E | C | C | |
| HCM2kAvgQ: | 11 | 5 | 5 | | 2 | 11 | 11 | | 3 | 3 | 1 | | 0 | 11 | 3 | |

Note: Queue reported is the number of cars per lane.





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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #79 Rancho Cordova Pkwy/ Douglas Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.499
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 2 | 0 | 1 | 1 | 0 | 2 | 0 | 1 | 1 | 0 | 3 | 0 | 1 | |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 746 | 878 | 36 | | 12 | 248 | 7 | | 12 | 77 | 282 | | 81 | 717 | 47 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 746 | 878 | 36 | | 12 | 248 | 7 | | 12 | 77 | 282 | | 81 | 717 | 47 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Volume: | 746 | 878 | 36 | | 12 | 248 | 7 | | 12 | 77 | 282 | | 81 | 717 | 47 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 746 | 878 | 36 | | 12 | 248 | 7 | | 12 | 77 | 282 | | 81 | 717 | 47 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 746 | 878 | 36 | | 12 | 248 | 7 | | 12 | 77 | 282 | | 81 | 717 | 47 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | |
| 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: | 2.00 | 2.00 | 1.00 | | 1.00 | 2.00 | 1.00 | | 1.00 | 3.00 | 1.00 | | 1.00 | 3.00 | 1.00 | |
| Final Sat.: | 3000 | 3000 | 1500 | | 1500 | 3000 | 1500 | | 1500 | 4500 | 1500 | | 1500 | 4500 | 1500 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.25 | 0.29 | 0.02 | | 0.01 | 0.08 | 0.00 | | 0.01 | 0.02 | 0.19 | | 0.05 | 0.16 | 0.03 | |
| Crit Volume: | 373 | | | | | 124 | | | 12 | | | | | 239 | | |
| Crit Moves: | **** | | | | | **** | | | **** | | | | | **** | | |

AM Cum Reduced Hillside DevTue Jan 12, 2010 15:56:44 Page 82-1

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #80 Americanos Blvd/ Douglas Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.490
Loss Time (sec): 0 Average Delay (sec/veh): 22.8
Optimal Cycle: 45 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 2 0 | 2 0 | 1 | 1 0 | 2 0 | 1 | 1 0 | 3 0 | 1 | 2 0 | 3 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 461 | 984 | 305 | 108 | 293 | 80 | 46 | 9 | 118 | 118 | 350 | 214 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 461 | 984 | 305 | 108 | 293 | 80 | 46 | 9 | 118 | 118 | 350 | 214 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 461 | 984 | 305 | 108 | 293 | 80 | 46 | 9 | 118 | 118 | 350 | 214 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 461 | 984 | 305 | 108 | 293 | 80 | 46 | 9 | 118 | 118 | 350 | 214 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 461 | 984 | 305 | 108 | 293 | 80 | 46 | 9 | 118 | 118 | 350 | 214 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.95 | 0.85 | 0.95 | 0.95 | 0.85 | 0.95 | 0.91 | 0.85 | 0.92 | 0.91 | 0.85 |
| Lanes: | 2.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3502 | 3610 | 1615 | 1805 | 3610 | 1615 | 1805 | 5187 | 1615 | 3502 | 5187 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.13 | 0.27 | 0.19 | 0.06 | 0.08 | 0.05 | 0.03 | 0.00 | 0.07 | 0.03 | 0.07 | 0.13 |
| Crit Moves: | | **** | | **** | | | **** | | | | | **** |
| Green/Cycle: | 0.42 | 0.56 | 0.56 | 0.12 | 0.26 | 0.26 | 0.05 | 0.22 | 0.22 | 0.10 | 0.27 | 0.27 |
| Volume/Cap: | 0.31 | 0.49 | 0.34 | 0.49 | 0.31 | 0.19 | 0.49 | 0.01 | 0.33 | 0.33 | 0.25 | 0.49 |
| Uniform Del: | 19.4 | 13.6 | 12.2 | 41.0 | 29.9 | 28.9 | 46.1 | 30.4 | 32.8 | 41.8 | 28.6 | 30.7 |
| IncremntDel: | 0.1 | 0.2 | 0.2 | 1.7 | 0.2 | 0.2 | 4.0 | 0.0 | 0.6 | 0.6 | 0.1 | 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: | 19.5 | 13.8 | 12.4 | 42.7 | 30.1 | 29.1 | 50.1 | 30.4 | 33.3 | 42.3 | 28.7 | 31.6 |
| 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: | 19.5 | 13.8 | 12.4 | 42.7 | 30.1 | 29.1 | 50.1 | 30.4 | 33.3 | 42.3 | 28.7 | 31.6 |
| LOS by Move: | B | B | B | D | C | C | D | C | C | D | C | C |
| HCM2kAvgQ: | 5 | 10 | 5 | 4 | 4 | 2 | 1 | 0 | 3 | 2 | 3 | 5 |

Note: Queue reported is the number of cars per lane.





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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #81 Grant Line Rd/ Chrysanthy Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.896
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Ovl | | | Ovl | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 2 0 | 2 0 | 1 | 1 0 | 2 0 | 1 | 2 0 | 2 0 | 1 | 1 0 | 2 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 132 | 1719 | 127 | 103 | 999 | 174 | 333 | 311 | 74 | 140 | 431 | 78 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 132 | 1719 | 127 | 103 | 999 | 174 | 333 | 311 | 74 | 140 | 431 | 78 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 132 | 1719 | 127 | 103 | 999 | 174 | 333 | 311 | 74 | 140 | 431 | 78 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 132 | 1719 | 127 | 103 | 999 | 174 | 333 | 311 | 74 | 140 | 431 | 78 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 132 | 1719 | 127 | 103 | 999 | 174 | 333 | 311 | 74 | 140 | 431 | 78 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 |
| 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: | 2.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 3000 | 3000 | 1500 | 1500 | 3000 | 1500 | 3000 | 3000 | 1500 | 1500 | 3000 | 1500 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.57 | 0.08 | 0.07 | 0.33 | 0.12 | 0.11 | 0.10 | 0.05 | 0.09 | 0.14 | 0.05 |
| Crit Volume: | | 859 | | 103 | | | 167 | | | | 215 | |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #82 Grant Line Rd/ Rancho Cordova Parkway

Cycle (sec): 100 Critical Vol./Cap. (X): 0.545
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Permitted | | | Permitted | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 0 | 2 0 | 0 | 0 0 | 2 0 | 1 | 2 0 | 0 0 | 1 | 0 0 | 0 0 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 14 | 1307 | 0 | 0 | 1215 | 231 | 384 | 0 | 49 | 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: | 14 | 1307 | 0 | 0 | 1215 | 231 | 384 | 0 | 49 | 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: | 14 | 1307 | 0 | 0 | 1215 | 231 | 384 | 0 | 49 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 14 | 1307 | 0 | 0 | 1215 | 231 | 384 | 0 | 49 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 14 | 1307 | 0 | 0 | 1215 | 231 | 384 | 0 | 49 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 |
| 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 | 2.00 | 0.00 | 0.00 | 2.00 | 1.00 | 2.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 1550 | 3100 | 0 | 0 | 3100 | 1550 | 3100 | 0 | 1550 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.42 | 0.00 | 0.00 | 0.39 | 0.15 | 0.12 | 0.00 | 0.03 | 0.00 | 0.00 | 0.00 |
| Crit Volume: | | 654 | | | 0 | | 192 | | | | 0 | |
| Crit Moves: | | **** | | | **** | | **** | | | | | |





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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #83 White Rock Rd/ Carson Crossing Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 1.228
Loss Time (sec): 12 Average Delay (sec/veh): 97.2
Optimal Cycle: 180 Level Of Service: F

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Split Phase | | | Split Phase | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Include | | | Ovl | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 1 | 0 0 | 1 | 0 0 | 1! 0 | 0 | 1 0 | 2 0 | 1 | 1 0 | 1 1 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 1377 | 1 | 10 | 4 | 3 | 8 | 3 | 924 | 1456 | 93 | 427 | 2 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 1377 | 1 | 10 | 4 | 3 | 8 | 3 | 924 | 1456 | 93 | 427 | 2 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 1547 | 1 | 11 | 4 | 3 | 9 | 3 | 1038 | 1636 | 104 | 480 | 2 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 1547 | 1 | 11 | 4 | 3 | 9 | 3 | 1038 | 1636 | 104 | 480 | 2 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 1547 | 1 | 11 | 4 | 3 | 9 | 3 | 1038 | 1636 | 104 | 480 | 2 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.95 | 0.85 | 0.92 | 0.92 | 0.92 | 0.95 | 0.95 | 0.85 | 0.95 | 0.95 | 0.95 |
| Lanes: | 1.99 | 0.01 | 1.00 | 0.27 | 0.20 | 0.53 | 1.00 | 2.00 | 1.00 | 1.00 | 1.99 | 0.01 |
| Final Sat.: | 3615 | 3 | 1615 | 464 | 348 | 928 | 1805 | 3610 | 1615 | 1805 | 3590 | 17 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.43 | 0.43 | 0.01 | 0.01 | 0.01 | 0.01 | 0.00 | 0.29 | 1.01 | 0.06 | 0.13 | 0.13 |
| Crit Moves: | | **** | | | **** | | | | **** | **** | | |
| Green/Cycle: | 0.35 | 0.35 | 0.40 | 0.01 | 0.01 | 0.01 | 0.01 | 0.48 | 0.82 | 0.05 | 0.52 | 0.52 |
| Volume/Cap: | 1.23 | 1.23 | 0.02 | 1.23 | 1.23 | 1.23 | 0.26 | 0.60 | 1.23 | 1.23 | 0.26 | 0.26 |
| Uniform Del: | 32.6 | 32.6 | 18.4 | 49.6 | 49.6 | 49.6 | 49.4 | 19.2 | 8.8 | 47.6 | 13.5 | 13.5 |
| IncremntDel: | 109.7 | 110 | 0.0 | 325.3 | 325 | 325.3 | 10.3 | 0.6 | 109.4 | 170.9 | 0.1 | 0.1 |
| 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: | 142.3 | 142 | 18.4 | 374.9 | 375 | 374.9 | 59.7 | 19.9 | 118.1 | 218.6 | 13.6 | 13.6 |
| 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: | 142.3 | 142 | 18.4 | 374.9 | 375 | 374.9 | 59.7 | 19.9 | 118.1 | 218.6 | 13.6 | 13.6 |
| LOS by Move: | F | F | B | F | F | F | E | B | F | F | B | B |
| HCM2kAvgQ: | 44 | 44 | 0 | 2 | 2 | 2 | 0 | 12 | 85 | 6 | 4 | 4 |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #84 White Rock Rd/ Stonebriar Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.412
Loss Time (sec): 12 Average Delay (sec/veh): 15.0
Optimal Cycle: 36 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Split Phase | | | | Split Phase | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 1 | 1 0 | 1 | 0 | 2 | 0 1 | 1 | 0 | 0 | 1 0 | 0 | 0 | 1! | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 16 | 777 | 1 | 68 | 461 | 69 | 71 | 1 | 36 | 13 | 1 | 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: | 16 | 777 | 1 | 68 | 461 | 69 | 71 | 1 | 36 | 13 | 1 | 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: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | | | | |
| PHF Volume: | 18 | 873 | 1 | 76 | 518 | 78 | 80 | 1 | 40 | 15 | 1 | 42 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 18 | 873 | 1 | 76 | 518 | 78 | 80 | 1 | 40 | 15 | 1 | 42 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| FinalVolume: | 18 | 873 | 1 | 76 | 518 | 78 | 80 | 1 | 40 | 15 | 1 | 42 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.85 | 0.95 | 0.85 | 0.85 | 0.89 | 0.89 | 0.89 | | | | |
| Lanes: | 1.00 | 1.99 | 0.01 | 1.00 | 2.00 | 1.00 | 1.00 | 0.03 | 0.97 | 0.25 | 0.02 | 0.73 | | | | |
| Final Sat.: | 1805 | 3605 | 5 | 1805 | 3610 | 1615 | 1805 | 44 | 1579 | 431 | 33 | 1227 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.24 | 0.24 | 0.04 | 0.14 | 0.05 | 0.04 | 0.03 | 0.03 | 0.03 | 0.03 | 0.03 | | | | |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | | | | | |
| Green/Cycle: | 0.04 | 0.59 | 0.59 | 0.10 | 0.65 | 0.65 | 0.11 | 0.11 | 0.11 | 0.08 | 0.08 | 0.08 | | | | |
| Volume/Cap: | 0.22 | 0.41 | 0.41 | 0.41 | 0.22 | 0.07 | 0.41 | 0.24 | 0.24 | 0.41 | 0.41 | 0.41 | | | | |
| Uniform Del: | 46.1 | 11.2 | 11.2 | 42.0 | 7.3 | 6.6 | 41.7 | 40.9 | 40.9 | 43.6 | 43.6 | 43.6 | | | | |
| IncremntDel: | 1.4 | 0.1 | 0.1 | 1.5 | 0.0 | 0.0 | 1.4 | 0.7 | 0.7 | 2.0 | 2.0 | 2.0 | | | | |
| 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: | 47.5 | 11.3 | 11.3 | 43.5 | 7.4 | 6.6 | 43.1 | 41.6 | 41.6 | 45.6 | 45.6 | 45.6 | | | | |
| 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: | 47.5 | 11.3 | 11.3 | 43.5 | 7.4 | 6.6 | 43.1 | 41.6 | 41.6 | 45.6 | 45.6 | 45.6 | | | | |
| LOS by Move: | D | B | B | D | A | A | D | D | D | D | D | D | | | | |
| HCM2kAvgQ: | 1 | 8 | 8 | 3 | 3 | 1 | 2 | 1 | 1 | 2 | 2 | 2 | | | | |

Note: Queue reported is the number of cars per lane.





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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #85 White Rock Rd/ Windfield Way

Cycle (sec): 100 Critical Vol./Cap. (X): 0.657
Loss Time (sec): 9 Average Delay (sec/veh): 23.8
Optimal Cycle: 46 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 1 | 0 | 0 1 | 0 | 1 | 0 | 0 1 | 1 | 0 | 1 | 1 0 | 1 | 0 | 1 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 62 | 48 | 382 | 1 | 41 | 21 | 104 | 459 | 492 | 260 | 352 | 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: | 62 | 48 | 382 | 1 | 41 | 21 | 104 | 459 | 492 | 260 | 352 | 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: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | | | | |
| PHF Volume: | 70 | 54 | 429 | 1 | 46 | 24 | 117 | 516 | 553 | 292 | 396 | 0 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 70 | 54 | 429 | 1 | 46 | 24 | 117 | 516 | 553 | 292 | 396 | 0 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| FinalVolume: | 70 | 54 | 429 | 1 | 46 | 24 | 117 | 516 | 553 | 292 | 396 | 0 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 0.83 | 0.83 | 0.85 | 1.00 | 1.00 | 0.85 | 0.95 | 0.88 | 0.88 | 0.95 | 0.95 | 0.95 | | | | |
| Lanes: | 0.56 | 0.44 | 1.00 | 0.02 | 0.98 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 0.00 | | | | |
| Final Sat.: | 884 | 684 | 1615 | 45 | 1851 | 1615 | 1805 | 1664 | 1664 | 1805 | 3610 | 0 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.08 | 0.08 | 0.27 | 0.02 | 0.02 | 0.01 | 0.06 | 0.31 | 0.33 | 0.16 | 0.11 | 0.00 | | | | |
| Crit Moves: | | | **** | | | | | | **** | **** | | | | | | |
| Green/Cycle: | 0.16 | 0.16 | 0.40 | 0.16 | 0.16 | 0.16 | 0.28 | 0.51 | 0.51 | 0.25 | 0.47 | 0.00 | | | | |
| Volume/Cap: | 0.50 | 0.50 | 0.66 | 0.16 | 0.16 | 0.09 | 0.23 | 0.61 | 0.66 | 0.66 | 0.23 | 0.00 | | | | |
| Uniform Del: | 38.5 | 38.5 | 24.2 | 36.3 | 36.3 | 36.0 | 27.8 | 17.7 | 18.3 | 33.9 | 15.6 | 0.0 | | | | |
| IncremntDel: | 1.6 | 1.6 | 2.4 | 0.2 | 0.2 | 0.2 | 0.2 | 0.7 | 1.0 | 3.6 | 0.1 | 0.0 | | | | |
| 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 | 0.00 | | | | |
| Delay/Veh: | 40.0 | 40.0 | 26.6 | 36.6 | 36.6 | 36.1 | 28.0 | 18.4 | 19.3 | 37.5 | 15.7 | 0.0 | | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| AdjDel/Veh: | 40.0 | 40.0 | 26.6 | 36.6 | 36.6 | 36.1 | 28.0 | 18.4 | 19.3 | 37.5 | 15.7 | 0.0 | | | | |
| LOS by Move: | D | D | C | D | D | D | C | B | B | D | B | A | | | | |
| HCM2kAvgQ: | 4 | 4 | 11 | 1 | 1 | 1 | 3 | 12 | 13 | 8 | 4 | 0 | | | | |

Note: Queue reported is the number of cars per lane.

AM Cum Reduced Hillside DevTue Jan 12, 2010 15:56:44 Page 88-1

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #86 White Rock Rd/ Latrobe Rd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.858
Loss Time (sec): 12 Average Delay (sec/veh): 37.4
Optimal Cycle: 100 Level Of Service: D

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Ovl | | | Include | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 2 0 | 4 0 | 1 | 2 0 | 3 0 | 1 | 2 0 | 1 1 | 0 | 2 0 | 2 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 59 | 560 | 241 | 192 | 1848 | 199 | 435 | 308 | 26 | 627 | 528 | 395 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 59 | 560 | 241 | 192 | 1848 | 199 | 435 | 308 | 26 | 627 | 528 | 395 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 66 | 629 | 271 | 216 | 2076 | 224 | 489 | 346 | 29 | 704 | 593 | 444 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 66 | 629 | 271 | 216 | 2076 | 224 | 489 | 346 | 29 | 704 | 593 | 444 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 66 | 629 | 271 | 216 | 2076 | 224 | 489 | 346 | 29 | 704 | 593 | 444 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.91 | 0.85 | 0.92 | 0.91 | 0.85 | 0.92 | 0.94 | 0.94 | 0.92 | 0.95 | 0.85 |
| Lanes: | 2.00 | 4.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 1.84 | 0.16 | 2.00 | 2.00 | 1.00 |
| Final Sat.: | 3502 | 6916 | 1615 | 3502 | 5187 | 1615 | 3502 | 3289 | 278 | 3502 | 3610 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.09 | 0.17 | 0.06 | 0.40 | 0.14 | 0.14 | 0.11 | 0.11 | 0.20 | 0.16 | 0.27 |
| Crit Moves: | **** | | | | **** | | **** | | | | | **** |
| Green/Cycle: | 0.02 | 0.29 | 0.56 | 0.20 | 0.47 | 0.63 | 0.16 | 0.14 | 0.14 | 0.27 | 0.25 | 0.45 |
| Volume/Cap: | 0.86 | 0.31 | 0.30 | 0.31 | 0.86 | 0.22 | 0.86 | 0.75 | 0.75 | 0.75 | 0.66 | 0.62 |
| Uniform Del: | 58.5 | 33.1 | 13.9 | 41.2 | 28.5 | 9.6 | 48.9 | 49.5 | 49.5 | 40.0 | 40.5 | 25.4 |
| IncremntDel: | 57.3 | 0.1 | 0.2 | 0.3 | 3.3 | 0.1 | 12.3 | 6.0 | 6.0 | 3.3 | 1.8 | 1.6 |
| 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: | 115.8 | 33.2 | 14.1 | 41.5 | 31.8 | 9.7 | 61.2 | 55.4 | 55.4 | 43.3 | 42.4 | 27.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 115.8 | 33.2 | 14.1 | 41.5 | 31.8 | 9.7 | 61.2 | 55.4 | 55.4 | 43.3 | 42.4 | 27.0 |
| LOS by Move: | F | C | B | D | C | A | E | E | E | D | D | C |
| HCM2kAvgQ: | 3 | 5 | 5 | 3 | 25 | 3 | 10 | 7 | 7 | 12 | 10 | 12 |

Note: Queue reported is the number of cars per lane.





AM Cum Reduced Hillside DevTue Jan 12, 2010 15:56:44 Page 89-1

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #87 White Rock Rd/ Valley View Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 1.003
Loss Time (sec): 12 Average Delay (sec/veh): 46.6
Optimal Cycle: 180 Level Of Service: D

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Split Phase | | | Split Phase | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 0 1 | 0 0 | 1 | 1 0 | 0 1 | 0 | 1 0 | 1 1 | 0 | 1 0 | 1 1 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 255 | 11 | 298 | 15 | 13 | 17 | 9 | 613 | 126 | 674 | 1306 | 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: | 255 | 11 | 298 | 15 | 13 | 17 | 9 | 613 | 126 | 674 | 1306 | 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: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 287 | 12 | 335 | 17 | 15 | 19 | 10 | 689 | 142 | 757 | 1467 | 40 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 287 | 12 | 335 | 17 | 15 | 19 | 10 | 689 | 142 | 757 | 1467 | 40 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 287 | 12 | 335 | 17 | 15 | 19 | 10 | 689 | 142 | 757 | 1467 | 40 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.95 | 0.85 | 0.95 | 0.92 | 0.92 | 0.95 | 0.93 | 0.93 | 0.95 | 0.95 | 0.95 |
| Lanes: | 0.96 | 0.04 | 1.00 | 1.00 | 0.43 | 0.57 | 1.00 | 1.66 | 0.34 | 1.00 | 1.95 | 0.05 |
| Final Sat.: | 1738 | 75 | 1615 | 1805 | 753 | 985 | 1805 | 2917 | 600 | 1805 | 3499 | 96 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.16 | 0.16 | 0.21 | 0.01 | 0.02 | 0.02 | 0.01 | 0.24 | 0.24 | 0.42 | 0.42 | 0.42 |
| Crit Moves: | | | **** | | **** | | | **** | | **** | | |
| Green/Cycle: | 0.21 | 0.21 | 0.21 | 0.02 | 0.02 | 0.02 | 0.01 | 0.24 | 0.24 | 0.42 | 0.65 | 0.65 |
| Volume/Cap: | 0.80 | 0.80 | 1.00 | 0.48 | 1.00 | 1.00 | 0.65 | 1.00 | 1.00 | 1.00 | 0.65 | 0.65 |
| Uniform Del: | 37.7 | 37.7 | 39.7 | 48.5 | 49.0 | 49.0 | 49.4 | 38.2 | 38.2 | 29.1 | 10.8 | 10.8 |
| IncremntDel: | 11.4 | 11.4 | 49.9 | 10.2 | 156 | 156.1 | 68.7 | 31.9 | 31.9 | 33.4 | 0.7 | 0.7 |
| 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: | 49.0 | 49.0 | 89.6 | 58.7 | 205 | 205.1 | 118.2 | 70.2 | 70.2 | 62.5 | 11.5 | 11.5 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 49.0 | 49.0 | 89.6 | 58.7 | 205 | 205.1 | 118.2 | 70.2 | 70.2 | 62.5 | 11.5 | 11.5 |
| LOS by Move: | D | D | F | E | F | F | F | E | E | E | B | B |
| HCM2kAvgQ: | 11 | 11 | 16 | 1 | 3 | 3 | 0 | 16 | 16 | 29 | 15 | 15 |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #88 El Dorado Hills Blvd/Serrano Prky

Cycle (sec): 100 Critical Vol./Cap. (X): 0.936
Loss Time (sec): 12 Average Delay (sec/veh): 36.5
Optimal Cycle: 130 Level Of Service: D

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Split Phase | | | | Split Phase | | | |
| Rights: | Ignore | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 2 | 0 1 | 1 | 0 | 1 | 1 0 | 1 | 0 | 0 | 1 0 | 1 | 0 | 1! | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 40 | 643 | 211 | | 60 | 1751 | 18 | | 24 | 28 | 81 | | 774 | 29 | 30 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 40 | 643 | 211 | | 60 | 1751 | 18 | | 24 | 28 | 81 | | 774 | 29 | 30 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Volume: | 40 | 643 | 0 | | 60 | 1751 | 18 | | 24 | 28 | 81 | | 774 | 29 | 30 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 40 | 643 | 0 | | 60 | 1751 | 18 | | 24 | 28 | 81 | | 774 | 29 | 30 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 40 | 643 | 0 | | 60 | 1751 | 18 | | 24 | 28 | 81 | | 774 | 29 | 30 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.95 | 1.00 | | 0.95 | 0.95 | 0.95 | | 0.95 | 0.89 | 0.89 | | 0.95 | 0.95 | 0.95 | |
| Lanes: | 1.00 | 2.00 | 1.00 | | 1.00 | 1.98 | 0.02 | | 1.00 | 0.26 | 0.74 | | 1.87 | 0.06 | 0.07 | |
| Final Sat.: | 1805 | 3610 | 1900 | | 1805 | 3570 | 37 | | 1805 | 434 | 1255 | | 3376 | 118 | 122 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.18 | 0.00 | | 0.03 | 0.49 | 0.49 | | 0.01 | 0.06 | 0.06 | | 0.23 | 0.25 | 0.25 | |
| Crit Moves: | **** | | | | | **** | | | | | **** | | | **** | | |
| Green/Cycle: | 0.02 | 0.46 | 0.00 | | 0.09 | 0.52 | 0.52 | | 0.07 | 0.07 | 0.07 | | 0.26 | 0.26 | 0.26 | |
| Volume/Cap: | 0.94 | 0.39 | 0.00 | | 0.39 | 0.94 | 0.94 | | 0.19 | 0.94 | 0.94 | | 0.87 | 0.94 | 0.94 | |
| Uniform Del: | 48.7 | 17.6 | 0.0 | | 43.2 | 22.2 | 22.2 | | 43.9 | 46.3 | 46.3 | | 35.2 | 36.0 | 36.0 | |
| IncremntDel: | 112.8 | 0.1 | 0.0 | | 1.6 | 9.5 | 9.5 | | 0.8 | 63.5 | 63.5 | | 8.7 | 16.8 | 16.8 | |
| 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 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Delay/Veh: | 161.5 | 17.8 | 0.0 | | 44.8 | 31.7 | 31.7 | | 44.7 | 110 | 109.8 | | 43.9 | 52.8 | 52.8 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 161.5 | 17.8 | 0.0 | | 44.8 | 31.7 | 31.7 | | 44.7 | 110 | 109.8 | | 43.9 | 52.8 | 52.8 | |
| LOS by Move: | F | B | A | | D | C | C | | D | F | F | | D | D | D | |
| HCM2kAvgQ: | 2 | 7 | 0 | | 2 | 32 | 32 | | 1 | 6 | 6 | | 15 | 18 | 18 | |

Note: Queue reported is the number of cars per lane.





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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #89 El Dorado Hills Blvd/Saratoga Way

Cycle (sec): 100 Critical Vol./Cap. (X): 0.868
Loss Time (sec): 12 Average Delay (sec/veh): 32.7
Optimal Cycle: 96 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Split Phase | | | | Split Phase | | | |
| Rights: | Include | | | | Include | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 2 | 1 0 | 1 | 0 | 2 | 1 0 | 1 | 1 | 0 | 0 2 | 0 | 1 | 0 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 431 | 553 | 0 | | 165 | 1436 | 586 | | 223 | 50 | 974 | | 0 | 26 | 53 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 431 | 553 | 0 | | 165 | 1436 | 586 | | 223 | 50 | 974 | | 0 | 26 | 53 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Volume: | 431 | 553 | 0 | | 165 | 1436 | 586 | | 223 | 50 | 974 | | 0 | 26 | 53 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 431 | 553 | 0 | | 165 | 1436 | 586 | | 223 | 50 | 974 | | 0 | 26 | 53 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 431 | 553 | 0 | | 165 | 1436 | 586 | | 223 | 50 | 974 | | 0 | 26 | 53 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.91 | 0.91 | | 0.95 | 0.87 | 0.87 | | 0.96 | 0.96 | 0.75 | | 1.00 | 1.00 | 0.85 | |
| Lanes: | 2.00 | 3.00 | 0.00 | | 1.00 | 2.13 | 0.87 | | 1.63 | 0.37 | 2.00 | | 0.00 | 1.00 | 1.00 | |
| Final Sat.: | 3502 | 5187 | 0 | | 1805 | 3525 | 1439 | | 2983 | 669 | 2842 | | 0 | 1900 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.12 | 0.11 | 0.00 | | 0.09 | 0.41 | 0.41 | | 0.07 | 0.07 | 0.34 | | 0.00 | 0.01 | 0.03 | |
| Crit Moves: | **** | | | | | **** | | | | | **** | | | **** | | |
| Green/Cycle: | 0.14 | 0.33 | 0.00 | | 0.28 | 0.47 | 0.47 | | 0.25 | 0.25 | 0.39 | | 0.00 | 0.02 | 0.30 | |
| Volume/Cap: | 0.87 | 0.32 | 0.00 | | 0.32 | 0.87 | 0.87 | | 0.30 | 0.30 | 0.87 | | 0.00 | 0.87 | 0.11 | |
| Uniform Del: | 42.0 | 25.2 | 0.0 | | 28.4 | 23.8 | 23.8 | | 30.2 | 30.2 | 27.9 | | 0.0 | 49.1 | 25.5 | |
| IncremntDel: | 15.0 | 0.1 | 0.0 | | 0.4 | 3.8 | 3.8 | | 0.2 | 0.2 | 7.4 | | 0.0 | 109 | 0.1 | |
| 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 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 0.00 | 1.00 | 1.00 | |
| Delay/Veh: | 57.0 | 25.3 | 0.0 | | 28.7 | 27.5 | 27.5 | | 30.3 | 30.3 | 35.2 | | 0.0 | 159 | 25.6 | |
| 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: | 57.0 | 25.3 | 0.0 | | 28.7 | 27.5 | 27.5 | | 30.3 | 30.3 | 35.2 | | 0.0 | 159 | 25.6 | |
| LOS by Move: | E | C | A | | C | C | C | | C | C | D | | A | F | C | |
| HCM2kAvgQ: | 8 | 4 | 0 | | 4 | 19 | 19 | | 3 | 3 | 14 | | 0 | 2 | 1 | |

Note: Queue reported is the number of cars per lane.

AM Cum Reduced Hillside DevTue Jan 12, 2010 15:56:44 Page 92-1

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #90 El Dorado Hills Blvd/Park Drive

Cycle (sec): 100 Critical Vol./Cap. (X): 0.789
Loss Time (sec): 12 Average Delay (sec/veh): 24.9
Optimal Cycle: 75 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Split Phase | | | | Split Phase | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 2 | 1 | 0 | 1 | 0 | 3 | 0 | 1 | 1 | 0 | 0 | 2 | 1 | 1 | 1 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | | | | |
| Base Vol: | 580 | 761 | 152 | | 62 | 1766 | 673 | | 79 | 24 | 133 | | 226 | 27 | 38 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 580 | 761 | 152 | | 62 | 1766 | 673 | | 79 | 24 | 133 | | 226 | 27 | 38 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Volume: | 580 | 761 | 152 | | 62 | 1766 | 673 | | 79 | 24 | 133 | | 226 | 27 | 38 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 580 | 761 | 152 | | 62 | 1766 | 673 | | 79 | 24 | 133 | | 226 | 27 | 38 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 580 | 761 | 152 | | 62 | 1766 | 673 | | 79 | 24 | 133 | | 226 | 27 | 38 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.89 | 0.89 | | 0.95 | 0.91 | 0.85 | | 0.96 | 0.96 | 0.75 | | 0.91 | 0.91 | 0.85 | |
| Lanes: | 2.00 | 2.50 | 0.50 | | 1.00 | 3.00 | 1.00 | | 1.53 | 0.47 | 2.00 | | 2.00 | 1.00 | 1.00 | |
| Final Sat.: | 3502 | 4215 | 842 | | 1805 | 5187 | 1615 | | 2807 | 853 | 2842 | | 3455 | 1727 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.17 | 0.18 | 0.18 | | 0.03 | 0.34 | 0.42 | | 0.03 | 0.03 | 0.05 | | 0.07 | 0.02 | 0.02 | |
| Crit Moves: | **** | | | | | | **** | | | | **** | | **** | | | |
| Green/Cycle: | 0.21 | 0.62 | 0.62 | | 0.12 | 0.53 | 0.53 | | 0.06 | 0.06 | 0.06 | | 0.08 | 0.08 | 0.08 | |
| Volume/Cap: | 0.79 | 0.29 | 0.29 | | 0.29 | 0.64 | 0.79 | | 0.47 | 0.47 | 0.79 | | 0.79 | 0.19 | 0.28 | |
| Uniform Del: | 37.4 | 8.8 | 8.8 | | 40.3 | 16.9 | 19.1 | | 45.5 | 45.5 | 46.4 | | 45.0 | 42.7 | 43.1 | |
| IncremntDel: | 5.8 | 0.1 | 0.1 | | 0.8 | 0.5 | 5.0 | | 1.6 | 1.6 | 21.7 | | 12.4 | 0.1 | 1.2 | |
| 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: | 43.2 | 8.9 | 8.9 | | 41.0 | 17.4 | 24.1 | | 47.2 | 47.2 | 68.1 | | 57.4 | 42.8 | 44.2 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 43.2 | 8.9 | 8.9 | | 41.0 | 17.4 | 24.1 | | 47.2 | 47.2 | 68.1 | | 57.4 | 42.8 | 44.2 | |
| LOS by Move: | D | A | A | | D | B | C | | D | D | E | | E | D | D | |
| HCM2kAvgQ: | 9 | 5 | 5 | | 2 | 13 | 16 | | 2 | 2 | 4 | | 6 | 1 | 1 | |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #91 Latrobe Rd/ Town Center Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 1.001
Loss Time (sec): 12 Average Delay (sec/veh): 34.1
Optimal Cycle: 180 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 4 | 0 | 1 | 2 | 0 | 3 | 0 | 1 | 2 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 1 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | | | | |
| Base Vol: | 168 | 1086 | 165 | | 636 | 2024 | 928 | | 153 | 12 | 23 | | 90 | 79 | 315 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 168 | 1086 | 165 | | 636 | 2024 | 928 | | 153 | 12 | 23 | | 90 | 79 | 315 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 189 | 1220 | 185 | | 715 | 2274 | 1043 | | 172 | 13 | 26 | | 101 | 89 | 354 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 189 | 1220 | 185 | | 715 | 2274 | 1043 | | 172 | 13 | 26 | | 101 | 89 | 354 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 189 | 1220 | 185 | | 715 | 2274 | 1043 | | 172 | 13 | 26 | | 101 | 89 | 354 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.91 | 0.85 | | 0.92 | 0.91 | 0.85 | | 0.92 | 0.86 | 0.86 | | 0.95 | 0.88 | 0.88 | |
| Lanes: | 2.00 | 4.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 1.00 | 1.00 | | 1.00 | 0.40 | 1.60 | |
| Final Sat.: | 3502 | 6916 | 1615 | | 3502 | 5187 | 1615 | | 3502 | 1626 | 1626 | | 1805 | 670 | 2674 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.05 | 0.18 | 0.11 | | 0.20 | 0.44 | 0.65 | | 0.05 | 0.01 | 0.02 | | 0.06 | 0.13 | 0.13 | |
| Crit Moves: | **** | | | | | | **** | | **** | | | | | **** | | |
| Green/Cycle: | 0.05 | 0.32 | 0.32 | | 0.37 | 0.64 | 0.64 | | 0.05 | 0.04 | 0.04 | | 0.14 | 0.13 | 0.13 | |
| Volume/Cap: | 1.00 | 0.54 | 0.35 | | 0.54 | 0.68 | 1.00 | | 1.00 | 0.21 | 0.40 | | 0.40 | 1.00 | 1.00 | |
| Uniform Del: | 47.3 | 27.7 | 25.8 | | 24.6 | 11.2 | 17.8 | | 47.5 | 46.5 | 46.8 | | 39.1 | 43.4 | 43.4 | |
| IncremntDel: | 65.8 | 0.3 | 0.4 | | 0.5 | 0.6 | 28.2 | | 69.0 | 0.5 | 2.6 | | 1.0 | 43.1 | 43.1 | |
| 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: | 113.2 | 28.0 | 26.2 | | 25.0 | 11.8 | 45.9 | | 116.5 | 47.0 | 49.4 | | 40.1 | 86.5 | 86.5 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 113.2 | 28.0 | 26.2 | | 25.0 | 11.8 | 45.9 | | 116.5 | 47.0 | 49.4 | | 40.1 | 86.5 | 86.5 | |
| LOS by Move: | F | C | C | | C | B | D | | F | D | D | | D | F | F | |
| HCM2kAvgQ: | 4 | 8 | 4 | | 9 | 16 | 39 | | 6 | 1 | 1 | | 3 | 11 | 11 | |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #92 Hazel Blvd/ Tributary- WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 1.045
Loss Time (sec): 9 Average Delay (sec/veh): 46.0
Optimal Cycle: 180 Level Of Service: D

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Ignore | | | | Include | | | | Ovl | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 3 | 0 1 | | 0 | 0 3 | 1 0 | | 0 | 0 0 | 0 1 | | 1 | 1 0 | 0 2 | |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 381 | 1713 | 339 | | 0 | 3159 | 143 | | 0 | 0 | 305 | | 74 | 82 | 732 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 381 | 1713 | 339 | | 0 | 3159 | 143 | | 0 | 0 | 305 | | 74 | 82 | 732 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 428 | 1925 | 0 | | 0 | 3549 | 161 | | 0 | 0 | 343 | | 83 | 92 | 822 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 428 | 1925 | 0 | | 0 | 3549 | 161 | | 0 | 0 | 343 | | 83 | 92 | 822 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 428 | 1925 | 0 | | 0 | 3549 | 161 | | 0 | 0 | 343 | | 83 | 92 | 822 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.91 | 1.00 | | 1.00 | 0.90 | 0.90 | | 1.00 | 1.00 | 0.87 | | 0.82 | 0.82 | 0.75 | |
| Lanes: | 2.00 | 3.00 | 1.00 | | 0.00 | 3.83 | 0.17 | | 0.00 | 0.00 | 1.00 | | 1.00 | 1.00 | 2.00 | |
| Final Sat.: | 3502 | 5187 | 1900 | | 0 | 6577 | 298 | | 0 | 0 | 1644 | | 1564 | 1564 | 2842 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.12 | 0.37 | 0.00 | | 0.00 | 0.54 | 0.54 | | 0.00 | 0.00 | 0.21 | | 0.05 | 0.06 | 0.29 | |
| Crit Moves: | **** | | | | | **** | | | | | | | | | **** | |
| Green/Cycle: | 0.12 | 0.63 | 0.00 | | 0.00 | 0.52 | 0.52 | | 0.00 | 0.00 | 0.39 | | 0.28 | 0.28 | 0.28 | |
| Volume/Cap: | 1.05 | 0.59 | 0.00 | | 1.00 | 1.05 | 1.05 | | 0.00 | 0.00 | 0.53 | | 0.19 | 0.21 | 1.05 | |
| Uniform Del: | 44.2 | 10.7 | 0.0 | | 0.0 | 24.2 | 24.2 | | 0.0 | 0.0 | 23.2 | | 27.6 | 27.8 | 36.2 | |
| IncremntDel: | 56.8 | 0.3 | 0.0 | | 0.0 | 28.7 | 28.7 | | 0.0 | 0.0 | 0.8 | | 0.1 | 0.1 | 44.6 | |
| 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 | 0.00 | | 0.00 | 1.00 | 1.00 | | 0.00 | 0.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Delay/Veh: | 101.0 | 11.0 | 0.0 | | 0.0 | 52.9 | 52.9 | | 0.0 | 0.0 | 24.1 | | 27.7 | 27.9 | 80.7 | |
| 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: | 101.0 | 11.0 | 0.0 | | 0.0 | 52.9 | 52.9 | | 0.0 | 0.0 | 24.1 | | 27.7 | 27.9 | 80.7 | |
| LOS by Move: | F | B | A | | A | D | D | | A | A | C | | C | C | F | |
| HCM2kAvgQ: | 8 | 12 | 0 | | 0 | 35 | 35 | | 0 | 0 | 8 | | 2 | 2 | 22 | |

Note: Queue reported is the number of cars per lane.





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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #93 Hazel Ave/ EB US-50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.955
Loss Time (sec): 6 Average Delay (sec/veh): 35.6
Optimal Cycle: 141 Level Of Service: D

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Ignore | | | | Ignore | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 3 | 0 1 | | 0 | 0 3 | 0 1 | | 3 | 0 0 | 0 2 | | 0 | 0 0 | 0 0 | |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1643 | 296 | | 0 | 1638 | 1187 | | 1325 | 0 | 1066 | | 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 | 1643 | 296 | | 0 | 1638 | 1187 | | 1325 | 0 | 1066 | | 0 | 0 | 0 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 0 | 1846 | 0 | | 0 | 1840 | 0 | | 1489 | 0 | 1198 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 1846 | 0 | | 0 | 1840 | 0 | | 1489 | 0 | 1198 | | 0 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 1846 | 0 | | 0 | 1840 | 0 | | 1489 | 0 | 1198 | | 0 | 0 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.91 | 1.00 | | 1.00 | 0.91 | 1.00 | | 0.48 | 1.00 | 0.75 | | 1.00 | 1.00 | 1.00 | |
| Lanes: | 0.00 | 3.00 | 1.00 | | 0.00 | 3.00 | 1.00 | | 3.00 | 0.00 | 2.00 | | 0.00 | 0.00 | 0.00 | |
| Final Sat.: | 0 | 5187 | 1900 | | 0 | 5187 | 1900 | | 2748 | 0 | 2842 | | 0 | 0 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.36 | 0.00 | | 0.00 | 0.35 | 0.00 | | 0.54 | 0.00 | 0.42 | | 0.00 | 0.00 | 0.00 | |
| Crit Moves: | | **** | | | | | | | **** | | | | | | | |
| Green/Cycle: | 0.00 | 0.37 | 0.00 | | 0.00 | 0.37 | 0.00 | | 0.57 | 0.00 | 0.57 | | 0.00 | 0.00 | 0.00 | |
| Volume/Cap: | 0.00 | 0.95 | 0.00 | | 0.00 | 0.95 | 0.00 | | 0.95 | 0.00 | 0.74 | | 0.00 | 0.00 | 0.00 | |
| Uniform Del: | 0.0 | 30.5 | 0.0 | | 0.0 | 30.5 | 0.0 | | 20.4 | 0.0 | 16.2 | | 0.0 | 0.0 | 0.0 | |
| IncremntDel: | 0.0 | 11.6 | 0.0 | | 0.0 | 11.2 | 0.0 | | 13.6 | 0.0 | 1.9 | | 0.0 | 0.0 | 0.0 | |
| 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: | 0.00 | 1.00 | 0.00 | | 0.00 | 1.00 | 0.00 | | 1.00 | 0.00 | 1.00 | | 0.00 | 0.00 | 0.00 | |
| Delay/Veh: | 0.0 | 42.2 | 0.0 | | 0.0 | 41.7 | 0.0 | | 34.0 | 0.0 | 18.1 | | 0.0 | 0.0 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 42.2 | 0.0 | | 0.0 | 41.7 | 0.0 | | 34.0 | 0.0 | 18.1 | | 0.0 | 0.0 | 0.0 | |
| LOS by Move: | A | D | A | | A | D | A | | C | A | B | | A | A | A | |
| HCM2kAvgQ: | 0 | 23 | 0 | | 0 | 19 | 0 | | 20 | 0 | 17 | | 0 | 0 | 0 | |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #94 Folsom Blvd/ WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.545
Loss Time (sec): 9 Average Delay (sec/veh): 6.2
Optimal Cycle: 37 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Ignore | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 3 | 0 | 0 | 0 | 0 3 | 0 | 1 | 1 | 0 1! | 0 | 1 | 0 | 0 0 | 0 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 10 | 1999 | 0 | | 0 | 1406 | 1473 | | 78 | 0 | 133 | | 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: | 10 | 1999 | 0 | | 0 | 1406 | 1473 | | 78 | 0 | 133 | | 0 | 0 | 0 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 11 | 2246 | 0 | | 0 | 1580 | 0 | | 88 | 0 | 149 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 11 | 2246 | 0 | | 0 | 1580 | 0 | | 88 | 0 | 149 | | 0 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 11 | 2246 | 0 | | 0 | 1580 | 0 | | 88 | 0 | 149 | | 0 | 0 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.91 | 1.00 | | 1.00 | 0.91 | 1.00 | | 0.76 | 1.00 | 0.76 | | 1.00 | 1.00 | 1.00 | |
| Lanes: | 1.00 | 3.00 | 0.00 | | 0.00 | 3.00 | 1.00 | | 1.37 | 0.00 | 1.63 | | 0.00 | 0.00 | 0.00 | |
| Final Sat.: | 1805 | 5187 | 0 | | 0 | 5187 | 1900 | | 1990 | 0 | 2369 | | 0 | 0 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.43 | 0.00 | | 0.00 | 0.30 | 0.00 | | 0.04 | 0.00 | 0.06 | | 0.00 | 0.00 | 0.00 | |
| Crit Moves: | | **** | | | **** | | | | | | **** | | | | | |
| Green/Cycle: | 0.02 | 0.79 | 0.00 | | 0.00 | 0.78 | 0.00 | | 0.12 | 0.00 | 0.12 | | 0.00 | 0.00 | 0.00 | |
| Volume/Cap: | 0.39 | 0.55 | 0.00 | | 0.00 | 0.39 | 0.00 | | 0.38 | 0.00 | 0.55 | | 0.00 | 0.00 | 0.00 | |
| Uniform Del: | 48.7 | 3.7 | 0.0 | | 0.0 | 3.5 | 0.0 | | 40.9 | 0.0 | 41.7 | | 0.0 | 0.0 | 0.0 | |
| IncremntDel: | 8.6 | 0.2 | 0.0 | | 0.0 | 0.1 | 0.0 | | 0.4 | 0.0 | 1.4 | | 0.0 | 0.0 | 0.0 | |
| 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 | 0.00 | | 0.00 | 1.00 | 0.00 | | 1.00 | 0.00 | 1.00 | | 0.00 | 0.00 | 0.00 | |
| Delay/Veh: | 57.3 | 3.9 | 0.0 | | 0.0 | 3.6 | 0.0 | | 41.3 | 0.0 | 43.2 | | 0.0 | 0.0 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 57.3 | 3.9 | 0.0 | | 0.0 | 3.6 | 0.0 | | 41.3 | 0.0 | 43.2 | | 0.0 | 0.0 | 0.0 | |
| LOS by Move: | E | A | A | | A | A | A | | D | A | D | | A | A | A | |
| HCM2kAvgQ: | 0 | 9 | 0 | | 0 | 5 | 0 | | 2 | 0 | 3 | | 0 | 0 | 0 | |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #95 Folsom Blvd/ EB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.685
Loss Time (sec): 12 Average Delay (sec/veh): 25.1
Optimal Cycle: 57 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Ignore | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 2 | 0 | 1 | 1 | 0 2 | 0 | 1 | 3 | 0 1 | 0 | 1 | 1 | 0 0 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 594 | 44 | | 98 | 1216 | 226 | | 1319 | 178 | 48 | | 108 | 0 | 111 | |
| Growth Adj: | 1.00 | 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 | 594 | 44 | | 98 | 1216 | 226 | | 1319 | 178 | 48 | | 108 | 0 | 111 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Volume: | 0 | 594 | 44 | | 98 | 1216 | 226 | | 1319 | 178 | 0 | | 108 | 0 | 111 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 594 | 44 | | 98 | 1216 | 226 | | 1319 | 178 | 0 | | 108 | 0 | 111 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 594 | 44 | | 98 | 1216 | 226 | | 1319 | 178 | 0 | | 108 | 0 | 111 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.95 | 0.85 | | 0.95 | 0.95 | 0.85 | | 0.92 | 1.00 | 1.00 | | 0.95 | 1.00 | 0.85 | |
| Lanes: | 1.00 | 2.00 | 1.00 | | 1.00 | 2.00 | 1.00 | | 3.00 | 1.00 | 1.00 | | 1.00 | 0.00 | 1.00 | |
| Final Sat.: | 1900 | 3610 | 1615 | | 1805 | 3610 | 1615 | | 5253 | 1900 | 1900 | | 1805 | 0 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.16 | 0.03 | | 0.05 | 0.34 | 0.14 | | 0.25 | 0.09 | 0.00 | | 0.06 | 0.00 | 0.07 | |
| Crit Moves: | **** | | | | | **** | | | **** | | | | | | **** | |
| Green/Cycle: | 0.00 | 0.37 | 0.37 | | 0.12 | 0.49 | 0.49 | | 0.37 | 0.24 | 0.00 | | 0.15 | 0.00 | 0.27 | |
| Volume/Cap: | 0.00 | 0.44 | 0.07 | | 0.44 | 0.68 | 0.28 | | 0.68 | 0.40 | 0.00 | | 0.40 | 0.00 | 0.25 | |
| Uniform Del: | 0.0 | 23.8 | 20.4 | | 40.7 | 19.5 | 15.0 | | 26.8 | 32.1 | 0.0 | | 38.3 | 0.0 | 28.4 | |
| IncremntDel: | 0.0 | 0.2 | 0.1 | | 1.4 | 1.1 | 0.2 | | 1.0 | 0.6 | 0.0 | | 0.9 | 0.0 | 0.3 | |
| 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: | 0.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 0.00 | 1.00 | |
| Delay/Veh: | 0.0 | 24.0 | 20.5 | | 42.2 | 20.6 | 15.2 | | 27.8 | 32.7 | 0.0 | | 39.3 | 0.0 | 28.7 | |
| 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: | 0.0 | 24.0 | 20.5 | | 42.2 | 20.6 | 15.2 | | 27.8 | 32.7 | 0.0 | | 39.3 | 0.0 | 28.7 | |
| LOS by Move: | A | C | C | | D | C | B | | C | C | A | | D | A | C | |
| HCM2kAvgQ: | 0 | 7 | 1 | | 3 | 15 | 4 | | 12 | 4 | 0 | | 3 | 0 | 3 | |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #96 Prairie City/ WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.990
Loss Time (sec): 6 Average Delay (sec/veh): 35.8
Optimal Cycle: 180 Level Of Service: D

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Ignore | | | | Ignore | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1952 | 429 | | 0 | 713 | 116 | | 0 | 0 | 0 | | 131 | 0 | 817 | |
| Growth Adj: | 1.00 | 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 | 1952 | 429 | | 0 | 713 | 116 | | 0 | 0 | 0 | | 131 | 0 | 817 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 0 | 2193 | 0 | | 0 | 801 | 0 | | 0 | 0 | 0 | | 147 | 0 | 918 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 2193 | 0 | | 0 | 801 | 0 | | 0 | 0 | 0 | | 147 | 0 | 918 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 2193 | 0 | | 0 | 801 | 0 | | 0 | 0 | 0 | | 147 | 0 | 918 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.95 | 1.00 | | 1.00 | 0.95 | 1.00 | | 1.00 | 1.00 | 1.00 | | 0.59 | 1.00 | 0.75 | |
| Lanes: | 0.00 | 2.00 | 1.00 | | 0.00 | 2.00 | 1.00 | | 0.00 | 0.00 | 0.00 | | 2.00 | 0.00 | 2.00 | |
| Final Sat.: | 0 | 3610 | 1900 | | 0 | 3610 | 1900 | | 0 | 0 | 0 | | 2256 | 0 | 2842 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.61 | 0.00 | | 0.00 | 0.22 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.07 | 0.00 | 0.32 | |
| Crit Moves: | | **** | | | | | | | | | | | | | **** | |
| Green/Cycle: | 0.00 | 0.61 | 0.00 | | 0.00 | 0.61 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.33 | 0.00 | 0.33 | |
| Volume/Cap: | 0.00 | 0.99 | 0.00 | | 0.00 | 0.36 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.20 | 0.00 | 0.99 | |
| Uniform Del: | 0.0 | 19.0 | 0.0 | | 0.0 | 9.6 | 0.0 | | 0.0 | 0.0 | 0.0 | | 24.3 | 0.0 | 33.5 | |
| IncremntDel: | 0.0 | 16.7 | 0.0 | | 0.0 | 0.1 | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.1 | 0.0 | 27.0 | |
| 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: | 0.00 | 1.00 | 0.00 | | 0.00 | 1.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 1.00 | 0.00 | 1.00 | |
| Delay/Veh: | 0.0 | 35.7 | 0.0 | | 0.0 | 9.7 | 0.0 | | 0.0 | 0.0 | 0.0 | | 24.4 | 0.0 | 60.5 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 35.7 | 0.0 | | 0.0 | 9.7 | 0.0 | | 0.0 | 0.0 | 0.0 | | 24.4 | 0.0 | 60.5 | |
| LOS by Move: | A | D | A | | A | A | A | | A | A | A | | C | A | E | |
| HCM2kAvgQ: | 0 | 37 | 0 | | 0 | 6 | 0 | | 0 | 0 | 0 | | 2 | 0 | 22 | |

Note: Queue reported is the number of cars per lane.





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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #97 Prairie City/ EB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.882
Loss Time (sec): 6 Average Delay (sec/veh): 21.9
Optimal Cycle: 84 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 2 | 0 | 1 | 1 | 1 | 0 | 0 | 2 | |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1803 | 262 | | 0 | 844 | 0 | | 809 | 2 | 353 | | 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 | 1803 | 262 | | 0 | 844 | 0 | | 809 | 2 | 353 | | 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: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 0 | 2026 | 294 | | 0 | 948 | 0 | | 909 | 2 | 397 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 2026 | 294 | | 0 | 948 | 0 | | 909 | 2 | 397 | | 0 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 2026 | 294 | | 0 | 948 | 0 | | 909 | 2 | 397 | | 0 | 0 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.95 | 0.85 | | 1.00 | 0.95 | 1.00 | | 0.90 | 0.90 | 0.75 | | 1.00 | 1.00 | 1.00 | |
| Lanes: | 0.00 | 2.00 | 1.00 | | 0.00 | 2.00 | 1.00 | | 1.99 | 0.01 | 2.00 | | 0.00 | 0.00 | 0.00 | |
| Final Sat.: | 0 | 3610 | 1615 | | 0 | 3610 | 1900 | | 3396 | 8 | 2842 | | 0 | 0 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.56 | 0.18 | | 0.00 | 0.26 | 0.00 | | 0.27 | 0.27 | 0.14 | | 0.00 | 0.00 | 0.00 | |
| Crit Moves: | | **** | | | | | | | | **** | | | | | | |
| Green/Cycle: | 0.00 | 0.64 | 0.64 | | 0.00 | 0.64 | 0.00 | | 0.30 | 0.30 | 0.30 | | 0.00 | 0.00 | 0.00 | |
| Volume/Cap: | 0.00 | 0.88 | 0.29 | | 0.00 | 0.41 | 0.00 | | 0.88 | 0.88 | 0.46 | | 0.00 | 0.00 | 0.00 | |
| Uniform Del: | 0.0 | 15.1 | 8.1 | | 0.0 | 9.0 | 0.0 | | 33.1 | 33.1 | 28.2 | | 0.0 | 0.0 | 0.0 | |
| IncremntDel: | 0.0 | 4.4 | 0.2 | | 0.0 | 0.1 | 0.0 | | 9.0 | 9.0 | 0.4 | | 0.0 | 0.0 | 0.0 | |
| 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: | 0.00 | 1.00 | 1.00 | | 0.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 0.00 | 0.00 | 0.00 | |
| Delay/Veh: | 0.0 | 19.4 | 8.2 | | 0.0 | 9.1 | 0.0 | | 42.1 | 42.1 | 28.6 | | 0.0 | 0.0 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 19.4 | 8.2 | | 0.0 | 9.1 | 0.0 | | 42.1 | 42.1 | 28.6 | | 0.0 | 0.0 | 0.0 | |
| LOS by Move: | A | B | A | | A | A | A | | D | D | C | | A | A | A | |
| HCM2kAvgQ: | 0 | 28 | 4 | | 0 | 7 | 0 | | 17 | 17 | 6 | | 0 | 0 | 0 | |

Note: Queue reported is the number of cars per lane.

AM Cum Reduced Hillside DevTue Jan 12, 2010 15:56:44 Page 100-1

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #98 East Bidwell St/ WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.923
Loss Time (sec): 6 Average Delay (sec/veh): 31.3
Optimal Cycle: 109 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Ignore | | | | Ignore | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1493 | 293 | | 0 | 1319 | 347 | | 0 | 0 | 0 | | 1078 | 0 | 599 | |
| Growth Adj: | 1.00 | 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 | 1493 | 293 | | 0 | 1319 | 347 | | 0 | 0 | 0 | | 1078 | 0 | 599 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 0 | 1678 | 0 | | 0 | 1482 | 0 | | 0 | 0 | 0 | | 1211 | 0 | 673 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 1678 | 0 | | 0 | 1482 | 0 | | 0 | 0 | 0 | | 1211 | 0 | 673 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 1678 | 0 | | 0 | 1482 | 0 | | 0 | 0 | 0 | | 1211 | 0 | 673 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.91 | 1.00 | | 1.00 | 0.91 | 1.00 | | 1.00 | 1.00 | 1.00 | | 0.59 | 1.00 | 0.75 | |
| Lanes: | 0.00 | 3.00 | 1.00 | | 0.00 | 3.00 | 1.00 | | 0.00 | 0.00 | 0.00 | | 2.00 | 0.00 | 2.00 | |
| Final Sat.: | 0 | 5187 | 1900 | | 0 | 5187 | 1900 | | 0 | 0 | 0 | | 2226 | 0 | 2842 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.32 | 0.00 | | 0.00 | 0.29 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.54 | 0.00 | 0.24 | |
| Crit Moves: | | **** | | | | | | | | | | | **** | | | |
| Green/Cycle: | 0.00 | 0.35 | 0.00 | | 0.00 | 0.35 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.59 | 0.00 | 0.59 | |
| Volume/Cap: | 0.00 | 0.92 | 0.00 | | 0.00 | 0.82 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.92 | 0.00 | 0.40 | |
| Uniform Del: | 0.0 | 31.2 | 0.0 | | 0.0 | 29.5 | 0.0 | | 0.0 | 0.0 | 0.0 | | 18.5 | 0.0 | 11.0 | |
| IncremntDel: | 0.0 | 8.4 | 0.0 | | 0.0 | 3.0 | 0.0 | | 0.0 | 0.0 | 0.0 | | 10.9 | 0.0 | 0.2 | |
| 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: | 0.00 | 1.00 | 0.00 | | 0.00 | 1.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 1.00 | 0.00 | 1.00 | |
| Delay/Veh: | 0.0 | 39.5 | 0.0 | | 0.0 | 32.5 | 0.0 | | 0.0 | 0.0 | 0.0 | | 29.4 | 0.0 | 11.2 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 39.5 | 0.0 | | 0.0 | 32.5 | 0.0 | | 0.0 | 0.0 | 0.0 | | 29.4 | 0.0 | 11.2 | |
| LOS by Move: | A | D | A | | A | C | A | | A | A | A | | C | A | B | |
| HCM2kAvgQ: | 0 | 20 | 0 | | 0 | 16 | 0 | | 0 | 0 | 0 | | 22 | 0 | 6 | |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #99 East Bidwell St/ EB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.776
Loss Time (sec): 6 Average Delay (sec/veh): 17.7
Optimal Cycle: 53 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Ignore | | | | Ignore | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 3 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1266 | 694 | | 0 | 2170 | 227 | | 519 | 0 | 392 | | 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 | 1266 | 694 | | 0 | 2170 | 227 | | 519 | 0 | 392 | | 0 | 0 | 0 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 0 | 1422 | 0 | | 0 | 2438 | 0 | | 583 | 0 | 440 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 1422 | 0 | | 0 | 2438 | 0 | | 583 | 0 | 440 | | 0 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 1422 | 0 | | 0 | 2438 | 0 | | 583 | 0 | 440 | | 0 | 0 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.91 | 1.00 | | 1.00 | 0.91 | 1.00 | | 0.59 | 1.00 | 0.75 | | 1.00 | 1.00 | 1.00 | |
| Lanes: | 0.00 | 3.00 | 1.00 | | 0.00 | 3.00 | 1.00 | | 2.00 | 0.00 | 2.00 | | 0.00 | 0.00 | 0.00 | |
| Final Sat.: | 0 | 5187 | 1900 | | 0 | 5187 | 1900 | | 2252 | 0 | 2842 | | 0 | 0 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.27 | 0.00 | | 0.00 | 0.47 | 0.00 | | 0.26 | 0.00 | 0.15 | | 0.00 | 0.00 | 0.00 | |
| Crit Moves: | | | | | | **** | | | **** | | | | | | | |
| Green/Cycle: | 0.00 | 0.61 | 0.00 | | 0.00 | 0.61 | 0.00 | | 0.33 | 0.00 | 0.33 | | 0.00 | 0.00 | 0.00 | |
| Volume/Cap: | 0.00 | 0.45 | 0.00 | | 0.00 | 0.78 | 0.00 | | 0.78 | 0.00 | 0.46 | | 0.00 | 0.00 | 0.00 | |
| Uniform Del: | 0.0 | 10.7 | 0.0 | | 0.0 | 14.6 | 0.0 | | 29.9 | 0.0 | 26.3 | | 0.0 | 0.0 | 0.0 | |
| IncremntDel: | 0.0 | 0.1 | 0.0 | | 0.0 | 1.3 | 0.0 | | 5.1 | 0.0 | 0.4 | | 0.0 | 0.0 | 0.0 | |
| 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: | 0.00 | 1.00 | 0.00 | | 0.00 | 1.00 | 0.00 | | 1.00 | 0.00 | 1.00 | | 0.00 | 0.00 | 0.00 | |
| Delay/Veh: | 0.0 | 10.8 | 0.0 | | 0.0 | 15.9 | 0.0 | | 35.0 | 0.0 | 26.6 | | 0.0 | 0.0 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 10.8 | 0.0 | | 0.0 | 15.9 | 0.0 | | 35.0 | 0.0 | 26.6 | | 0.0 | 0.0 | 0.0 | |
| LOS by Move: | A | B | A | | A | B | A | | D | A | C | | A | A | A | |
| HCM2kAvgQ: | 0 | 8 | 0 | | 0 | 20 | 0 | | 10 | 0 | 6 | | 0 | 0 | 0 | |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #100 El Dorado Hills Blvd/ WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.445
Loss Time (sec): 0 Average Delay (sec/veh): 0.0
Optimal Cycle: 26 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1553 | 0 | 0 | 2308 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 1553 | 0 | 0 | 2308 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 1553 | 0 | 0 | 2308 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 1553 | 0 | 0 | 2308 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 1553 | 0 | 0 | 2308 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 0.91 | 1.00 | 1.00 | 0.91 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 0.00 | 3.00 | 0.00 | 0.00 | 3.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 0 | 5187 | 0 | 0 | 5187 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.30 | 0.00 | 0.00 | 0.44 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | | | | | **** | | | | | | | | | | | |
| Green/Cycle: | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Volume/Cap: | 0.00 | 0.30 | 0.00 | 0.00 | 0.44 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Uniform Del: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| IncremntDel: | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 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 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay Adj: | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A |
| HCM2kAvgQ: | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Note: Queue reported is the number of cars per lane.





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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #101 El Dorado Hills Blvd/ EB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.415
Loss Time (sec): 6 Average Delay (sec/veh): 3.7
Optimal Cycle: 24 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Ignore | | | | Ignore | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 3 | 0 | 1 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1407 | 126 | 145 | 2023 | 0 | 0 | 0 | 1566 | 0 | 0 | 278 | | | | |
| Growth Adj: | 1.00 | 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 | 1407 | 126 | 145 | 2023 | 0 | 0 | 0 | 1566 | 0 | 0 | 278 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | | | | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | | | | |
| PHF Volume: | 0 | 1407 | 126 | 145 | 2023 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 0 | 1407 | 126 | 145 | 2023 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | | | | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | | | | |
| FinalVolume: | 0 | 1407 | 126 | 145 | 2023 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 0.97 | 0.91 | 0.85 | 0.95 | 0.91 | 1.00 | 1.00 | 1.00 | 0.88 | 1.00 | 1.00 | 1.00 | | | | |
| Lanes: | 2.00 | 3.00 | 1.00 | 1.00 | 3.00 | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 0.00 | 1.00 | | | | |
| Final Sat.: | 3686 | 5187 | 1615 | 1805 | 5187 | 0 | 0 | 0 | 3344 | 0 | 0 | 1900 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.27 | 0.08 | 0.08 | 0.39 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | | | |
| Crit Moves: | **** | | | | **** | | | | | | | | | | | |
| Green/Cycle: | 0.00 | 0.73 | 0.73 | 0.21 | 0.94 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | | | |
| Volume/Cap: | 0.00 | 0.37 | 0.11 | 0.37 | 0.41 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | | | |
| Uniform Del: | 0.0 | 5.2 | 4.1 | 33.5 | 0.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | |
| IncremntDel: | 0.0 | 0.1 | 0.0 | 0.6 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | |
| 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: | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | | | |
| Delay/Veh: | 0.0 | 5.2 | 4.1 | 34.1 | 0.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| AdjDel/Veh: | 0.0 | 5.2 | 4.1 | 34.1 | 0.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | |
| LOS by Move: | A | A | A | C | A | A | A | A | A | A | A | A | | | | |
| HCM2kAvgQ: | 0 | 6 | 1 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #102 Sunrise Rd/ Jackson Hwy-SR16

Cycle (sec): 100 Critical Vol./Cap. (X): 0.804
Loss Time (sec): 12 Average Delay (sec/veh): 29.3
Optimal Cycle: 78 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 3 | 0 | 1 | 2 | 0 3 | 0 | 1 | 2 | 0 2 | 0 | 1 | 2 | 0 2 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 15 | 1007 | 185 | | 83 | 432 | 96 | | 90 | 555 | 12 | | 252 | 1395 | 31 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 15 | 1007 | 185 | | 83 | 432 | 96 | | 90 | 555 | 12 | | 252 | 1395 | 31 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 17 | 1131 | 208 | | 93 | 485 | 108 | | 101 | 624 | 13 | | 283 | 1567 | 35 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 17 | 1131 | 208 | | 93 | 485 | 108 | | 101 | 624 | 13 | | 283 | 1567 | 35 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 17 | 1131 | 208 | | 93 | 485 | 108 | | 101 | 624 | 13 | | 283 | 1567 | 35 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.91 | 0.85 | | 0.92 | 0.91 | 0.85 | | 0.92 | 0.95 | 0.85 | | 0.92 | 0.95 | 0.85 | |
| Lanes: | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 2.00 | 1.00 | | 2.00 | 2.00 | 1.00 | |
| Final Sat.: | 3502 | 5187 | 1615 | | 3502 | 5187 | 1615 | | 3502 | 3610 | 1615 | | 3502 | 3610 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.22 | 0.13 | | 0.03 | 0.09 | 0.07 | | 0.03 | 0.17 | 0.01 | | 0.08 | 0.43 | 0.02 | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.01 | 0.27 | 0.45 | | 0.03 | 0.29 | 0.33 | | 0.04 | 0.39 | 0.41 | | 0.18 | 0.54 | 0.57 | |
| Volume/Cap: | 0.32 | 0.80 | 0.28 | | 0.80 | 0.32 | 0.21 | | 0.80 | 0.44 | 0.02 | | 0.44 | 0.80 | 0.04 | |
| Uniform Del: | 48.8 | 34.0 | 17.1 | | 48.0 | 27.9 | 24.4 | | 47.9 | 22.3 | 17.7 | | 36.3 | 18.7 | 9.3 | |
| IncremntDel: | 3.6 | 3.5 | 0.2 | | 32.1 | 0.1 | 0.2 | | 30.1 | 0.2 | 0.0 | | 0.5 | 2.5 | 0.0 | |
| 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: | 52.3 | 37.4 | 17.3 | | 80.1 | 28.0 | 24.6 | | 78.0 | 22.6 | 17.7 | | 36.7 | 21.3 | 9.3 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 52.3 | 37.4 | 17.3 | | 80.1 | 28.0 | 24.6 | | 78.0 | 22.6 | 17.7 | | 36.7 | 21.3 | 9.3 | |
| LOS by Move: | D | D | B | | F | C | C | | E | C | B | | D | C | A | |
| HCM2kAvgQ: | 0 | 12 | 4 | | 2 | 4 | 2 | | 3 | 7 | 0 | | 4 | 21 | 0 | |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #103 Grant Line Rd/ Jackson Rd- SR16

Cycle (sec): 100 Critical Vol./Cap. (X): 0.432
Loss Time (sec): 12 Average Delay (sec/veh): 24.1
Optimal Cycle: 37 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 2 | 0 | 1 | 2 | 0 2 | 0 | 2 | 2 | 0 2 | 0 | 2 | 2 | 0 2 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 169 | 791 | 55 | | 2 | 718 | 142 | | 48 | 406 | 190 | | 176 | 600 | 2 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 169 | 791 | 55 | | 2 | 718 | 142 | | 48 | 406 | 190 | | 176 | 600 | 2 | |
| User Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Volume: | 150 | 704 | 49 | | 2 | 639 | 126 | | 43 | 361 | 169 | | 157 | 534 | 2 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 150 | 704 | 49 | | 2 | 639 | 126 | | 43 | 361 | 169 | | 157 | 534 | 2 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 150 | 704 | 49 | | 2 | 639 | 126 | | 43 | 361 | 169 | | 157 | 534 | 2 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.95 | 0.85 | | 0.92 | 0.95 | 0.75 | | 0.92 | 0.95 | 0.75 | | 0.92 | 0.95 | 0.85 | |
| Lanes: | 2.00 | 2.00 | 1.00 | | 2.00 | 2.00 | 2.00 | | 2.00 | 2.00 | 2.00 | | 2.00 | 2.00 | 1.00 | |
| Final Sat.: | 3502 | 3610 | 1615 | | 3502 | 3610 | 2842 | | 3502 | 3610 | 2842 | | 3502 | 3610 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.20 | 0.03 | | 0.00 | 0.18 | 0.04 | | 0.01 | 0.10 | 0.06 | | 0.04 | 0.15 | 0.00 | |
| Crit Moves: | **** | | | | | **** | | | **** | | | | | **** | | |
| Green/Cycle: | 0.10 | 0.51 | 0.62 | | 0.00 | 0.41 | 0.44 | | 0.03 | 0.26 | 0.36 | | 0.11 | 0.34 | 0.34 | |
| Volume/Cap: | 0.43 | 0.38 | 0.05 | | 0.38 | 0.43 | 0.10 | | 0.43 | 0.39 | 0.17 | | 0.39 | 0.43 | 0.00 | |
| Uniform Del: | 42.4 | 15.0 | 7.3 | | 49.9 | 21.2 | 16.5 | | 47.8 | 30.7 | 22.1 | | 41.0 | 25.4 | 21.6 | |
| IncremntDel: | 0.9 | 0.1 | 0.0 | | 45.7 | 0.2 | 0.0 | | 3.0 | 0.3 | 0.1 | | 0.6 | 0.2 | 0.0 | |
| 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: | 43.2 | 15.2 | 7.4 | | 95.6 | 21.4 | 16.6 | | 50.8 | 31.0 | 22.2 | | 41.7 | 25.6 | 21.6 | |
| 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: | 43.2 | 15.2 | 7.4 | | 95.6 | 21.4 | 16.6 | | 50.8 | 31.0 | 22.2 | | 41.7 | 25.6 | 21.6 | |
| LOS by Move: | D | B | A | | F | C | B | | D | C | C | | D | C | C | |
| HCM2kAvgQ: | 3 | 7 | 1 | | 0 | 7 | 1 | | 1 | 5 | 2 | | 2 | 6 | 0 | |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #104 Oak Ave Pkwy/ WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.783
Loss Time (sec): 6 Average Delay (sec/veh): 18.9
Optimal Cycle: 54 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Ignore | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1492 | 494 | | 0 | 891 | 644 | | 0 | 0 | 0 | | 544 | 0 | 115 | |
| Growth Adj: | 1.00 | 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 | 1492 | 494 | | 0 | 891 | 644 | | 0 | 0 | 0 | | 544 | 0 | 115 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 0 | 1676 | 0 | | 0 | 1001 | 724 | | 0 | 0 | 0 | | 611 | 0 | 129 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 1676 | 0 | | 0 | 1001 | 724 | | 0 | 0 | 0 | | 611 | 0 | 129 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 1676 | 0 | | 0 | 1001 | 724 | | 0 | 0 | 0 | | 611 | 0 | 129 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.95 | 1.00 | | 1.00 | 0.95 | 0.85 | | 1.00 | 1.00 | 1.00 | | 0.59 | 1.00 | 0.75 | |
| Lanes: | 0.00 | 2.00 | 1.00 | | 0.00 | 2.00 | 1.00 | | 0.00 | 0.00 | 0.00 | | 2.00 | 0.00 | 2.00 | |
| Final Sat.: | 0 | 3610 | 1900 | | 0 | 3610 | 1615 | | 0 | 0 | 0 | | 2252 | 0 | 2842 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.46 | 0.00 | | 0.00 | 0.28 | 0.45 | | 0.00 | 0.00 | 0.00 | | 0.27 | 0.00 | 0.05 | |
| Crit Moves: | | **** | | | | | | | | | | | **** | | | |
| Green/Cycle: | 0.00 | 0.59 | 0.00 | | 0.00 | 0.59 | 0.59 | | 0.00 | 0.00 | 0.00 | | 0.35 | 0.00 | 0.35 | |
| Volume/Cap: | 0.00 | 0.78 | 0.00 | | 0.00 | 0.47 | 0.76 | | 0.00 | 0.00 | 0.00 | | 0.78 | 0.00 | 0.13 | |
| Uniform Del: | 0.0 | 15.4 | 0.0 | | 0.0 | 11.4 | 15.0 | | 0.0 | 0.0 | 0.0 | | 29.3 | 0.0 | 22.4 | |
| IncremntDel: | 0.0 | 1.9 | 0.0 | | 0.0 | 0.2 | 3.5 | | 0.0 | 0.0 | 0.0 | | 5.2 | 0.0 | 0.1 | |
| 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: | 0.00 | 1.00 | 0.00 | | 0.00 | 1.00 | 1.00 | | 0.00 | 0.00 | 0.00 | | 1.00 | 0.00 | 1.00 | |
| Delay/Veh: | 0.0 | 17.4 | 0.0 | | 0.0 | 11.6 | 18.5 | | 0.0 | 0.0 | 0.0 | | 34.5 | 0.0 | 22.4 | |
| 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: | 0.0 | 17.4 | 0.0 | | 0.0 | 11.6 | 18.5 | | 0.0 | 0.0 | 0.0 | | 34.5 | 0.0 | 22.4 | |
| LOS by Move: | A | B | A | | A | B | B | | A | A | A | | C | A | C | |
| HCM2kAvgQ: | 0 | 20 | 0 | | 0 | 9 | 16 | | 0 | 0 | 0 | | 11 | 0 | 2 | |

Note: Queue reported is the number of cars per lane.





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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #105 Oak Ave Pkwy/ EB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.865
Loss Time (sec): 6 Average Delay (sec/veh): 27.7
Optimal Cycle: 77 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 2 | 0 | 1 | 2 | 0 | 0 | 0 | 2 | |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1024 | 165 | | 0 | 1056 | 132 | | 961 | 0 | 572 | | 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 | 1024 | 165 | | 0 | 1056 | 132 | | 961 | 0 | 572 | | 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: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 0 | 1151 | 185 | | 0 | 1187 | 148 | | 1080 | 0 | 643 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 1151 | 185 | | 0 | 1187 | 148 | | 1080 | 0 | 643 | | 0 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 1151 | 185 | | 0 | 1187 | 148 | | 1080 | 0 | 643 | | 0 | 0 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.95 | 0.85 | | 1.00 | 0.95 | 0.85 | | 0.59 | 1.00 | 0.75 | | 1.00 | 1.00 | 1.00 | |
| Lanes: | 0.00 | 2.00 | 1.00 | | 0.00 | 2.00 | 1.00 | | 2.00 | 0.00 | 2.00 | | 0.00 | 0.00 | 0.00 | |
| Final Sat.: | 0 | 3610 | 1615 | | 0 | 3610 | 1615 | | 2230 | 0 | 2842 | | 0 | 0 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.32 | 0.11 | | 0.00 | 0.33 | 0.09 | | 0.48 | 0.00 | 0.23 | | 0.00 | 0.00 | 0.00 | |
| Crit Moves: | | | | | | **** | | | **** | | | | | | | |
| Green/Cycle: | 0.00 | 0.38 | 0.38 | | 0.00 | 0.38 | 0.38 | | 0.56 | 0.00 | 0.56 | | 0.00 | 0.00 | 0.00 | |
| Volume/Cap: | 0.00 | 0.84 | 0.30 | | 0.00 | 0.86 | 0.24 | | 0.86 | 0.00 | 0.40 | | 0.00 | 0.00 | 0.00 | |
| Uniform Del: | 0.0 | 28.2 | 21.7 | | 0.0 | 28.6 | 21.2 | | 18.8 | 0.0 | 12.5 | | 0.0 | 0.0 | 0.0 | |
| IncremntDel: | 0.0 | 4.7 | 0.3 | | 0.0 | 6.0 | 0.2 | | 6.5 | 0.0 | 0.2 | | 0.0 | 0.0 | 0.0 | |
| 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: | 0.00 | 1.00 | 1.00 | | 0.00 | 1.00 | 1.00 | | 1.00 | 0.00 | 1.00 | | 0.00 | 0.00 | 0.00 | |
| Delay/Veh: | 0.0 | 32.9 | 22.0 | | 0.0 | 34.6 | 21.4 | | 25.3 | 0.0 | 12.7 | | 0.0 | 0.0 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 32.9 | 22.0 | | 0.0 | 34.6 | 21.4 | | 25.3 | 0.0 | 12.7 | | 0.0 | 0.0 | 0.0 | |
| LOS by Move: | A | C | C | | A | C | C | | C | A | B | | A | A | A | |
| HCM2kAvgQ: | 0 | 18 | 4 | | 0 | 19 | 3 | | 18 | 0 | 6 | | 0 | 0 | 0 | |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #106 Empire Ranch Rd/ WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.598
Loss Time (sec): 6 Average Delay (sec/veh): 15.4
Optimal Cycle: 33 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Permitted | | | Permitted | | | Permitted | | | Permitted | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 0 0 | 3 | 0 1 | 0 0 | 3 | 0 1 | 0 0 | 0 | 0 0 | 2 0 | 0 | 0 2 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 581 | 307 | 0 | 1302 | 516 | 0 | 0 | 0 | 382 | 0 | 515 |
| Growth Adj: | 1.00 | 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 | 581 | 307 | 0 | 1302 | 516 | 0 | 0 | 0 | 382 | 0 | 515 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 0 | 653 | 345 | 0 | 1463 | 580 | 0 | 0 | 0 | 429 | 0 | 579 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 653 | 345 | 0 | 1463 | 580 | 0 | 0 | 0 | 429 | 0 | 579 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 0 | 653 | 345 | 0 | 1463 | 580 | 0 | 0 | 0 | 429 | 0 | 579 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 0.91 | 0.85 | 1.00 | 0.91 | 0.85 | 1.00 | 1.00 | 1.00 | 0.59 | 1.00 | 0.75 |
| Lanes: | 0.00 | 3.00 | 1.00 | 0.00 | 3.00 | 1.00 | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 2.00 |
| Final Sat.: | 0 | 5187 | 1615 | 0 | 5187 | 1615 | 0 | 0 | 0 | 2252 | 0 | 2842 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.13 | 0.21 | 0.00 | 0.28 | 0.36 | 0.00 | 0.00 | 0.00 | 0.19 | 0.00 | 0.20 |
| Crit Moves: | | | | | | **** | | | | | | **** |
| Green/Cycle: | 0.00 | 0.60 | 0.60 | 0.00 | 0.60 | 0.60 | 0.00 | 0.00 | 0.00 | 0.34 | 0.00 | 0.34 |
| Volume/Cap: | 0.00 | 0.21 | 0.36 | 0.00 | 0.47 | 0.60 | 0.00 | 0.00 | 0.00 | 0.56 | 0.00 | 0.60 |
| Uniform Del: | 0.0 | 9.2 | 10.2 | 0.0 | 11.2 | 12.5 | 0.0 | 0.0 | 0.0 | 26.9 | 0.0 | 27.3 |
| IncremntDel: | 0.0 | 0.0 | 0.2 | 0.0 | 0.1 | 1.0 | 0.0 | 0.0 | 0.0 | 0.9 | 0.0 | 1.0 |
| 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: | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 |
| Delay/Veh: | 0.0 | 9.2 | 10.4 | 0.0 | 11.3 | 13.5 | 0.0 | 0.0 | 0.0 | 27.8 | 0.0 | 28.4 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 9.2 | 10.4 | 0.0 | 11.3 | 13.5 | 0.0 | 0.0 | 0.0 | 27.8 | 0.0 | 28.4 |
| LOS by Move: | A | A | B | A | B | B | A | A | A | C | A | C |
| HCM2kAvgQ: | 0 | 3 | 5 | 0 | 8 | 10 | 0 | 0 | 0 | 6 | 0 | 9 |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #107 Empire Ranch Rd/ EB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.470
Loss Time (sec): 6 Average Delay (sec/veh): 16.2
Optimal Cycle: 26 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Permitted | | | Permitted | | | Permitted | | | Permitted | | |
| Rights: | Ignore | | | Ignore | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 0 0 | 3 | 0 1 | 0 0 | 3 | 0 1 | 2 0 | 0 | 0 2 | 0 0 | 0 | 0 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 630 | 201 | 0 | 1156 | 528 | 258 | 0 | 485 | 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 | 630 | 201 | 0 | 1156 | 528 | 258 | 0 | 485 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | 0.00 | 0.89 | 0.89 | 0.00 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 0 | 708 | 0 | 0 | 1299 | 0 | 290 | 0 | 545 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 708 | 0 | 0 | 1299 | 0 | 290 | 0 | 545 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 708 | 0 | 0 | 1299 | 0 | 290 | 0 | 545 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 0.91 | 1.00 | 1.00 | 0.91 | 1.00 | 0.59 | 1.00 | 0.75 | 1.00 | 1.00 | 1.00 |
| Lanes: | 0.00 | 3.00 | 1.00 | 0.00 | 3.00 | 1.00 | 2.00 | 0.00 | 2.00 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 0 | 5187 | 1900 | 0 | 5187 | 1900 | 2241 | 0 | 2842 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.14 | 0.00 | 0.00 | 0.25 | 0.00 | 0.13 | 0.00 | 0.19 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | | | | | **** | | | | **** | | | |
| Green/Cycle: | 0.00 | 0.53 | 0.00 | 0.00 | 0.53 | 0.00 | 0.41 | 0.00 | 0.41 | 0.00 | 0.00 | 0.00 |
| Volume/Cap: | 0.00 | 0.26 | 0.00 | 0.00 | 0.47 | 0.00 | 0.32 | 0.00 | 0.47 | 0.00 | 0.00 | 0.00 |
| Uniform Del: | 0.0 | 12.7 | 0.0 | 0.0 | 14.6 | 0.0 | 20.2 | 0.0 | 21.7 | 0.0 | 0.0 | 0.0 |
| IncremntDel: | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 0.0 | 0.2 | 0.0 | 0.3 | 0.0 | 0.0 | 0.0 |
| 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: | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 12.7 | 0.0 | 0.0 | 14.7 | 0.0 | 20.4 | 0.0 | 22.0 | 0.0 | 0.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 12.7 | 0.0 | 0.0 | 14.7 | 0.0 | 20.4 | 0.0 | 22.0 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | A | B | A | A | B | A | C | A | C | A | A | A |
| HCM2kAvgQ: | 0 | 4 | 0 | 0 | 9 | 0 | 3 | 0 | 7 | 0 | 0 | 0 |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #108 Silva Way/ WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.966
Loss Time (sec): 6 Average Delay (sec/veh): 38.4
Optimal Cycle: 157 Level Of Service: D

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Ignore | | | | Ignore | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 567 | 0 | | 0 | 1132 | 661 | | 0 | 0 | 0 | | 1102 | 0 | 115 | |
| Growth Adj: | 1.00 | 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 | 567 | 0 | | 0 | 1132 | 661 | | 0 | 0 | 0 | | 1102 | 0 | 115 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 0 | 637 | 0 | | 0 | 1272 | 0 | | 0 | 0 | 0 | | 1238 | 0 | 129 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 637 | 0 | | 0 | 1272 | 0 | | 0 | 0 | 0 | | 1238 | 0 | 129 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 637 | 0 | | 0 | 1272 | 0 | | 0 | 0 | 0 | | 1238 | 0 | 129 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.95 | 1.00 | | 1.00 | 0.95 | 1.00 | | 1.00 | 1.00 | 1.00 | | 0.59 | 1.00 | 0.85 | |
| Lanes: | 0.00 | 2.00 | 1.00 | | 0.00 | 2.00 | 1.00 | | 0.00 | 0.00 | 0.00 | | 2.00 | 0.00 | 1.00 | |
| Final Sat.: | 0 | 3610 | 1900 | | 0 | 3610 | 1900 | | 0 | 0 | 0 | | 2226 | 0 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.18 | 0.00 | | 0.00 | 0.35 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.56 | 0.00 | 0.08 | |
| Crit Moves: | | | | | | **** | | | | | | | **** | | | |
| Green/Cycle: | 0.00 | 0.36 | 0.00 | | 0.00 | 0.36 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.58 | 0.00 | 0.58 | |
| Volume/Cap: | 0.00 | 0.48 | 0.00 | | 0.00 | 0.97 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.97 | 0.00 | 0.14 | |
| Uniform Del: | 0.0 | 24.5 | 0.0 | | 0.0 | 31.2 | 0.0 | | 0.0 | 0.0 | 0.0 | | 20.3 | 0.0 | 9.8 | |
| IncremntDel: | 0.0 | 0.3 | 0.0 | | 0.0 | 17.4 | 0.0 | | 0.0 | 0.0 | 0.0 | | 17.7 | 0.0 | 0.1 | |
| 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: | 0.00 | 1.00 | 0.00 | | 0.00 | 1.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 1.00 | 0.00 | 1.00 | |
| Delay/Veh: | 0.0 | 24.8 | 0.0 | | 0.0 | 48.5 | 0.0 | | 0.0 | 0.0 | 0.0 | | 38.0 | 0.0 | 9.9 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 24.8 | 0.0 | | 0.0 | 48.5 | 0.0 | | 0.0 | 0.0 | 0.0 | | 38.0 | 0.0 | 9.9 | |
| LOS by Move: | A | C | A | | A | D | A | | A | A | A | | D | A | A | |
| HCM2kAvgQ: | 0 | 8 | 0 | | 0 | 26 | 0 | | 0 | 0 | 0 | | 25 | 0 | 2 | |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #109 Silva Way/ EB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.729
Loss Time (sec): 6 Average Delay (sec/veh): 8.5
Optimal Cycle: 46 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Ignore | | | | Ignore | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 2 | 0 | 1 | 2 | 0 | 0 | 0 | 2 | |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 528 | 397 | | 0 | 1928 | 0 | | 178 | 0 | 88 | | 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 | 528 | 397 | | 0 | 1928 | 0 | | 178 | 0 | 88 | | 0 | 0 | 0 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 0 | 593 | 0 | | 0 | 2166 | 0 | | 200 | 0 | 99 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 593 | 0 | | 0 | 2166 | 0 | | 200 | 0 | 99 | | 0 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 593 | 0 | | 0 | 2166 | 0 | | 200 | 0 | 99 | | 0 | 0 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.95 | 1.00 | | 1.00 | 0.95 | 1.00 | | 0.62 | 1.00 | 0.75 | | 1.00 | 1.00 | 1.00 | |
| Lanes: | 0.00 | 2.00 | 1.00 | | 0.00 | 2.00 | 1.00 | | 2.00 | 0.00 | 2.00 | | 0.00 | 0.00 | 0.00 | |
| Final Sat.: | 0 | 3610 | 1900 | | 0 | 3610 | 1900 | | 2355 | 0 | 2842 | | 0 | 0 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.16 | 0.00 | | 0.00 | 0.60 | 0.00 | | 0.08 | 0.00 | 0.03 | | 0.00 | 0.00 | 0.00 | |
| Crit Moves: | | | | | | **** | | | **** | | | | | | | |
| Green/Cycle: | 0.00 | 0.82 | 0.00 | | 0.00 | 0.82 | 0.00 | | 0.12 | 0.00 | 0.12 | | 0.00 | 0.00 | 0.00 | |
| Volume/Cap: | 0.00 | 0.20 | 0.00 | | 0.00 | 0.73 | 0.00 | | 0.73 | 0.00 | 0.30 | | 0.00 | 0.00 | 0.00 | |
| Uniform Del: | 0.0 | 1.9 | 0.0 | | 0.0 | 3.9 | 0.0 | | 42.6 | 0.0 | 40.4 | | 0.0 | 0.0 | 0.0 | |
| IncremntDel: | 0.0 | 0.0 | 0.0 | | 0.0 | 0.9 | 0.0 | | 9.5 | 0.0 | 0.5 | | 0.0 | 0.0 | 0.0 | |
| 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: | 0.00 | 1.00 | 0.00 | | 0.00 | 1.00 | 0.00 | | 1.00 | 0.00 | 1.00 | | 0.00 | 0.00 | 0.00 | |
| Delay/Veh: | 0.0 | 1.9 | 0.0 | | 0.0 | 4.8 | 0.0 | | 52.1 | 0.0 | 40.9 | | 0.0 | 0.0 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 1.9 | 0.0 | | 0.0 | 4.8 | 0.0 | | 52.1 | 0.0 | 40.9 | | 0.0 | 0.0 | 0.0 | |
| LOS by Move: | A | A | A | | A | A | A | | D | A | D | | A | A | A | |
| HCM2kAvgQ: | 0 | 2 | 0 | | 0 | 14 | 0 | | 3 | 0 | 1 | | 0 | 0 | 0 | |

Note: Queue reported is the number of cars per lane.

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LEVEL OF SERVICE WORKSHEETS

# CUMULATIVE CONDITIONS
# REDUCED HILLSIDE DEVELOPMENT (RHD) ALTERNATIVE
# PM PEAK HOUR

Impact Analysis Report
Level Of Service

| Intersection | Base LOS | Base Del/ Veh | Base V/ C | Future LOS | Future Del/ Veh | Future V/ C | Change in |
|---|---|---|---|---|---|---|---|
| # 1 Folsom Blvd/ Blue Ravine Rd | E | 64.0 | 1.025 | E | 64.0 | 1.025 | + 0.000 D/V |
| # 2 Sibly Street/ Blue Ravine Road | C | 30.0 | 0.727 | C | 30.0 | 0.727 | + 0.000 D/V |
| # 3 Oak Avenue Parkway/ Blue Ravin | D | 37.6 | 0.834 | D | 37.6 | 0.834 | + 0.000 D/V |
| # 4 Empire Ranch Road/ Natoma Stre | A | 9.3 | 0.674 | A | 9.3 | 0.674 | + 0.000 D/V |
| # 5 Oak Avenue Parkway/ Riley Stre | C | 24.6 | 0.789 | C | 24.6 | 0.789 | + 0.000 D/V |
| # 6 Oak Avenue Parkway/ East Bidwe | D | 49.2 | 0.975 | D | 49.2 | 0.975 | + 0.000 D/V |
| # 7 East Bidwell St/Nesmith Ct | E | 61.6 | 1.099 | E | 61.6 | 1.099 | + 0.000 D/V |
| # 8 East Bidwell St/Scholar Way | B | 16.8 | 0.676 | B | 16.8 | 0.676 | + 0.000 D/V |
| # 9 East Bidwell St/Power Center D | B | 17.8 | 0.731 | B | 17.8 | 0.731 | + 0.000 D/V |
| # 10 Broadstone Pkwy/ East Bidwell | C | 33.1 | 0.812 | C | 33.1 | 0.812 | + 0.000 D/V |
| # 11 Empire Ranch Road/ Broadstone | C | 25.3 | 0.613 | C | 25.3 | 0.613 | + 0.000 D/V |
| # 12 Oak Avenue Prky / Haverhill Dr | A | 8.7 | 0.652 | A | 8.7 | 0.652 | + 0.000 D/V |
| # 13 Oak Avenue Prky / Haldion Wy | B | 13.1 | 0.710 | B | 13.1 | 0.710 | + 0.000 D/V |
| # 14 Folsom Blvd/ Iron Point Road | C | 29.6 | 0.959 | C | 29.6 | 0.959 | + 0.000 D/V |
| # 15 Prairie City Rd/ Iron Point Rd | C | 30.6 | 0.697 | C | 30.6 | 0.697 | + 0.000 D/V |
| # 16 Grover Rd/ Iron Point Rd | B | 11.0 | 0.411 | B | 11.0 | 0.411 | + 0.000 D/V |
| # 17 McAdoo Dr/ Iron Point Rd | B | 16.7 | 0.477 | B | 16.7 | 0.477 | + 0.000 D/V |
| # 18 Oak Ave Pkwy/ Iron Point Rd | D | 41.0 | 0.887 | D | 41.0 | 0.887 | + 0.000 D/V |
| # 19 Rowberry Dr/ Iron Point Rd | C | 29.2 | 0.813 | C | 29.2 | 0.813 | + 0.000 D/V |
| # 20 Broadstone Pkwy/ Iron Point Rd | C | 20.7 | 0.592 | C | 20.7 | 0.592 | + 0.000 D/V |
| # 21 East Bidwell St/ Iron Point Rd | F | 83.0 | 1.149 | F | 83.0 | 1.149 | + 0.000 D/V |
| # 22 Cavitt Dr/ Iron Point Rd | C | 21.5 | 0.656 | C | 21.5 | 0.656 | + 0.000 D/V |
| # 23 Serpa Way / Iron Point Rd | D | 45.6 | 0.989 | D | 45.6 | 0.989 | + 0.000 D/V |
| # 24 Empire Ranch Road/ Iron Point | F | 84.2 | 1.143 | F | 84.2 | 1.143 | + 0.000 D/V |
| # 25 Prairie City Rd/ High School | C | 25.7 | 0.656 | C | 25.7 | 0.656 | + 0.000 D/V |

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| Intersection | Base LOS | Base Del/ Veh | Base V/ C | Future LOS | Future Del/ Veh | Future V/ C | Change in |
|---|---|---|---|---|---|---|---|
| # 26 East Bidwell St / Placerville | F | OVRFL | 3.588 | F | OVRFL | 3.588 | + 0.000 D/V |
| # 27 Prairie City Rd/ White Rock Rd | C | 24.1 | 0.846 | C | 24.1 | 0.846 | + 0.000 D/V |
| # 28 Scott Rd (South)/ White Rock R | B | 10.4 | 0.757 | B | 10.4 | 0.757 | + 0.000 D/V |
| # 29 Scott Rd (North)/ White Rock R | C | 22.9 | 0.740 | C | 22.9 | 0.740 | + 0.000 D/V |
| # 30 Placerville Rd/ White Rock Rd | A | 9.2 | 0.515 | A | 9.2 | 0.515 | + 0.000 D/V |
| # 31 Empire Ranch Rd/ North Rd | C | 24.6 | 0.562 | C | 24.6 | 0.562 | + 0.000 D/V |
| # 32 Prairie City Rd/ Easton Valley | C | 32.6 | 0.704 | C | 32.6 | 0.704 | + 0.000 D/V |
| # 33 Oak Ave Pkwy/ Easton Valley Pk | C | 30.6 | 0.730 | C | 30.6 | 0.730 | + 0.000 D/V |
| # 34 RowberryDr/ Easton Valley Pkwy | C | 24.8 | 0.728 | C | 24.8 | 0.728 | + 0.000 D/V |
| # 35 1st/ Easton Valley Pkwy | C | 27.1 | 0.633 | C | 27.1 | 0.633 | + 0.000 D/V |
| # 36 2nd St/ Easton Valley Pkwy | C | 24.0 | 0.559 | C | 24.0 | 0.559 | + 0.000 D/V |
| # 37 3rd St/ Easton Valley Pkwy | C | 22.8 | 0.549 | C | 22.8 | 0.549 | + 0.000 D/V |
| # 38 Scott Rd (North)/ Easton Valle | D | 39.1 | 0.910 | D | 39.1 | 0.910 | + 0.000 D/V |
| # 39 Placerville Rd / Easton Valley | C | 25.9 | 0.376 | C | 25.9 | 0.376 | + 0.000 D/V |
| # 40 4th St/ Easton Valley Pkwy | C | 22.0 | 0.496 | C | 22.0 | 0.496 | + 0.000 D/V |
| # 41 Hillside Dr/ Easton Valley Pkw | B | 16.4 | 0.394 | B | 16.4 | 0.394 | + 0.000 D/V |
| # 42 Empire Ranch Rd/ Easton Valley | C | 25.7 | 0.492 | C | 25.7 | 0.492 | + 0.000 D/V |
| # 43 Prairie City Rd/Middle Rd | B | 11.2 | 0.495 | B | 11.2 | 0.495 | + 0.000 D/V |
| # 44 Oak Ave Pkwy/Middle Rd | C | 22.0 | 0.480 | C | 22.0 | 0.480 | + 0.000 D/V |
| # 45 Scott Rd (North)/ Street "B" | C | 31.8 | 0.807 | C | 31.8 | 0.807 | + 0.000 D/V |
| # 46 Placerville Drive/Street "B" | C | 23.8 | 0.469 | C | 23.8 | 0.469 | + 0.000 D/V |
| # 47 Prairie City Rd/Street "A" | B | 12.0 | 0.579 | B | 12.0 | 0.579 | + 0.000 D/V |
| # 48 Oak Ave Pkwy/Street "A" | C | 29.0 | 0.586 | C | 29.0 | 0.586 | + 0.000 D/V |
| # 49 2nd St/Street "A" | C | 23.4 | 0.523 | C | 23.4 | 0.523 | + 0.000 D/V |
| # 50 Scott Rd (North)/ Street "A" | C | 29.5 | 0.739 | C | 29.5 | 0.739 | + 0.000 D/V |
| # 51 East Rd/Street "A" | B | 11.3 | 0.454 | B | 11.3 | 0.454 | + 0.000 V/C |

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| Intersection | Base LOS | Base Del/ Veh | Base V/ C | Future LOS | Future Del/ Veh | Future V/ C | Change in |
|---|---|---|---|---|---|---|---|
| # 52 Placerville Rd/ Street "A" | C | 24.7 | 0.492 | C | 24.7 | 0.492 | + 0.000 D/V |
| # 53 Empire Ranch Rd/Street "A" | B | 11.3 | 0.294 | B | 11.3 | 0.294 | + 0.000 D/V |
| # 54 Scott Rd (North)/South Rd | C | 23.8 | 0.551 | C | 23.8 | 0.551 | + 0.000 D/V |
| # 55 Oak Ave Pkwy/ White Rock Rd | C | 28.3 | 0.868 | C | 28.3 | 0.868 | + 0.000 D/V |
| # 56 Empire Ranch Rd/ White Rock Rd | B | 19.1 | 0.721 | B | 19.1 | 0.721 | + 0.000 D/V |
| # 57 Hazel Blvd/ Gold Country | F | xxxxx | 1.271 | F | xxxxx | 1.271 | + 0.000 V/C |
| # 58 Hazel Ave/ Folsom Blvd | D | xxxxx | 0.840 | D | xxxxx | 0.840 | + 0.000 V/C |
| # 59 Grant Line Rd/ White Rock Rd | E | xxxxx | 0.971 | E | xxxxx | 0.971 | + 0.000 V/C |
| # 60 Grant Line Rd/ Sunrise Rd | C | xxxxx | 0.701 | C | xxxxx | 0.701 | + 0.000 V/C |
| # 61 Hazel Ave/ Easton Valley Pkwy | C | xxxxx | 0.728 | C | xxxxx | 0.728 | + 0.000 V/C |
| # 62 Aerojet Road/ Easton Valley Pk | C | xxxxx | 0.761 | C | xxxxx | 0.761 | + 0.000 V/C |
| # 63 Alabama Ave/ Easton Valley Pkw | A | xxxxx | 0.397 | A | xxxxx | 0.397 | + 0.000 V/C |
| # 64 Glenborough Rd/ Easton Valley | A | xxxxx | 0.501 | A | xxxxx | 0.501 | + 0.000 V/C |
| # 65 Sunrise Blvd/ White Rock Rd | B | xxxxx | 0.669 | B | xxxxx | 0.669 | + 0.000 V/C |
| # 66 Fitzgerald Road / White Rock R | A | xxxxx | 0.333 | A | xxxxx | 0.333 | + 0.000 V/C |
| # 67 Sunrise Blvd/ Douglas Rd | C | xxxxx | 0.792 | C | xxxxx | 0.792 | + 0.000 V/C |
| # 68 Grant Line Rd/ Douglas Rd | B | xxxxx | 0.635 | B | xxxxx | 0.635 | + 0.000 V/C |
| # 69 Grant Line Rd/ Kiefer Boulevar | B | xxxxx | 0.642 | B | xxxxx | 0.642 | + 0.000 V/C |
| # 70 Rancho Cordova Pkwy/ Easton Va | E | xxxxx | 0.958 | E | xxxxx | 0.958 | + 0.000 V/C |
| # 71 Rancho Cordova Pkwy/ White Roc | D | xxxxx | 0.868 | D | xxxxx | 0.868 | + 0.000 V/C |
| # 72 International Drive/White Rock | B | xxxxx | 0.691 | B | xxxxx | 0.691 | + 0.000 V/C |
| # 73 Rio Del Oro Prky/ White Rock R | A | xxxxx | 0.370 | A | xxxxx | 0.370 | + 0.000 V/C |
| # 74 Villagio Prky/ White Rock Rd | A | xxxxx | 0.529 | A | xxxxx | 0.529 | + 0.000 V/C |
| # 75 Sunrise Rd/ International Dr | B | xxxxx | 0.694 | B | xxxxx | 0.694 | + 0.000 V/C |
| # 76 Villagio Prky/Americanos Blvd | B | xxxxx | 0.626 | B | xxxxx | 0.626 | + 0.000 V/C |
| # 77 Grant Line Rd/Centenial | C | xxxxx | 0.735 | C | xxxxx | 0.735 | + 0.000 V/C |





| Intersection | Base LOS | Base Del/ Veh | Base V/ C | Future LOS | Future Del/ Veh | Future V/ C | Change in |
|---|---|---|---|---|---|---|---|
| # 78 Villagio Prky/ Rancho Cordova | C | 22.8 | 0.527 | C | 22.8 | 0.527 | + 0.000 D/V |
| # 79 Rancho Cordova Pkwy/ Douglas R | C | xxxxx | 0.765 | C | xxxxx | 0.765 | + 0.000 V/C |
| # 80 Americanos Blvd/ Douglas Rd | C | 30.3 | 0.681 | C | 30.3 | 0.681 | + 0.000 D/V |
| # 81 Grant Line Rd/ Chrysanthy Blvd | B | xxxxx | 0.649 | B | xxxxx | 0.649 | + 0.000 V/C |
| # 82 Grant Line Rd/ Rancho Cordova | A | xxxxx | 0.407 | A | xxxxx | 0.407 | + 0.000 V/C |
| # 83 White Rock Rd/ Carson Crossing | D | 48.3 | 1.050 | D | 48.3 | 1.050 | + 0.000 D/V |
| # 84 White Rock Rd/ Stonebriar Rd | B | 10.3 | 0.497 | B | 10.3 | 0.497 | + 0.000 D/V |
| # 85 White Rock Rd/ Windfield Way | C | 34.0 | 0.875 | C | 34.0 | 0.875 | + 0.000 D/V |
| # 86 White Rock Rd/ Latrobe Rd | C | 30.3 | 0.783 | C | 30.3 | 0.783 | + 0.000 D/V |
| # 87 White Rock Rd/ Valley View Pkw | E | 63.5 | 1.060 | E | 63.5 | 1.060 | + 0.000 D/V |
| # 88 El Dorado Hills Blvd/Serrano P | C | 26.0 | 0.818 | C | 26.0 | 0.818 | + 0.000 D/V |
| # 89 El Dorado Hills Blvd/Saratoga | D | 42.3 | 0.920 | D | 42.3 | 0.920 | + 0.000 D/V |
| # 90 El Dorado Hills Blvd/Park Driv | C | 27.1 | 0.811 | C | 27.1 | 0.811 | + 0.000 D/V |
| # 91 Latrobe Rd/ Town Center Blvd | E | 76.6 | 1.112 | E | 76.6 | 1.112 | + 0.000 D/V |
| # 92 Hazel Blvd/ Tributary- WB US 5 | F | 102.8 | 1.257 | F | 102.8 | 1.257 | + 0.000 D/V |
| # 93 Hazel Ave/ EB US-50 Ramps | F | 145.5 | 1.375 | F | 145.5 | 1.375 | + 0.000 D/V |
| # 94 Folsom Blvd/ WB US 50 Ramps | B | 10.7 | 0.588 | B | 10.7 | 0.588 | + 0.000 D/V |
| # 95 Folsom Blvd/ EB US 50 Ramps | C | 26.2 | 0.677 | C | 26.2 | 0.677 | + 0.000 D/V |
| # 96 Prairie City/ WB US 50 Ramps | B | 12.1 | 0.590 | B | 12.1 | 0.590 | + 0.000 D/V |
| # 97 Prairie City/ EB US 50 Ramps | B | 13.5 | 0.667 | B | 13.5 | 0.667 | + 0.000 D/V |
| # 98 East Bidwell St/ WB US 50 Ramp | C | 21.7 | 0.749 | C | 21.7 | 0.749 | + 0.000 D/V |
| # 99 East Bidwell St/ EB US 50 Ramp | C | 21.4 | 0.769 | C | 21.4 | 0.769 | + 0.000 D/V |
| #100 El Dorado Hills Blvd/ WB US 50 | A | 0.3 | 0.676 | A | 0.3 | 0.676 | + 0.000 D/V |
| #101 El Dorado Hills Blvd/ EB US 50 | A | 4.0 | 0.749 | A | 4.0 | 0.749 | + 0.000 D/V |
| #102 Sunrise Rd/ Jackson Hwy-SR16 | C | 30.2 | 0.832 | C | 30.2 | 0.832 | + 0.000 D/V |
| #103 Grant Line Rd/ Jackson Rd- SR1 | C | 26.2 | 0.610 | C | 26.2 | 0.610 | + 0.000 D/V |

| Intersection | Base LOS | Base Del/ Veh | Base V/ C | Future LOS | Future Del/ Veh | Future V/ C | Change in |
|---|---|---|---|---|---|---|---|
| #104 Oak Ave Pkwy/ WB US 50 Ramps | B | 12.5 | 0.686 | B | 12.5 | 0.686 | + 0.000 D/V |
| #105 Oak Ave Pkwy/ EB US 50 Ramps | C | 28.1 | 0.829 | C | 28.1 | 0.829 | + 0.000 D/V |
| #106 Empire Ranch Rd/ WB US 50 Ramp | B | 15.9 | 0.545 | B | 15.9 | 0.545 | + 0.000 D/V |
| #107 Empire Ranch Rd/ EB US 50 Ramp | B | 18.5 | 0.522 | B | 18.5 | 0.522 | + 0.000 D/V |
| #108 Silva Way/ WB US 50 Ramps | C | 25.1 | 0.890 | C | 25.1 | 0.890 | + 0.000 D/V |
| #109 Silva Way/ EB US 50 Ramps | C | 23.6 | 0.798 | C | 23.6 | 0.798 | + 0.000 D/V |





Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #1 Folsom Blvd/ Blue Ravine Rd

Cycle (sec): 120 Critical Vol./Cap. (X): 1.025
Loss Time (sec): 15 Average Delay (sec/veh): 64.0
Optimal Cycle: 180 Level Of Service: E

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 2 | 0 1 | | 1 | 0 2 | 0 1 | | 1 | 0 1 | 0 1 | | 2 | 0 1 | 0 1 | |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 61 | 1177 | 393 | | 247 | 1488 | 19 | | 571 | 453 | 235 | | 97 | 121 | 277 | |
| Growth Adj: | 1.00 | 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 | 1177 | 393 | | 247 | 1488 | 19 | | 571 | 453 | 235 | | 97 | 121 | 277 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 65 | 1252 | 418 | | 263 | 1583 | 20 | | 607 | 482 | 250 | | 103 | 129 | 295 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 65 | 1252 | 418 | | 263 | 1583 | 20 | | 607 | 482 | 250 | | 103 | 129 | 295 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 65 | 1252 | 418 | | 263 | 1583 | 20 | | 607 | 482 | 250 | | 103 | 129 | 295 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.95 | 0.85 | | 0.95 | 0.95 | 0.85 | | 0.95 | 1.00 | 0.85 | | 0.92 | 1.00 | 0.85 | |
| Lanes: | 1.00 | 2.00 | 1.00 | | 1.00 | 2.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 2.00 | 1.00 | 1.00 | |
| Final Sat.: | 1805 | 3610 | 1615 | | 1805 | 3610 | 1615 | | 1805 | 1900 | 1615 | | 3502 | 1900 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.35 | 0.26 | | 0.15 | 0.44 | 0.01 | | 0.34 | 0.25 | 0.15 | | 0.03 | 0.07 | 0.18 | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.04 | 0.34 | 0.38 | | 0.14 | 0.44 | 0.77 | | 0.33 | 0.35 | 0.39 | | 0.04 | 0.07 | 0.21 | |
| Volume/Cap: | 0.99 | 1.02 | 0.68 | | 1.02 | 0.99 | 0.02 | | 1.02 | 0.72 | 0.40 | | 0.72 | 1.02 | 0.88 | |
| Uniform Del: | 57.8 | 39.7 | 31.2 | | 51.5 | 33.0 | 3.1 | | 40.3 | 33.6 | 26.4 | | 56.8 | 56.0 | 46.0 | |
| IncremntDel: | 106.4 | 32.2 | 3.2 | | 62.8 | 19.5 | 0.0 | | 43.4 | 3.7 | 0.4 | | 16.0 | 87.1 | 21.9 | |
| 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: | 164.2 | 71.9 | 34.3 | | 114.2 | 52.5 | 3.2 | | 83.7 | 37.3 | 26.8 | | 72.8 | 143 | 67.9 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 164.2 | 71.9 | 34.3 | | 114.2 | 52.5 | 3.2 | | 83.7 | 37.3 | 26.8 | | 72.8 | 143 | 67.9 | |
| LOS by Move: | F | E | C | | F | D | A | | F | D | C | | E | F | E | |
| HCM2kAvgQ: | 3 | 26 | 12 | | 15 | 37 | 0 | | 30 | 16 | 7 | | 2 | 6 | 11 | |

Note: Queue reported is the number of cars per lane.

PM Cum Reduced Hillside DevTue Jan 12, 2010 17:03:00 Page 4-1

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #2 Sibly Street/ Blue Ravine Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.727
Loss Time (sec): 12 Average Delay (sec/veh): 30.0
Optimal Cycle: 63 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Ovl | | | Ovl | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 0 | 2 0 | 1 | 1 0 | 2 0 | 1 | 2 0 | 2 0 | 1 | 2 0 | 1 1 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 141 | 1075 | 347 | 68 | 646 | 186 | 301 | 654 | 274 | 298 | 326 | 55 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 141 | 1075 | 347 | 68 | 646 | 186 | 301 | 654 | 274 | 298 | 326 | 55 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 150 | 1144 | 369 | 72 | 687 | 198 | 320 | 696 | 291 | 317 | 347 | 59 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 150 | 1144 | 369 | 72 | 687 | 198 | 320 | 696 | 291 | 317 | 347 | 59 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 150 | 1144 | 369 | 72 | 687 | 198 | 320 | 696 | 291 | 317 | 347 | 59 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.95 | 0.85 | 0.95 | 0.95 | 0.85 | 0.92 | 0.95 | 0.85 | 0.92 | 0.93 | 0.93 |
| Lanes: | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 | 2.00 | 1.71 | 0.29 |
| Final Sat.: | 1805 | 3610 | 1615 | 1805 | 3610 | 1615 | 3502 | 3610 | 1615 | 3502 | 3021 | 510 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.08 | 0.32 | 0.23 | 0.04 | 0.19 | 0.12 | 0.09 | 0.19 | 0.18 | 0.09 | 0.11 | 0.11 |
| Crit Moves: | | **** | | **** | | | | **** | | **** | | |
| Green/Cycle: | 0.15 | 0.44 | 0.56 | 0.06 | 0.34 | 0.51 | 0.17 | 0.26 | 0.41 | 0.12 | 0.22 | 0.27 |
| Volume/Cap: | 0.56 | 0.73 | 0.41 | 0.73 | 0.56 | 0.24 | 0.53 | 0.73 | 0.44 | 0.73 | 0.53 | 0.42 |
| Uniform Del: | 39.5 | 23.3 | 12.6 | 46.5 | 26.8 | 13.4 | 37.7 | 33.5 | 20.9 | 42.1 | 34.7 | 29.9 |
| IncremntDel: | 2.6 | 1.7 | 0.3 | 23.5 | 0.6 | 0.1 | 0.9 | 2.8 | 0.5 | 6.1 | 0.7 | 0.3 |
| 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: | 42.1 | 25.1 | 12.9 | 70.0 | 27.3 | 13.6 | 38.6 | 36.3 | 21.4 | 48.2 | 35.4 | 30.2 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 42.1 | 25.1 | 12.9 | 70.0 | 27.3 | 13.6 | 38.6 | 36.3 | 21.4 | 48.2 | 35.4 | 30.2 |
| LOS by Move: | D | C | B | E | C | B | D | D | C | D | D | C |
| HCM2kAvgQ: | 4 | 15 | 6 | 4 | 9 | 3 | 4 | 10 | 6 | 5 | 6 | 5 |

Note: Queue reported is the number of cars per lane.





PM Cum Reduced Hillside DevTue Jan 12, 2010 17:03:00 Page 5-1

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #3 Oak Avenue Parkway/ Blue Ravine Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.834
Loss Time (sec): 12 Average Delay (sec/veh): 37.6
Optimal Cycle: 86 Level Of Service: D

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Include | | | Ignore | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 0 | 3 0 | 1 | 1 0 | 3 0 | 1 | 2 0 | 2 0 | 1 | 2 0 | 1 1 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 209 | 1233 | 974 | 62 | 883 | 34 | 39 | 1016 | 169 | 428 | 449 | 47 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 209 | 1233 | 974 | 62 | 883 | 34 | 39 | 1016 | 169 | 428 | 449 | 47 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.00 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.00 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 222 | 1312 | 0 | 66 | 939 | 36 | 41 | 1081 | 0 | 455 | 478 | 50 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 222 | 1312 | 0 | 66 | 939 | 36 | 41 | 1081 | 0 | 455 | 478 | 50 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 222 | 1312 | 0 | 66 | 939 | 36 | 41 | 1081 | 0 | 455 | 478 | 50 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.91 | 1.00 | 0.95 | 0.91 | 0.85 | 0.92 | 0.95 | 1.00 | 0.92 | 0.94 | 0.94 |
| Lanes: | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 | 2.00 | 2.00 | 1.00 | 2.00 | 1.81 | 0.19 |
| Final Sat.: | 1805 | 5187 | 1900 | 1805 | 5187 | 1615 | 3502 | 3610 | 1900 | 3502 | 3222 | 337 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.12 | 0.25 | 0.00 | 0.04 | 0.18 | 0.02 | 0.01 | 0.30 | 0.00 | 0.13 | 0.15 | 0.15 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green/Cycle: | 0.15 | 0.32 | 0.00 | 0.05 | 0.22 | 0.22 | 0.04 | 0.36 | 0.00 | 0.16 | 0.48 | 0.48 |
| Volume/Cap: | 0.83 | 0.79 | 0.00 | 0.79 | 0.83 | 0.10 | 0.31 | 0.83 | 0.00 | 0.83 | 0.31 | 0.31 |
| Uniform Del: | 41.4 | 31.0 | 0.0 | 47.2 | 37.4 | 31.3 | 46.8 | 29.3 | 0.0 | 40.9 | 16.1 | 16.1 |
| IncremntDel: | 19.7 | 2.7 | 0.0 | 39.1 | 5.5 | 0.1 | 1.3 | 4.8 | 0.0 | 10.6 | 0.1 | 0.1 |
| 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 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| Delay/Veh: | 61.1 | 33.8 | 0.0 | 86.4 | 42.9 | 31.5 | 48.1 | 34.1 | 0.0 | 51.6 | 16.2 | 16.2 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 61.1 | 33.8 | 0.0 | 86.4 | 42.9 | 31.5 | 48.1 | 34.1 | 0.0 | 51.6 | 16.2 | 16.2 |
| LOS by Move: | E | C | A | F | D | C | D | C | A | D | B | B |
| HCM2kAvgQ: | 6 | 12 | 0 | 4 | 13 | 1 | 1 | 16 | 0 | 10 | 5 | 5 |

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #4 Empire Ranch Road/ Natoma Street

Cycle (sec): 100 Critical Vol./Cap. (X): 0.674
Loss Time (sec): 9 Average Delay (sec/veh): 9.3
Optimal Cycle: 48 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Ovl | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 1! | 0 | 1 | 0 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 902 | 397 | 0 | | 0 | 227 | 46 | | 22 | 0 | 722 | | 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: | 902 | 397 | 0 | | 0 | 227 | 46 | | 22 | 0 | 722 | | 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: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 960 | 422 | 0 | | 0 | 241 | 49 | | 23 | 0 | 768 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 960 | 422 | 0 | | 0 | 241 | 49 | | 23 | 0 | 768 | | 0 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 960 | 422 | 0 | | 0 | 241 | 49 | | 23 | 0 | 768 | | 0 | 0 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.95 | 1.00 | | 1.00 | 0.95 | 0.85 | | 0.81 | 1.00 | 0.81 | | 1.00 | 1.00 | 1.00 | |
| Lanes: | 1.00 | 2.00 | 0.00 | | 0.00 | 2.00 | 1.00 | | 1.03 | 0.00 | 1.97 | | 0.00 | 0.00 | 0.00 | |
| Final Sat.: | 1805 | 3610 | 0 | | 0 | 3610 | 1615 | | 1584 | 0 | 3031 | | 0 | 0 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.53 | 0.12 | 0.00 | | 0.00 | 0.07 | 0.03 | | 0.01 | 0.00 | 0.25 | | 0.00 | 0.00 | 0.00 | |
| Crit Moves: | **** | | | | | **** | | | **** | | | | | | | |
| Green/Cycle: | 0.79 | 0.89 | 0.00 | | 0.00 | 0.10 | 0.10 | | 0.02 | 0.00 | 0.81 | | 0.00 | 0.00 | 0.00 | |
| Volume/Cap: | 0.67 | 0.13 | 0.00 | | 0.00 | 0.67 | 0.31 | | 0.33 | 0.00 | 0.31 | | 0.00 | 0.00 | 0.00 | |
| Uniform Del: | 4.8 | 0.7 | 0.0 | | 0.0 | 43.5 | 41.8 | | 48.2 | 0.0 | 2.4 | | 0.0 | 0.0 | 0.0 | |
| IncremntDel: | 1.3 | 0.0 | 0.0 | | 0.0 | 5.0 | 1.1 | | 0.1 | 0.0 | 0.1 | | 0.0 | 0.0 | 0.0 | |
| 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 | 0.00 | | 0.00 | 1.00 | 1.00 | | 1.00 | 0.00 | 1.00 | | 0.00 | 0.00 | 0.00 | |
| Delay/Veh: | 6.1 | 0.7 | 0.0 | | 0.0 | 48.5 | 42.9 | | 48.3 | 0.0 | 2.5 | | 0.0 | 0.0 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 6.1 | 0.7 | 0.0 | | 0.0 | 48.5 | 42.9 | | 48.3 | 0.0 | 2.5 | | 0.0 | 0.0 | 0.0 | |
| LOS by Move: | A | A | A | | A | D | D | | D | A | A | | A | A | A | |
| HCM2kAvgQ: | 13 | 1 | 0 | | 0 | 5 | 2 | | 1 | 0 | 3 | | 0 | 0 | 0 | |

Note: Queue reported is the number of cars per lane.





Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #5 Oak Avenue Parkway/ Riley Street

Cycle (sec): 100 Critical Vol./Cap. (X): 0.789
Loss Time (sec): 12 Average Delay (sec/veh): 24.6
Optimal Cycle: 75 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 2 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 239 | 1374 | 44 | | 26 | 1033 | 196 | | 293 | 3 | 159 | | 44 | 8 | 8 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 239 | 1374 | 44 | | 26 | 1033 | 196 | | 293 | 3 | 159 | | 44 | 8 | 8 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 254 | 1462 | 47 | | 28 | 1099 | 209 | | 312 | 3 | 169 | | 47 | 9 | 9 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 254 | 1462 | 47 | | 28 | 1099 | 209 | | 312 | 3 | 169 | | 47 | 9 | 9 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 254 | 1462 | 47 | | 28 | 1099 | 209 | | 312 | 3 | 169 | | 47 | 9 | 9 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.91 | 0.91 | | 0.95 | 0.93 | 0.93 | | 0.95 | 1.00 | 0.85 | | 0.95 | 0.93 | 0.93 | |
| Lanes: | 1.00 | 2.91 | 0.09 | | 1.00 | 1.68 | 0.32 | | 1.00 | 1.00 | 1.00 | | 1.00 | 0.50 | 0.50 | |
| Final Sat.: | 1805 | 5001 | 160 | | 1805 | 2961 | 562 | | 1805 | 1900 | 1615 | | 1805 | 879 | 879 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.14 | 0.29 | 0.29 | | 0.02 | 0.37 | 0.37 | | 0.17 | 0.00 | 0.10 | | 0.03 | 0.01 | 0.01 | |
| Crit Moves: | **** | | | | | **** | | | **** | | | | | **** | | |
| Green/Cycle: | 0.18 | 0.62 | 0.62 | | 0.03 | 0.47 | 0.47 | | 0.22 | 0.19 | 0.19 | | 0.05 | 0.01 | 0.01 | |
| Volume/Cap: | 0.79 | 0.47 | 0.47 | | 0.47 | 0.79 | 0.79 | | 0.79 | 0.01 | 0.57 | | 0.57 | 0.79 | 0.79 | |
| Uniform Del: | 39.3 | 10.4 | 10.4 | | 47.5 | 22.3 | 22.3 | | 36.9 | 33.2 | 37.1 | | 46.7 | 49.3 | 49.3 | |
| IncremntDel: | 12.3 | 0.1 | 0.1 | | 6.0 | 2.6 | 2.6 | | 10.2 | 0.0 | 2.5 | | 8.8 | 101 | 100.7 | |
| 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: | 51.6 | 10.5 | 10.5 | | 53.5 | 24.9 | 24.9 | | 47.1 | 33.3 | 39.6 | | 55.5 | 150 | 149.9 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 51.6 | 10.5 | 10.5 | | 53.5 | 24.9 | 24.9 | | 47.1 | 33.3 | 39.6 | | 55.5 | 150 | 149.9 | |
| LOS by Move: | D | B | B | | D | C | C | | D | C | D | | E | F | F | |
| HCM2kAvgQ: | 8 | 9 | 9 | | 1 | 18 | 18 | | 11 | 0 | 5 | | 2 | 2 | 2 | |

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #6 Oak Avenue Parkway/ East Bidwell Street

Cycle (sec): 100 Critical Vol./Cap. (X): 0.975
Loss Time (sec): 12 Average Delay (sec/veh): 49.2
Optimal Cycle: 160 Level Of Service: D

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Ignore | | | Ignore | | | Ignore | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 2 | 0 3 | 0 1 | 2 | 0 3 | 0 1 | 2 | 0 3 | 0 1 | 2 | 0 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 187 | 978 | 476 | 744 | 423 | 94 | 81 | 1258 | 268 | 570 | 1322 | 1001 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 187 | 978 | 476 | 744 | 423 | 94 | 81 | 1258 | 268 | 570 | 1322 | 1001 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 0.94 | 0.94 | 0.00 | 0.94 | 0.94 | 0.00 | 0.94 | 0.94 | 0.00 | 0.94 | 0.94 | 0.00 |
| PHF Volume: | 199 | 1040 | 0 | 791 | 450 | 0 | 86 | 1338 | 0 | 606 | 1406 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 199 | 1040 | 0 | 791 | 450 | 0 | 86 | 1338 | 0 | 606 | 1406 | 0 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| FinalVolume: | 199 | 1040 | 0 | 791 | 450 | 0 | 86 | 1338 | 0 | 606 | 1406 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.91 | 1.00 | 0.92 | 0.91 | 1.00 | 0.92 | 0.91 | 1.00 | 0.92 | 0.91 | 1.00 |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3502 | 5187 | 1900 | 3502 | 5187 | 1900 | 3502 | 5187 | 1900 | 3502 | 5187 | 1900 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.06 | 0.20 | 0.00 | 0.23 | 0.09 | 0.00 | 0.02 | 0.26 | 0.00 | 0.17 | 0.27 | 0.00 |
| Crit Moves: | | **** | | **** | | | | **** | | **** | | |
| Green/Cycle: | 0.17 | 0.21 | 0.00 | 0.23 | 0.26 | 0.00 | 0.04 | 0.26 | 0.00 | 0.18 | 0.41 | 0.00 |
| Volume/Cap: | 0.33 | 0.97 | 0.00 | 0.97 | 0.33 | 0.00 | 0.67 | 0.97 | 0.00 | 0.97 | 0.67 | 0.00 |
| Uniform Del: | 36.2 | 39.5 | 0.0 | 38.1 | 29.6 | 0.0 | 47.6 | 36.4 | 0.0 | 40.9 | 24.2 | 0.0 |
| IncremntDel: | 0.3 | 21.6 | 0.0 | 25.4 | 0.1 | 0.0 | 12.7 | 18.5 | 0.0 | 29.7 | 0.8 | 0.0 |
| 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 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| Delay/Veh: | 36.6 | 61.0 | 0.0 | 63.5 | 29.8 | 0.0 | 60.3 | 54.9 | 0.0 | 70.6 | 25.1 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 36.6 | 61.0 | 0.0 | 63.5 | 29.8 | 0.0 | 60.3 | 54.9 | 0.0 | 70.6 | 25.1 | 0.0 |
| LOS by Move: | D | E | A | E | C | A | E | D | A | E | C | A |
| HCM2kAvgQ: | 3 | 14 | 0 | 14 | 4 | 0 | 3 | 21 | 0 | 12 | 13 | 0 |

Note: Queue reported is the number of cars per lane.





Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #7 East Bidwell St/Nesmith Ct

Cycle (sec): 100 Critical Vol./Cap. (X): 1.099
Loss Time (sec): 12 Average Delay (sec/veh): 61.6
Optimal Cycle: 180 Level Of Service: E

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Split Phase | | | Split Phase | | |
| Rights: | Ovl | | | Include | | | Include | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 | 0 3 | 0 1 | 2 | 0 2 | 1 0 | 0 | 0 1! | 0 0 | 1 | 1 0 | 0 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 13 | 1953 | 384 | 619 | 1773 | 16 | 57 | 2 | 53 | 371 | 1 | 756 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 13 | 1953 | 384 | 619 | 1773 | 16 | 57 | 2 | 53 | 371 | 1 | 756 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 14 | 2078 | 409 | 659 | 1886 | 17 | 61 | 2 | 56 | 395 | 1 | 804 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 14 | 2078 | 409 | 659 | 1886 | 17 | 61 | 2 | 56 | 395 | 1 | 804 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 14 | 2078 | 409 | 659 | 1886 | 17 | 61 | 2 | 56 | 395 | 1 | 804 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.91 | 0.85 | 0.92 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.95 | 0.95 | 0.85 |
| Lanes: | 1.00 | 3.00 | 1.00 | 2.00 | 2.97 | 0.03 | 0.51 | 0.02 | 0.47 | 1.99 | 0.01 | 1.00 |
| Final Sat.: | 1805 | 5187 | 1615 | 3502 | 5135 | 46 | 882 | 31 | 821 | 3612 | 10 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.40 | 0.25 | 0.19 | 0.37 | 0.37 | 0.07 | 0.07 | 0.07 | 0.11 | 0.11 | 0.50 |
| Crit Moves: | | **** | | **** | | | | | **** | | | **** |
| Green/Cycle: | 0.01 | 0.36 | 0.65 | 0.17 | 0.52 | 0.52 | 0.06 | 0.06 | 0.06 | 0.28 | 0.28 | 0.45 |
| Volume/Cap: | 0.70 | 1.10 | 0.39 | 1.10 | 0.70 | 0.70 | 1.10 | 1.10 | 1.10 | 0.39 | 0.39 | 1.10 |
| Uniform Del: | 49.3 | 31.8 | 8.4 | 41.4 | 17.9 | 17.9 | 46.9 | 46.9 | 46.9 | 28.9 | 28.9 | 27.3 |
| IncremntDel: | 74.2 | 53.4 | 0.2 | 66.9 | 0.8 | 0.8 | 115.6 | 116 | 115.6 | 0.2 | 0.2 | 63.7 |
| 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: | 123.5 | 85.2 | 8.6 | 108.3 | 18.7 | 18.7 | 162.5 | 163 | 162.5 | 29.2 | 29.2 | 91.1 |
| 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: | 123.5 | 85.2 | 8.6 | 108.3 | 18.7 | 18.7 | 162.5 | 163 | 162.5 | 29.2 | 29.2 | 91.1 |
| LOS by Move: | F | F | A | F | B | B | F | F | F | C | C | F |
| HCM2kAvgQ: | 1 | 36 | 6 | 18 | 17 | 17 | 5 | 5 | 5 | 5 | 5 | 35 |

Note: Queue reported is the number of cars per lane.

PM Cum Reduced Hillside DevTue Jan 12, 2010 17:03:00 Page 10-1

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #8 East Bidwell St/Scholar Way

Cycle (sec): 100 Critical Vol./Cap. (X): 0.676
Loss Time (sec): 12 Average Delay (sec/veh): 16.8
Optimal Cycle: 56 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ignore | | | | Ignore | | | | Ignore | | | | Ignore | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 3 | 0 | 1 | 2 | 0 3 | 0 | 1 | 1 | 0 2 | 0 | 1 | 1 | 0 2 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 32 | 2017 | 281 | | 101 | 1918 | 183 | | 233 | 54 | 5 | | 108 | 45 | 118 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 32 | 2017 | 281 | | 101 | 1918 | 183 | | 233 | 54 | 5 | | 108 | 45 | 118 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.00 | |
| PHF Volume: | 34 | 2146 | 0 | | 107 | 2040 | 0 | | 248 | 57 | 0 | | 115 | 48 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 34 | 2146 | 0 | | 107 | 2040 | 0 | | 248 | 57 | 0 | | 115 | 48 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| FinalVolume: | 34 | 2146 | 0 | | 107 | 2040 | 0 | | 248 | 57 | 0 | | 115 | 48 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.91 | 1.00 | | 0.92 | 0.91 | 1.00 | | 0.95 | 0.95 | 1.00 | | 0.95 | 0.95 | 1.00 | |
| Lanes: | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 1.00 | 2.00 | 1.00 | | 1.00 | 2.00 | 1.00 | |
| Final Sat.: | 3502 | 5187 | 1900 | | 3502 | 5187 | 1900 | | 1805 | 3610 | 1900 | | 1805 | 3610 | 1900 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.41 | 0.00 | | 0.03 | 0.39 | 0.00 | | 0.14 | 0.02 | 0.00 | | 0.06 | 0.01 | 0.00 | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.02 | 0.61 | 0.00 | | 0.05 | 0.64 | 0.00 | | 0.20 | 0.04 | 0.00 | | 0.18 | 0.02 | 0.00 | |
| Volume/Cap: | 0.61 | 0.68 | 0.00 | | 0.68 | 0.61 | 0.00 | | 0.68 | 0.36 | 0.00 | | 0.36 | 0.68 | 0.00 | |
| Uniform Del: | 48.9 | 12.8 | 0.0 | | 47.0 | 10.6 | 0.0 | | 36.8 | 46.4 | 0.0 | | 36.1 | 48.7 | 0.0 | |
| IncremntDel: | 18.6 | 0.6 | 0.0 | | 11.0 | 0.3 | 0.0 | | 5.0 | 1.4 | 0.0 | | 0.7 | 23.0 | 0.0 | |
| 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 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| Delay/Veh: | 67.5 | 13.4 | 0.0 | | 58.0 | 10.9 | 0.0 | | 41.8 | 47.7 | 0.0 | | 36.7 | 71.7 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 67.5 | 13.4 | 0.0 | | 58.0 | 10.9 | 0.0 | | 41.8 | 47.7 | 0.0 | | 36.7 | 71.7 | 0.0 | |
| LOS by Move: | E | B | A | | E | B | A | | D | D | A | | D | E | A | |
| HCM2kAvgQ: | 1 | 16 | 0 | | 3 | 14 | 0 | | 6 | 1 | 0 | | 3 | 1 | 0 | |

Note: Queue reported is the number of cars per lane.





PM Cum Reduced Hillside DevTue Jan 12, 2010 17:03:00 Page 11-1

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #9 East Bidwell St/Power Center Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.731
Loss Time (sec): 12 Average Delay (sec/veh): 17.8
Optimal Cycle: 64 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Split Phase | | | | Split Phase | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 3 | 0 | 1 | 1 | 0 3 | 0 | 1 | 1 | 1 0 | 0 | 1 | 0 | 1 0 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 105 | 2187 | 193 | | 143 | 1876 | 60 | | 121 | 28 | 81 | | 112 | 2 | 63 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 105 | 2187 | 193 | | 143 | 1876 | 60 | | 121 | 28 | 81 | | 112 | 2 | 63 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 112 | 2327 | 205 | | 152 | 1996 | 64 | | 129 | 30 | 86 | | 119 | 2 | 67 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 112 | 2327 | 205 | | 152 | 1996 | 64 | | 129 | 30 | 86 | | 119 | 2 | 67 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 112 | 2327 | 205 | | 152 | 1996 | 64 | | 129 | 30 | 86 | | 119 | 2 | 67 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.91 | 0.85 | | 0.95 | 0.91 | 0.85 | | 0.96 | 0.96 | 0.85 | | 0.95 | 0.95 | 0.85 | |
| Lanes: | 1.00 | 3.00 | 1.00 | | 1.00 | 3.00 | 1.00 | | 1.62 | 0.38 | 1.00 | | 0.98 | 0.02 | 1.00 | |
| Final Sat.: | 1805 | 5187 | 1615 | | 1805 | 5187 | 1615 | | 2966 | 686 | 1615 | | 1779 | 32 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.06 | 0.45 | 0.13 | | 0.08 | 0.38 | 0.04 | | 0.04 | 0.04 | 0.05 | | 0.07 | 0.07 | 0.04 | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.10 | 0.61 | 0.71 | | 0.12 | 0.63 | 0.69 | | 0.06 | 0.06 | 0.16 | | 0.09 | 0.09 | 0.21 | |
| Volume/Cap: | 0.61 | 0.73 | 0.18 | | 0.73 | 0.61 | 0.06 | | 0.73 | 0.73 | 0.33 | | 0.73 | 0.73 | 0.20 | |
| Uniform Del: | 43.1 | 13.5 | 5.0 | | 42.7 | 11.2 | 5.1 | | 46.2 | 46.2 | 37.2 | | 44.2 | 44.2 | 32.8 | |
| IncremntDel: | 6.0 | 0.9 | 0.1 | | 12.4 | 0.3 | 0.0 | | 12.0 | 12.0 | 0.8 | | 15.3 | 15.3 | 0.3 | |
| 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: | 49.1 | 14.4 | 5.1 | | 55.2 | 11.6 | 5.1 | | 58.2 | 58.2 | 38.0 | | 59.5 | 59.5 | 33.1 | |
| 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: | 49.1 | 14.4 | 5.1 | | 55.2 | 11.6 | 5.1 | | 58.2 | 58.2 | 38.0 | | 59.5 | 59.5 | 33.1 | |
| LOS by Move: | D | B | A | | E | B | A | | E | E | D | | E | E | C | |
| HCM2kAvgQ: | 4 | 19 | 2 | | 6 | 14 | 1 | | 3 | 3 | 2 | | 4 | 4 | 2 | |

Note: Queue reported is the number of cars per lane.

PM Cum Reduced Hillside DevTue Jan 12, 2010 17:03:00 Page 12-1

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #10 Broadstone Pkwy/ East Bidwell St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.812
Loss Time (sec): 12 Average Delay (sec/veh): 33.1
Optimal Cycle: 80 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - T | - R | | L - T | - R | | L - T | - R | | L - T | - R | |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Ignore | | | Ignore | | | Ignore | | |
| Min. Green: | 0 0 | 0 | | 0 0 | 0 | | 0 0 | 0 | | 0 0 | 0 | |
| 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 | |
| Lanes: | 2 0 | 3 | 0 1 | 2 0 | 3 | 0 1 | 2 0 | 3 | 0 1 | 2 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 68 | 1246 | 66 | 244 | 1009 | 183 | 294 | 1280 | 49 | 169 | 1443 | 377 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 68 | 1246 | 66 | 244 | 1009 | 183 | 294 | 1280 | 49 | 169 | 1443 | 377 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 0.94 | 0.94 | 0.00 | 0.94 | 0.94 | 0.00 | 0.94 | 0.94 | 0.00 | 0.94 | 0.94 | 0.00 |
| PHF Volume: | 72 | 1326 | 0 | 260 | 1073 | 0 | 313 | 1362 | 0 | 180 | 1535 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 72 | 1326 | 0 | 260 | 1073 | 0 | 313 | 1362 | 0 | 180 | 1535 | 0 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| FinalVolume: | 72 | 1326 | 0 | 260 | 1073 | 0 | 313 | 1362 | 0 | 180 | 1535 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.91 | 1.00 | 0.92 | 0.91 | 1.00 | 0.92 | 0.91 | 1.00 | 0.92 | 0.91 | 1.00 |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3502 | 5187 | 1900 | 3502 | 5187 | 1900 | 3502 | 5187 | 1900 | 3502 | 5187 | 1900 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.26 | 0.00 | 0.07 | 0.21 | 0.00 | 0.09 | 0.26 | 0.00 | 0.05 | 0.30 | 0.00 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green/Cycle: | 0.04 | 0.31 | 0.00 | 0.09 | 0.37 | 0.00 | 0.11 | 0.40 | 0.00 | 0.08 | 0.36 | 0.00 |
| Volume/Cap: | 0.56 | 0.81 | 0.00 | 0.81 | 0.56 | 0.00 | 0.81 | 0.66 | 0.00 | 0.66 | 0.81 | 0.00 |
| Uniform Del: | 47.4 | 31.6 | 0.0 | 44.6 | 25.1 | 0.0 | 43.5 | 24.7 | 0.0 | 44.8 | 28.7 | 0.0 |
| IncremntDel: | 5.5 | 3.2 | 0.0 | 14.6 | 0.4 | 0.0 | 12.4 | 0.8 | 0.0 | 6.0 | 2.8 | 0.0 |
| 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 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| Delay/Veh: | 52.9 | 34.8 | 0.0 | 59.2 | 25.5 | 0.0 | 55.9 | 25.5 | 0.0 | 50.8 | 31.5 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 52.9 | 34.8 | 0.0 | 59.2 | 25.5 | 0.0 | 55.9 | 25.5 | 0.0 | 50.8 | 31.5 | 0.0 |
| LOS by Move: | D | C | A | E | C | A | E | C | A | D | C | A |
| HCM2kAvgQ: | 1 | 13 | 0 | 6 | 10 | 0 | 5 | 12 | 0 | 4 | 18 | 0 |

Note: Queue reported is the number of cars per lane.

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PM Cum Reduced Hillside DevTue Jan 12, 2010 17:03:00 Page 13-1

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #11 Empire Ranch Road/ Broadstone Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.613
Loss Time (sec): 12 Average Delay (sec/veh): 25.3
Optimal Cycle: 49 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - T | - R | | L - T | - R | | L - T | - R | | L - T | - R | |
| Control: | Protected | | | Protected | | | Split Phase | | | Split Phase | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 0 | 0 | | 0 0 | 0 | | 0 0 | 0 | | 0 0 | 0 | |
| 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 | |
| Lanes: | 1 0 | 2 | 1 0 | 1 0 | 2 | 1 0 | 2 0 | 1 | 0 1 | 0 0 | 1! | 0 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 149 | 1309 | 14 | 11 | 945 | 71 | 103 | 22 | 332 | 8 | 28 | 3 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 149 | 1309 | 14 | 11 | 945 | 71 | 103 | 22 | 332 | 8 | 28 | 3 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 159 | 1393 | 15 | 12 | 1005 | 76 | 110 | 23 | 353 | 9 | 30 | 3 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 159 | 1393 | 15 | 12 | 1005 | 76 | 110 | 23 | 353 | 9 | 30 | 3 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 159 | 1393 | 15 | 12 | 1005 | 76 | 110 | 23 | 353 | 9 | 30 | 3 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.91 | 0.91 | 0.95 | 0.90 | 0.90 | 0.92 | 1.00 | 0.85 | 0.98 | 0.98 | 0.98 |
| Lanes: | 1.00 | 2.97 | 0.03 | 1.00 | 2.79 | 0.21 | 2.00 | 1.00 | 1.00 | 0.20 | 0.72 | 0.08 |
| Final Sat.: | 1805 | 5122 | 55 | 1805 | 4776 | 359 | 3502 | 1900 | 1615 | 382 | 1337 | 143 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.09 | 0.27 | 0.27 | 0.01 | 0.21 | 0.21 | 0.03 | 0.01 | 0.22 | 0.02 | 0.02 | 0.02 |
| Crit Moves: | **** | | | | **** | | | | **** | **** | | |
| Green/Cycle: | 0.14 | 0.48 | 0.48 | 0.01 | 0.34 | 0.34 | 0.36 | 0.36 | 0.36 | 0.04 | 0.04 | 0.04 |
| Volume/Cap: | 0.61 | 0.57 | 0.57 | 0.57 | 0.61 | 0.61 | 0.09 | 0.03 | 0.61 | 0.61 | 0.61 | 0.61 |
| Uniform Del: | 40.2 | 18.9 | 18.9 | 49.2 | 27.3 | 27.3 | 21.3 | 20.9 | 26.5 | 47.5 | 47.5 | 47.5 |
| IncremntDel: | 4.3 | 0.3 | 0.3 | 33.5 | 0.6 | 0.6 | 0.0 | 0.0 | 2.0 | 15.5 | 15.5 | 15.5 |
| 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: | 44.5 | 19.2 | 19.2 | 82.7 | 27.9 | 27.9 | 21.4 | 21.0 | 28.4 | 63.0 | 63.0 | 63.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 44.5 | 19.2 | 19.2 | 82.7 | 27.9 | 27.9 | 21.4 | 21.0 | 28.4 | 63.0 | 63.0 | 63.0 |
| LOS by Move: | D | B | B | F | C | C | C | C | C | E | E | E |
| HCM2kAvgQ: | 4 | 10 | 10 | 0 | 10 | 10 | 1 | 0 | 10 | 2 | 2 | 2 |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #12 Oak Avenue Prky / Haverhill Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.652
Loss Time (sec): 9 Average Delay (sec/veh): 8.7
Optimal Cycle: 46 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 1 | 1 | 0 | 1 | 0 1 | 1 | 0 | 0 | 0 1! | 0 | 0 | 0 | 0 1! | 0 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 5 | 1549 | 74 | 60 | 1164 | 4 | 2 | 5 | 3 | 21 | 7 | 87 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 5 | 1549 | 74 | 60 | 1164 | 4 | 2 | 5 | 3 | 21 | 7 | 87 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | | | | |
| PHF Volume: | 5 | 1648 | 79 | 64 | 1238 | 4 | 2 | 5 | 3 | 22 | 7 | 93 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 5 | 1648 | 79 | 64 | 1238 | 4 | 2 | 5 | 3 | 22 | 7 | 93 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| FinalVolume: | 5 | 1648 | 79 | 64 | 1238 | 4 | 2 | 5 | 3 | 22 | 7 | 93 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 0.95 | 0.94 | 0.94 | 0.95 | 0.95 | 0.95 | 0.93 | 0.93 | 0.93 | 0.85 | 0.85 | 0.85 | | | | |
| Lanes: | 1.00 | 1.91 | 0.09 | 1.00 | 1.99 | 0.01 | 0.20 | 0.50 | 0.30 | 0.18 | 0.06 | 0.76 | | | | |
| Final Sat.: | 1805 | 3421 | 163 | 1805 | 3598 | 12 | 353 | 882 | 529 | 294 | 98 | 1220 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.48 | 0.48 | 0.04 | 0.34 | 0.34 | 0.01 | 0.01 | 0.01 | 0.08 | 0.08 | 0.08 | | | | |
| Crit Moves: | | **** | | **** | | | | | | | **** | | | | | |
| Green/Cycle: | 0.01 | 0.74 | 0.74 | 0.05 | 0.79 | 0.79 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | | | | |
| Volume/Cap: | 0.44 | 0.65 | 0.65 | 0.65 | 0.44 | 0.44 | 0.05 | 0.05 | 0.05 | 0.65 | 0.65 | 0.65 | | | | |
| Uniform Del: | 49.5 | 6.6 | 6.6 | 46.4 | 3.5 | 3.5 | 39.3 | 39.3 | 39.3 | 42.2 | 42.2 | 42.2 | | | | |
| IncremntDel: | 23.2 | 0.6 | 0.6 | 14.5 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 7.9 | 7.9 | 7.9 | | | | |
| 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: | 72.7 | 7.1 | 7.1 | 60.9 | 3.6 | 3.6 | 39.4 | 39.4 | 39.4 | 50.1 | 50.1 | 50.1 | | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| AdjDel/Veh: | 72.7 | 7.1 | 7.1 | 60.9 | 3.6 | 3.6 | 39.4 | 39.4 | 39.4 | 50.1 | 50.1 | 50.1 | | | | |
| LOS by Move: | E | A | A | E | A | A | D | D | D | D | D | D | | | | |
| HCM2kAvgQ: | 0 | 14 | 14 | 2 | 6 | 6 | 0 | 0 | 0 | 5 | 5 | 5 | | | | |

Note: Queue reported is the number of cars per lane.





Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #13 Oak Avenue Prky / Haldion Wy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.710
Loss Time (sec): 9 Average Delay (sec/veh): 13.1
Optimal Cycle: 53 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 1 | 1 | 0 | 1 | 0 1 | 1 | 0 | 0 | 0 1! | 0 | 0 | 0 | 0 1! | 0 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 62 | 1574 | 121 | 65 | 1091 | 23 | 15 | 5 | 47 | 81 | 8 | 41 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 62 | 1574 | 121 | 65 | 1091 | 23 | 15 | 5 | 47 | 81 | 8 | 41 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | | | | |
| PHF Volume: | 66 | 1674 | 129 | 69 | 1161 | 24 | 16 | 5 | 50 | 86 | 9 | 44 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 66 | 1674 | 129 | 69 | 1161 | 24 | 16 | 5 | 50 | 86 | 9 | 44 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| FinalVolume: | 66 | 1674 | 129 | 69 | 1161 | 24 | 16 | 5 | 50 | 86 | 9 | 44 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 0.95 | 0.94 | 0.94 | 0.95 | 0.95 | 0.95 | 0.85 | 0.85 | 0.85 | 0.71 | 0.71 | 0.71 | | | | |
| Lanes: | 1.00 | 1.86 | 0.14 | 1.00 | 1.96 | 0.04 | 0.22 | 0.07 | 0.71 | 0.62 | 0.06 | 0.32 | | | | |
| Final Sat.: | 1805 | 3315 | 255 | 1805 | 3525 | 74 | 360 | 120 | 1128 | 836 | 83 | 423 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.51 | 0.51 | 0.04 | 0.33 | 0.33 | 0.04 | 0.04 | 0.04 | 0.10 | 0.10 | 0.10 | | | | |
| Crit Moves: | | **** | | **** | | | | | | | **** | | | | | |
| Green/Cycle: | 0.08 | 0.71 | 0.71 | 0.05 | 0.69 | 0.69 | 0.15 | 0.15 | 0.15 | 0.15 | 0.15 | 0.15 | | | | |
| Volume/Cap: | 0.48 | 0.71 | 0.71 | 0.71 | 0.48 | 0.48 | 0.31 | 0.31 | 0.31 | 0.71 | 0.71 | 0.71 | | | | |
| Uniform Del: | 44.3 | 8.4 | 8.4 | 46.5 | 7.2 | 7.2 | 38.2 | 38.2 | 38.2 | 40.7 | 40.7 | 40.7 | | | | |
| IncremntDel: | 2.6 | 1.0 | 1.0 | 21.6 | 0.1 | 0.1 | 0.7 | 0.7 | 0.7 | 11.5 | 11.5 | 11.5 | | | | |
| 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: | 46.9 | 9.4 | 9.4 | 68.1 | 7.4 | 7.4 | 39.0 | 39.0 | 39.0 | 52.3 | 52.3 | 52.3 | | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| AdjDel/Veh: | 46.9 | 9.4 | 9.4 | 68.1 | 7.4 | 7.4 | 39.0 | 39.0 | 39.0 | 52.3 | 52.3 | 52.3 | | | | |
| LOS by Move: | D | A | A | E | A | A | D | D | D | D | D | D | | | | |
| HCM2kAvgQ: | 2 | 16 | 16 | 2 | 9 | 9 | 2 | 2 | 2 | 6 | 6 | 6 | | | | |

Note: Queue reported is the number of cars per lane.

PM Cum Reduced Hillside DevTue Jan 12, 2010 17:03:00 Page 16-1

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #14 Folsom Blvd/ Iron Point Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.959
Loss Time (sec): 12 Average Delay (sec/veh): 29.6
Optimal Cycle: 146 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 | 2 | 0 1 | 1 | 0 | 2 | 0 0 | 0 | 0 | 0 | 0 0 | 2 | 0 | 0 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1764 | 712 | | 156 | 1756 | 0 | | 0 | 0 | 0 | | 763 | 0 | 180 | |
| Growth Adj: | 1.00 | 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 | 1764 | 712 | | 156 | 1756 | 0 | | 0 | 0 | 0 | | 763 | 0 | 180 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 0 | 1877 | 757 | | 166 | 1868 | 0 | | 0 | 0 | 0 | | 812 | 0 | 191 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 1877 | 757 | | 166 | 1868 | 0 | | 0 | 0 | 0 | | 812 | 0 | 191 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 1877 | 757 | | 166 | 1868 | 0 | | 0 | 0 | 0 | | 812 | 0 | 191 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.95 | 0.85 | | 0.95 | 0.95 | 1.00 | | 1.00 | 1.00 | 1.00 | | 0.92 | 1.00 | 0.85 | |
| Lanes: | 0.00 | 2.00 | 1.00 | | 1.00 | 2.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 2.00 | 0.00 | 1.00 | |
| Final Sat.: | 0 | 3610 | 1615 | | 1805 | 3610 | 0 | | 0 | 0 | 0 | | 3502 | 0 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.52 | 0.47 | | 0.09 | 0.52 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.23 | 0.00 | 0.12 | |
| Crit Moves: | | **** | | | **** | | | | | | | | **** | | | |
| Green/Cycle: | 0.00 | 0.54 | 0.78 | | 0.10 | 0.64 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.24 | 0.00 | 0.24 | |
| Volume/Cap: | 0.00 | 0.96 | 0.60 | | 0.96 | 0.81 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.96 | 0.00 | 0.49 | |
| Uniform Del: | 0.0 | 21.8 | 4.4 | | 45.0 | 13.6 | 0.0 | | 0.0 | 0.0 | 0.0 | | 37.4 | 0.0 | 32.6 | |
| IncremntDel: | 0.0 | 12.1 | 0.8 | | 56.1 | 2.3 | 0.0 | | 0.0 | 0.0 | 0.0 | | 21.4 | 0.0 | 1.0 | |
| 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: | 0.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 1.00 | 0.00 | 1.00 | |
| Delay/Veh: | 0.0 | 33.9 | 5.2 | | 101.1 | 15.8 | 0.0 | | 0.0 | 0.0 | 0.0 | | 58.8 | 0.0 | 33.6 | |
| 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: | 0.0 | 33.9 | 5.2 | | 101.1 | 15.8 | 0.0 | | 0.0 | 0.0 | 0.0 | | 58.8 | 0.0 | 33.6 | |
| LOS by Move: | A | C | A | | F | B | A | | A | A | A | | E | A | C | |
| HCM2kAvgQ: | 0 | 32 | 10 | | 5 | 21 | 0 | | 0 | 0 | 0 | | 15 | 0 | 5 | |

Note: Queue reported is the number of cars per lane.





PM Cum Reduced Hillside DevTue Jan 12, 2010 17:03:00 Page 17-1

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #15 Prairie City Rd/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.697
Loss Time (sec): 12 Average Delay (sec/veh): 30.6
Optimal Cycle: 59 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ignore | | | | Ignore | | | | Ignore | | | | Ignore | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 309 | 1332 | 324 | | 527 | 948 | 3 | | 11 | 723 | 324 | | 105 | 294 | 360 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 309 | 1332 | 324 | | 527 | 948 | 3 | | 11 | 723 | 324 | | 105 | 294 | 360 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.00 | |
| PHF Volume: | 329 | 1417 | 0 | | 561 | 1009 | 0 | | 12 | 769 | 0 | | 112 | 313 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 329 | 1417 | 0 | | 561 | 1009 | 0 | | 12 | 769 | 0 | | 112 | 313 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| FinalVolume: | 329 | 1417 | 0 | | 561 | 1009 | 0 | | 12 | 769 | 0 | | 112 | 313 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.91 | 1.00 | | 0.92 | 0.91 | 1.00 | | 0.92 | 0.91 | 1.00 | | 0.92 | 0.91 | 1.00 | |
| Lanes: | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | |
| Final Sat.: | 3502 | 5187 | 1900 | | 3502 | 5187 | 1900 | | 3502 | 5187 | 1900 | | 3502 | 5187 | 1900 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.09 | 0.27 | 0.00 | | 0.16 | 0.19 | 0.00 | | 0.00 | 0.15 | 0.00 | | 0.03 | 0.06 | 0.00 | |
| Crit Moves: | | **** | | | **** | | | | | **** | | | **** | | | |
| Green/Cycle: | 0.20 | 0.39 | 0.00 | | 0.23 | 0.42 | 0.00 | | 0.01 | 0.21 | 0.00 | | 0.05 | 0.24 | 0.00 | |
| Volume/Cap: | 0.46 | 0.70 | 0.00 | | 0.70 | 0.46 | 0.00 | | 0.25 | 0.70 | 0.00 | | 0.70 | 0.25 | 0.00 | |
| Uniform Del: | 35.1 | 25.4 | 0.0 | | 35.3 | 20.9 | 0.0 | | 48.8 | 36.4 | 0.0 | | 47.0 | 30.3 | 0.0 | |
| IncremntDel: | 0.5 | 1.1 | 0.0 | | 2.7 | 0.2 | 0.0 | | 2.7 | 2.0 | 0.0 | | 12.7 | 0.1 | 0.0 | |
| 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 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| Delay/Veh: | 35.6 | 26.5 | 0.0 | | 38.0 | 21.1 | 0.0 | | 51.5 | 38.4 | 0.0 | | 59.7 | 30.4 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 35.6 | 26.5 | 0.0 | | 38.0 | 21.1 | 0.0 | | 51.5 | 38.4 | 0.0 | | 59.7 | 30.4 | 0.0 | |
| LOS by Move: | D | C | A | | D | C | A | | D | D | A | | E | C | A | |
| HCM2kAvgQ: | 4 | 13 | 0 | | 8 | 8 | 0 | | 0 | 8 | 0 | | 2 | 3 | 0 | |

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #16 Grover Rd/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.411
Loss Time (sec): 12 Average Delay (sec/veh): 11.0
Optimal Cycle: 36 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Split Phase | | | | Split Phase | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 1! | 0 0 | 1 | 0 | 0 | 1 0 | 1 | 0 | 3 | 0 1 | 1 | 0 | 2 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 19 | 1 | 0 | 72 | 2 | 24 | 103 | 1452 | 2 | 26 | 713 | 92 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 19 | 1 | 0 | 72 | 2 | 24 | 103 | 1452 | 2 | 26 | 713 | 92 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | | | | |
| PHF Volume: | 20 | 1 | 0 | 77 | 2 | 26 | 110 | 1545 | 2 | 28 | 759 | 98 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 20 | 1 | 0 | 77 | 2 | 26 | 110 | 1545 | 2 | 28 | 759 | 98 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| 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: | 20 | 1 | 0 | 77 | 2 | 26 | 110 | 1545 | 2 | 28 | 759 | 98 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 0.96 | 0.96 | 1.00 | 0.95 | 0.86 | 0.86 | 0.95 | 0.91 | 0.85 | 0.95 | 0.89 | 0.89 | | | | |
| Lanes: | 1.90 | 0.10 | 0.00 | 1.00 | 0.08 | 0.92 | 1.00 | 3.00 | 1.00 | 1.00 | 2.66 | 0.34 | | | | |
| Final Sat.: | 3456 | 173 | 0 | 1805 | 126 | 1512 | 1805 | 5187 | 1615 | 1805 | 4516 | 583 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.01 | 0.00 | 0.04 | 0.02 | 0.02 | 0.06 | 0.30 | 0.00 | 0.02 | 0.17 | 0.17 | | | | |
| Crit Moves: | | **** | | **** | | | | **** | | **** | | | | | | |
| Green/Cycle: | 0.01 | 0.01 | 0.00 | 0.10 | 0.10 | 0.10 | 0.20 | 0.72 | 0.72 | 0.04 | 0.56 | 0.56 | | | | |
| Volume/Cap: | 0.39 | 0.41 | 0.00 | 0.41 | 0.16 | 0.16 | 0.30 | 0.41 | 0.00 | 0.41 | 0.30 | 0.30 | | | | |
| Uniform Del: | 48.8 | 48.8 | 0.0 | 42.0 | 40.9 | 40.9 | 33.9 | 5.4 | 3.8 | 47.1 | 11.7 | 11.7 | | | | |
| IncremntDel: | 4.6 | 5.2 | 0.0 | 1.5 | 0.5 | 0.5 | 0.5 | 0.1 | 0.0 | 4.0 | 0.1 | 0.1 | | | | |
| 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 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Delay/Veh: | 53.4 | 54.0 | 0.0 | 43.5 | 41.4 | 41.4 | 34.3 | 5.5 | 3.8 | 51.1 | 11.7 | 11.7 | | | | |
| 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: | 53.4 | 54.0 | 0.0 | 43.5 | 41.4 | 41.4 | 34.3 | 5.5 | 3.8 | 51.1 | 11.7 | 11.7 | | | | |
| LOS by Move: | D | D | A | D | D | D | C | A | A | D | B | B | | | | |
| HCM2kAvgQ: | 1 | 1 | 0 | 3 | 1 | 1 | 3 | 7 | 0 | 1 | 5 | 5 | | | | |

Note: Queue reported is the number of cars per lane.





Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #17 McAdoo Dr/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.477
Loss Time (sec): 12 Average Delay (sec/veh): 16.7
Optimal Cycle: 39 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 | 0 | 0 0 | 1 | 0 | 0 | 0 1 | 1 | 0 | 3 | 0 0 | 0 | 0 | 2 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 139 | 0 | 50 | 242 | 1452 | 0 | 0 | 652 | 178 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 0 | 0 | 0 | 139 | 0 | 50 | 242 | 1452 | 0 | 0 | 652 | 178 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | | | | |
| PHF Volume: | 0 | 0 | 0 | 148 | 0 | 53 | 257 | 1545 | 0 | 0 | 694 | 189 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 0 | 0 | 0 | 148 | 0 | 53 | 257 | 1545 | 0 | 0 | 694 | 189 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| 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: | 0 | 0 | 0 | 148 | 0 | 53 | 257 | 1545 | 0 | 0 | 694 | 189 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 1.00 | 1.00 | 1.00 | 0.77 | 1.00 | 0.85 | 0.95 | 0.91 | 1.00 | 1.00 | 0.88 | 0.88 | | | | |
| Lanes: | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 3.00 | 0.00 | 0.00 | 2.36 | 0.64 | | | | |
| Final Sat.: | 0 | 0 | 0 | 1461 | 0 | 1615 | 1805 | 5187 | 0 | 0 | 3944 | 1077 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.10 | 0.00 | 0.03 | 0.14 | 0.30 | 0.00 | 0.00 | 0.18 | 0.18 | | | | |
| Crit Moves: | | | | **** | | | **** | | | | **** | | | | | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | 0.21 | 0.00 | 0.21 | 0.30 | 0.67 | 0.00 | 0.00 | 0.37 | 0.37 | | | | |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.48 | 0.00 | 0.16 | 0.48 | 0.45 | 0.00 | 0.00 | 0.48 | 0.48 | | | | |
| Uniform Del: | 0.0 | 0.0 | 0.0 | 34.5 | 0.0 | 32.1 | 28.7 | 7.9 | 0.0 | 0.0 | 24.2 | 24.2 | | | | |
| IncremntDel: | 0.0 | 0.0 | 0.0 | 1.2 | 0.0 | 0.2 | 0.7 | 0.1 | 0.0 | 0.0 | 0.2 | 0.2 | | | | |
| 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: | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 | | | | |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 35.7 | 0.0 | 32.3 | 29.3 | 8.0 | 0.0 | 0.0 | 24.4 | 24.4 | | | | |
| 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: | 0.0 | 0.0 | 0.0 | 35.7 | 0.0 | 32.3 | 29.3 | 8.0 | 0.0 | 0.0 | 24.4 | 24.4 | | | | |
| LOS by Move: | A | A | A | D | A | C | C | A | A | A | C | C | | | | |
| HCM2kAvgQ: | 0 | 0 | 0 | 4 | 0 | 1 | 6 | 8 | 0 | 0 | 7 | 7 | | | | |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #18 Oak Ave Pkwy/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.887
Loss Time (sec): 12 Average Delay (sec/veh): 41.0
Optimal Cycle: 104 Level Of Service: D

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ignore | | | | Ovl | | | | Ignore | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 2 | 0 | 1 | 2 | 0 2 | 0 | 1 | 2 | 0 3 | 0 | 1 | 2 | 0 3 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 326 | 950 | 453 | | 302 | 887 | 101 | | 501 | 1165 | 391 | | 558 | 626 | 428 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 326 | 950 | 453 | | 302 | 887 | 101 | | 501 | 1165 | 391 | | 558 | 626 | 428 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.00 | |
| PHF Volume: | 347 | 1011 | 482 | | 321 | 944 | 0 | | 533 | 1239 | 416 | | 594 | 666 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 347 | 1011 | 482 | | 321 | 944 | 0 | | 533 | 1239 | 416 | | 594 | 666 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| FinalVolume: | 347 | 1011 | 482 | | 321 | 944 | 0 | | 533 | 1239 | 416 | | 594 | 666 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.95 | 0.85 | | 0.92 | 0.95 | 1.00 | | 0.92 | 0.91 | 0.85 | | 0.92 | 0.91 | 1.00 | |
| Lanes: | 2.00 | 2.00 | 1.00 | | 2.00 | 2.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | |
| Final Sat.: | 3502 | 3610 | 1615 | | 3502 | 3610 | 1900 | | 3502 | 5187 | 1615 | | 3502 | 5187 | 1900 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.10 | 0.28 | 0.30 | | 0.09 | 0.26 | 0.00 | | 0.15 | 0.24 | 0.26 | | 0.17 | 0.13 | 0.00 | |
| Crit Moves: | | **** | | | **** | | | | | **** | | | **** | | | |
| Green/Cycle: | 0.12 | 0.32 | 0.51 | | 0.10 | 0.30 | 0.00 | | 0.25 | 0.27 | 0.38 | | 0.19 | 0.21 | 0.00 | |
| Volume/Cap: | 0.86 | 0.89 | 0.59 | | 0.89 | 0.86 | 0.00 | | 0.61 | 0.89 | 0.67 | | 0.89 | 0.61 | 0.00 | |
| Uniform Del: | 43.4 | 32.5 | 17.3 | | 44.2 | 32.8 | 0.0 | | 33.2 | 35.1 | 25.5 | | 39.4 | 35.7 | 0.0 | |
| IncremntDel: | 16.8 | 8.6 | 1.1 | | 22.2 | 7.0 | 0.0 | | 1.3 | 7.2 | 2.8 | | 13.6 | 1.0 | 0.0 | |
| 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 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| Delay/Veh: | 60.2 | 41.1 | 18.5 | | 66.4 | 39.8 | 0.0 | | 34.4 | 42.3 | 28.3 | | 53.0 | 36.7 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 60.2 | 41.1 | 18.5 | | 66.4 | 39.8 | 0.0 | | 34.4 | 42.3 | 28.3 | | 53.0 | 36.7 | 0.0 | |
| LOS by Move: | E | D | B | | E | D | A | | C | D | C | | D | D | A | |
| HCM2kAvgQ: | 6 | 16 | 10 | | 6 | 15 | 0 | | 7 | 15 | 11 | | 10 | 7 | 0 | |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #19 Rowberry Dr/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.813
Loss Time (sec): 12 Average Delay (sec/veh): 29.2
Optimal Cycle: 80 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Split Phase | | | | Split Phase | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Include | | | | Ovl | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 1 0 | 0 | 1 | 1 | 0 0 | 1 | 0 | 1 | 0 3 | 0 | 1 | 2 | 0 2 | 1 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 618 | 95 | 591 | | 7 | 71 | 12 | | 31 | 1358 | 581 | | 534 | 1022 | 19 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 618 | 95 | 591 | | 7 | 71 | 12 | | 31 | 1358 | 581 | | 534 | 1022 | 19 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 657 | 101 | 629 | | 7 | 76 | 13 | | 33 | 1445 | 618 | | 568 | 1087 | 20 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 657 | 101 | 629 | | 7 | 76 | 13 | | 33 | 1445 | 618 | | 568 | 1087 | 20 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 657 | 101 | 629 | | 7 | 76 | 13 | | 33 | 1445 | 618 | | 568 | 1087 | 20 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.96 | 0.96 | 0.85 | | 0.95 | 0.98 | 0.98 | | 0.95 | 0.91 | 0.85 | | 0.92 | 0.91 | 0.91 | |
| Lanes: | 1.73 | 0.27 | 1.00 | | 1.00 | 0.86 | 0.14 | | 1.00 | 3.00 | 1.00 | | 2.00 | 2.95 | 0.05 | |
| Final Sat.: | 3155 | 485 | 1615 | | 1805 | 1590 | 269 | | 1805 | 5187 | 1615 | | 3502 | 5077 | 94 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.21 | 0.21 | 0.39 | | 0.00 | 0.05 | 0.05 | | 0.02 | 0.28 | 0.38 | | 0.16 | 0.21 | 0.21 | |
| Crit Moves: | | | **** | | | | **** | | | **** | | | **** | | | |
| Green/Cycle: | 0.28 | 0.28 | 0.48 | | 0.06 | 0.06 | 0.06 | | 0.04 | 0.34 | 0.62 | | 0.20 | 0.50 | 0.50 | |
| Volume/Cap: | 0.75 | 0.75 | 0.81 | | 0.07 | 0.81 | 0.81 | | 0.43 | 0.81 | 0.62 | | 0.81 | 0.43 | 0.43 | |
| Uniform Del: | 32.8 | 32.8 | 22.2 | | 44.5 | 46.5 | 46.5 | | 46.7 | 29.9 | 11.6 | | 38.2 | 15.9 | 15.9 | |
| IncremntDel: | 3.1 | 3.1 | 6.6 | | 0.3 | 35.5 | 35.5 | | 3.8 | 3.0 | 1.2 | | 7.2 | 0.1 | 0.1 | |
| 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: | 35.9 | 35.9 | 28.8 | | 44.8 | 82.0 | 82.0 | | 50.5 | 32.9 | 12.7 | | 45.5 | 16.0 | 16.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 35.9 | 35.9 | 28.8 | | 44.8 | 82.0 | 82.0 | | 50.5 | 32.9 | 12.7 | | 45.5 | 16.0 | 16.0 | |
| LOS by Move: | D | D | C | | D | F | F | | D | C | B | | D | B | B | |
| HCM2kAvgQ: | 10 | 10 | 16 | | 0 | 5 | 5 | | 1 | 14 | 11 | | 9 | 8 | 8 | |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #20 Broadstone Pkwy/ Iron Point Rd

| | | | |
|---|---|---|---|
| Cycle (sec): | 100 | Critical Vol./Cap. (X): | 0.592 |
| Loss Time (sec): | 12 | Average Delay (sec/veh): | 20.7 |
| Optimal Cycle: | 48 | Level Of Service: | C |

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Split Phase | | | | Split Phase | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Ignore | | | | Include | | | | Ignore | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 1 | 0 | 0 1 | 2 | 0 | 1 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 52 | 48 | 82 | | 80 | 14 | 605 | | 811 | 1136 | 8 | | 30 | 958 | 126 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 52 | 48 | 82 | | 80 | 14 | 605 | | 811 | 1136 | 8 | | 30 | 958 | 126 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.00 | |
| PHF Volume: | 55 | 51 | 87 | | 85 | 15 | 0 | | 863 | 1209 | 9 | | 32 | 1019 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 55 | 51 | 87 | | 85 | 15 | 0 | | 863 | 1209 | 9 | | 32 | 1019 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| FinalVolume: | 55 | 51 | 87 | | 85 | 15 | 0 | | 863 | 1209 | 9 | | 32 | 1019 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.98 | 0.98 | 0.85 | | 0.92 | 1.00 | 1.00 | | 0.92 | 0.91 | 0.85 | | 0.92 | 0.91 | 1.00 | |
| Lanes: | 1.04 | 0.96 | 1.00 | | 2.00 | 1.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | |
| Final Sat.: | 1927 | 1778 | 1615 | | 3502 | 1900 | 1900 | | 3502 | 5187 | 1615 | | 3502 | 5187 | 1900 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.03 | 0.05 | | 0.02 | 0.01 | 0.00 | | 0.25 | 0.23 | 0.01 | | 0.01 | 0.20 | 0.00 | |
| Crit Moves: | | | **** | | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.09 | 0.09 | 0.09 | | 0.04 | 0.04 | 0.00 | | 0.42 | 0.72 | 0.72 | | 0.03 | 0.33 | 0.00 | |
| Volume/Cap: | 0.31 | 0.31 | 0.59 | | 0.59 | 0.19 | 0.00 | | 0.59 | 0.32 | 0.01 | | 0.32 | 0.59 | 0.00 | |
| Uniform Del: | 42.5 | 42.5 | 43.7 | | 47.1 | 46.3 | 0.0 | | 22.6 | 5.1 | 4.0 | | 47.7 | 27.8 | 0.0 | |
| IncremntDel: | 0.5 | 0.5 | 6.3 | | 6.5 | 1.2 | 0.0 | | 0.7 | 0.1 | 0.0 | | 1.9 | 0.6 | 0.0 | |
| 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 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| Delay/Veh: | 43.1 | 43.1 | 50.0 | | 53.6 | 47.5 | 0.0 | | 23.3 | 5.2 | 4.0 | | 49.6 | 28.3 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 43.1 | 43.1 | 50.0 | | 53.6 | 47.5 | 0.0 | | 23.3 | 5.2 | 4.0 | | 49.6 | 28.3 | 0.0 | |
| LOS by Move: | D | D | D | | D | D | A | | C | A | A | | D | C | A | |
| HCM2kAvgQ: | 2 | 2 | 4 | | 2 | 1 | 0 | | 10 | 5 | 0 | | 1 | 9 | 0 | |

Note: Queue reported is the number of cars per lane.

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PM Cum Reduced Hillside DevTue Jan 12, 2010 17:03:01 Page 23-1

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #21 East Bidwell St/ Iron Point Rd

| | | | |
|---|---|---|---|
| Cycle (sec): | 100 | Critical Vol./Cap. (X): | 1.149 |
| Loss Time (sec): | 12 | Average Delay (sec/veh): | 83.0 |
| Optimal Cycle: | 180 | Level Of Service: | F |

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ignore | | | | Ignore | | | | Ovl | | | | Ignore | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 535 | 2126 | 605 | | 742 | 1362 | 178 | | 156 | 765 | 472 | | 635 | 419 | 572 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 535 | 2126 | 605 | | 742 | 1362 | 178 | | 156 | 765 | 472 | | 635 | 419 | 572 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.00 | |
| PHF Volume: | 569 | 2262 | 0 | | 789 | 1449 | 0 | | 166 | 814 | 502 | | 676 | 446 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 569 | 2262 | 0 | | 789 | 1449 | 0 | | 166 | 814 | 502 | | 676 | 446 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| FinalVolume: | 569 | 2262 | 0 | | 789 | 1449 | 0 | | 166 | 814 | 502 | | 676 | 446 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.91 | 1.00 | | 0.92 | 0.91 | 1.00 | | 0.92 | 0.91 | 0.85 | | 0.92 | 0.91 | 1.00 | |
| Lanes: | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | |
| Final Sat.: | 3502 | 5187 | 1900 | | 3502 | 5187 | 1900 | | 3502 | 5187 | 1615 | | 3502 | 5187 | 1900 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.16 | 0.44 | 0.00 | | 0.23 | 0.28 | 0.00 | | 0.05 | 0.16 | 0.31 | | 0.19 | 0.09 | 0.00 | |
| Crit Moves: | | **** | | | **** | | | | | **** | | | **** | | | |
| Green/Cycle: | 0.21 | 0.38 | 0.00 | | 0.20 | 0.36 | 0.00 | | 0.11 | 0.14 | 0.35 | | 0.17 | 0.20 | 0.00 | |
| Volume/Cap: | 0.77 | 1.15 | 0.00 | | 1.15 | 0.77 | 0.00 | | 0.44 | 1.15 | 0.89 | | 1.15 | 0.44 | 0.00 | |
| Uniform Del: | 37.1 | 31.0 | 0.0 | | 40.2 | 28.1 | 0.0 | | 41.7 | 43.2 | 30.8 | | 41.6 | 35.3 | 0.0 | |
| IncremntDel: | 4.9 | 73.6 | 0.0 | | 83.4 | 2.0 | 0.0 | | 0.8 | 83.0 | 16.5 | | 85.6 | 0.3 | 0.0 | |
| 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 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| Delay/Veh: | 42.0 | 105 | 0.0 | | 123.6 | 30.0 | 0.0 | | 42.6 | 126 | 47.3 | | 127.2 | 35.6 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 42.0 | 105 | 0.0 | | 123.6 | 30.0 | 0.0 | | 42.6 | 126 | 47.3 | | 127.2 | 35.6 | 0.0 | |
| LOS by Move: | D | F | A | | F | C | A | | D | F | D | | F | D | A | |
| HCM2kAvgQ: | 8 | 39 | 0 | | 20 | 14 | 0 | | 2 | 15 | 16 | | 17 | 4 | 0 | |

Note: Queue reported is the number of cars per lane.

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PM Cum Reduced Hillside DevTue Jan 12, 2010 17:03:01 Page 24-1

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #22 Cavitt Dr/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.656
Loss Time (sec): 12 Average Delay (sec/veh): 21.5
Optimal Cycle: 54 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Permitted | | | Permitted | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 1 | 0 | 0 1 | 1 1 | 0 | 0 1 | 1 0 | 3 | 0 1 | 1 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 353 | 52 | 76 | 205 | 43 | 22 | 70 | 1610 | 447 | 51 | 1254 | 188 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 353 | 52 | 76 | 205 | 43 | 22 | 70 | 1610 | 447 | 51 | 1254 | 188 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 376 | 55 | 81 | 218 | 46 | 23 | 74 | 1713 | 476 | 54 | 1334 | 200 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 376 | 55 | 81 | 218 | 46 | 23 | 74 | 1713 | 476 | 54 | 1334 | 200 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 376 | 55 | 81 | 218 | 46 | 23 | 74 | 1713 | 476 | 54 | 1334 | 200 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.52 | 0.52 | 0.85 | 0.53 | 0.53 | 0.85 | 0.95 | 0.91 | 0.85 | 0.95 | 0.91 | 0.85 |
| Lanes: | 1.74 | 0.26 | 1.00 | 1.65 | 0.35 | 1.00 | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 |
| Final Sat.: | 1729 | 255 | 1615 | 1655 | 347 | 1615 | 1805 | 5187 | 1615 | 1805 | 5187 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.22 | 0.22 | 0.05 | 0.13 | 0.13 | 0.01 | 0.04 | 0.33 | 0.29 | 0.03 | 0.26 | 0.12 |
| Crit Moves: | | **** | | | | | | **** | | **** | | |
| Green/Cycle: | 0.33 | 0.33 | 0.33 | 0.33 | 0.33 | 0.33 | 0.08 | 0.50 | 0.50 | 0.05 | 0.47 | 0.47 |
| Volume/Cap: | 0.66 | 0.66 | 0.15 | 0.40 | 0.40 | 0.04 | 0.54 | 0.66 | 0.59 | 0.66 | 0.54 | 0.26 |
| Uniform Del: | 28.6 | 28.6 | 23.6 | 25.8 | 25.8 | 22.7 | 44.5 | 18.4 | 17.5 | 46.9 | 18.7 | 15.8 |
| IncremntDel: | 2.4 | 2.4 | 0.1 | 0.4 | 0.4 | 0.0 | 4.4 | 0.6 | 1.1 | 17.5 | 0.3 | 0.2 |
| 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: | 31.0 | 31.0 | 23.7 | 26.2 | 26.2 | 22.7 | 49.0 | 19.0 | 18.6 | 64.5 | 18.9 | 16.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 31.0 | 31.0 | 23.7 | 26.2 | 26.2 | 22.7 | 49.0 | 19.0 | 18.6 | 64.5 | 18.9 | 16.0 |
| LOS by Move: | C | C | C | C | C | C | D | B | B | E | B | B |
| HCM2kAvgQ: | 7 | 7 | 2 | 3 | 3 | 0 | 2 | 13 | 9 | 2 | 10 | 4 |

Note: Queue reported is the number of cars per lane.





PM Cum Reduced Hillside DevTue Jan 12, 2010 17:03:01 Page 25-1

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #23 Serpa Way / Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.989
Loss Time (sec): 12 Average Delay (sec/veh): 45.6
Optimal Cycle: 176 Level Of Service: D

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Include | | | Ovl | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 0 | 1 | 0 1 | 1 0 | 0 | 1 0 | 1 0 | 3 | 0 1 | 1 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 754 | 28 | 285 | 102 | 19 | 65 | 94 | 1259 | 560 | 195 | 782 | 87 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 754 | 28 | 285 | 102 | 19 | 65 | 94 | 1259 | 560 | 195 | 782 | 87 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 802 | 30 | 303 | 109 | 20 | 69 | 100 | 1339 | 596 | 207 | 832 | 93 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 802 | 30 | 303 | 109 | 20 | 69 | 100 | 1339 | 596 | 207 | 832 | 93 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 802 | 30 | 303 | 109 | 20 | 69 | 100 | 1339 | 596 | 207 | 832 | 93 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 1.00 | 0.85 | 0.95 | 0.88 | 0.88 | 0.95 | 0.91 | 0.85 | 0.95 | 0.91 | 0.85 |
| Lanes: | 1.00 | 1.00 | 1.00 | 1.00 | 0.23 | 0.77 | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 |
| Final Sat.: | 1805 | 1900 | 1615 | 1805 | 380 | 1300 | 1805 | 5187 | 1615 | 1805 | 5187 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.44 | 0.02 | 0.19 | 0.06 | 0.05 | 0.05 | 0.06 | 0.26 | 0.37 | 0.11 | 0.16 | 0.06 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green/Cycle: | 0.45 | 0.28 | 0.39 | 0.23 | 0.05 | 0.05 | 0.10 | 0.26 | 0.71 | 0.12 | 0.28 | 0.51 |
| Volume/Cap: | 0.99 | 0.06 | 0.48 | 0.26 | 0.99 | 0.99 | 0.57 | 0.99 | 0.52 | 0.99 | 0.57 | 0.11 |
| Uniform Del: | 27.3 | 26.7 | 22.8 | 31.8 | 47.3 | 47.3 | 43.2 | 36.8 | 6.7 | 44.1 | 30.8 | 12.9 |
| IncremntDel: | 28.9 | 0.0 | 0.6 | 0.3 | 91.1 | 91.1 | 4.5 | 21.9 | 0.4 | 59.0 | 0.6 | 0.1 |
| 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: | 56.2 | 26.7 | 23.4 | 32.1 | 138 | 138.4 | 47.7 | 58.7 | 7.1 | 103.1 | 31.4 | 12.9 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 56.2 | 26.7 | 23.4 | 32.1 | 138 | 138.4 | 47.7 | 58.7 | 7.1 | 103.1 | 31.4 | 12.9 |
| LOS by Move: | E | C | C | C | F | F | D | E | A | F | C | B |
| HCM2kAvgQ: | 32 | 1 | 7 | 3 | 6 | 6 | 3 | 18 | 8 | 8 | 8 | 1 |

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #24 Empire Ranch Road/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 1.143
Loss Time (sec): 12 Average Delay (sec/veh): 84.2
Optimal Cycle: 180 Level Of Service: F

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Ovl | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 0 | 3 0 | 1 | 1 0 | 3 0 | 1 | 1 0 | 1 1 | 0 | 1 0 | 1 1 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 329 | 1251 | 428 | 391 | 1054 | 113 | 81 | 824 | 617 | 111 | 575 | 419 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 329 | 1251 | 428 | 391 | 1054 | 113 | 81 | 824 | 617 | 111 | 575 | 419 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 350 | 1331 | 455 | 416 | 1121 | 120 | 86 | 877 | 656 | 118 | 612 | 446 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 350 | 1331 | 455 | 416 | 1121 | 120 | 86 | 877 | 656 | 118 | 612 | 446 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 350 | 1331 | 455 | 416 | 1121 | 120 | 86 | 877 | 656 | 118 | 612 | 446 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.91 | 0.85 | 0.95 | 0.91 | 0.85 | 0.95 | 0.89 | 0.89 | 0.95 | 0.89 | 0.89 |
| Lanes: | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 | 1.00 | 1.14 | 0.86 | 1.00 | 1.16 | 0.84 |
| Final Sat.: | 1805 | 5187 | 1615 | 1805 | 5187 | 1615 | 1805 | 1932 | 1447 | 1805 | 1957 | 1426 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.19 | 0.26 | 0.28 | 0.23 | 0.22 | 0.07 | 0.05 | 0.45 | 0.45 | 0.07 | 0.31 | 0.31 |
| Crit Moves: | | **** | | **** | | | | **** | | **** | | |
| Green/Cycle: | 0.20 | 0.22 | 0.28 | 0.20 | 0.22 | 0.28 | 0.06 | 0.40 | 0.40 | 0.06 | 0.39 | 0.39 |
| Volume/Cap: | 0.96 | 1.14 | 1.00 | 1.14 | 0.96 | 0.26 | 0.79 | 1.14 | 1.14 | 1.14 | 0.79 | 0.79 |
| Uniform Del: | 39.6 | 38.8 | 35.9 | 39.9 | 38.4 | 27.6 | 46.4 | 30.2 | 30.2 | 47.1 | 26.7 | 26.7 |
| IncremntDel: | 37.3 | 75.1 | 42.5 | 92.1 | 18.1 | 0.3 | 31.9 | 73.8 | 73.8 | 132.3 | 3.4 | 3.4 |
| 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: | 76.8 | 114 | 78.4 | 132.0 | 56.4 | 27.9 | 78.2 | 104 | 104.0 | 179.4 | 30.1 | 30.1 |
| 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: | 76.8 | 114 | 78.4 | 132.0 | 56.4 | 27.9 | 78.2 | 104 | 104.0 | 179.4 | 30.1 | 30.1 |
| LOS by Move: | E | F | E | F | E | C | E | F | F | F | C | C |
| HCM2kAvgQ: | 13 | 23 | 17 | 20 | 15 | 3 | 2 | 36 | 36 | 6 | 16 | 16 |

Note: Queue reported is the number of cars per lane.





Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #25 Prairie City Rd/ High School

Cycle (sec): 100 Critical Vol./Cap. (X): 0.656
Loss Time (sec): 12 Average Delay (sec/veh): 25.7
Optimal Cycle: 54 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 2 0 | 2 1 | 0 | 2 0 | 2 1 | 0 | 2 0 | 0 1 | 1 | 1 0 | 0 1 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 303 | 1294 | 66 | 32 | 1165 | 176 | 644 | 0 | 496 | 62 | 1 | 26 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 303 | 1294 | 66 | 32 | 1165 | 176 | 644 | 0 | 496 | 62 | 1 | 26 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 322 | 1377 | 70 | 34 | 1239 | 187 | 685 | 0 | 528 | 66 | 1 | 28 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 322 | 1377 | 70 | 34 | 1239 | 187 | 685 | 0 | 528 | 66 | 1 | 28 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 322 | 1377 | 70 | 34 | 1239 | 187 | 685 | 0 | 528 | 66 | 1 | 28 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.90 | 0.90 | 0.92 | 0.89 | 0.89 | 0.92 | 1.00 | 0.85 | 0.95 | 0.86 | 0.86 |
| Lanes: | 2.00 | 2.85 | 0.15 | 2.00 | 2.61 | 0.39 | 2.00 | 0.00 | 2.00 | 1.00 | 0.07 | 1.93 |
| Final Sat.: | 3502 | 4901 | 250 | 3502 | 4416 | 667 | 3502 | 0 | 3230 | 1805 | 120 | 3132 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.09 | 0.28 | 0.28 | 0.01 | 0.28 | 0.28 | 0.20 | 0.00 | 0.16 | 0.04 | 0.01 | 0.01 |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | |
| Green/Cycle: | 0.14 | 0.55 | 0.55 | 0.02 | 0.43 | 0.43 | 0.30 | 0.00 | 0.25 | 0.06 | 0.01 | 0.01 |
| Volume/Cap: | 0.66 | 0.51 | 0.51 | 0.51 | 0.66 | 0.66 | 0.66 | 0.00 | 0.64 | 0.64 | 0.66 | 0.66 |
| Uniform Del: | 40.7 | 14.1 | 14.1 | 48.6 | 22.8 | 22.8 | 30.6 | 0.0 | 33.2 | 46.1 | 49.1 | 49.1 |
| IncremntDel: | 3.2 | 0.2 | 0.2 | 6.6 | 0.7 | 0.7 | 1.5 | 0.0 | 1.7 | 12.9 | 30.7 | 30.7 |
| 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 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Delay/Veh: | 43.9 | 14.3 | 14.3 | 55.1 | 23.5 | 23.5 | 32.1 | 0.0 | 34.9 | 59.1 | 79.8 | 79.8 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 43.9 | 14.3 | 14.3 | 55.1 | 23.5 | 23.5 | 32.1 | 0.0 | 34.9 | 59.1 | 79.8 | 79.8 |
| LOS by Move: | D | B | B | E | C | C | C | A | C | E | E | E |
| HCM2kAvgQ: | 5 | 10 | 10 | 1 | 13 | 13 | 10 | 0 | 8 | 3 | 1 | 1 |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #26 East Bidwell St / Placerville Rd

Average Delay (sec/veh): 137.4 Worst Case Level Of Service: F[1209.8]

| 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 | 2 | 1 0 | 0 | 0 | 3 | 0 0 | 0 | 0 | 0 | 0 0 | 0 | 0 | 0 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 3048 | 33 | 0 | 2469 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 711 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 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 | 3048 | 33 | 0 | 2469 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 711 | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 0 | 3243 | 35 | 0 | 2627 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 756 | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| FinalVolume: | 0 | 3243 | 35 | 0 | 2627 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 756 | |

Critical Gap Module:

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Critical Gp: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | 6.9 |
| FollowUpTim: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | 3.3 |

Capacity Module:

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Cnflict Vol: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | 1098 |
| Potent Cap.: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | 211 |
| Move Cap.: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | 211 |
| Volume/Cap: | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | 3.59 |

Level Of Service Module:

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2Way95thQ: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | 72.1 |
| Control Del: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | 1210 |
| LOS by Move: | * | * | * | * | * | * | * | * | * | * | * | F |
| Movement: | LT - | LTR - | RT | LT - | LTR - | RT | LT - | LTR - | RT | LT - | LTR - | RT |
| Shared Cap.: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| SharedQueue: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| Shrd ConDel: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| Shared LOS: | * | * | * | * | * | * | * | * | * | * | * | * |
| ApproachDel: | xxxxxx | | | xxxxxx | | | xxxxxx | | | 1209.8 | | |
| ApproachLOS: | * | | | * | | | * | | | F | | |

Note: Queue reported is the number of cars per lane.





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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #27 Prairie City Rd/ White Rock Rd

| | | | |
|---|---|---|---|
| Cycle (sec): | 100 | Critical Vol./Cap. (X): | 0.846 |
| Loss Time (sec): | 12 | Average Delay (sec/veh): | 24.1 |
| Optimal Cycle: | 89 | Level Of Service: | C |

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Split Phase | | | | Split Phase | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Ovl | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 | 1! | 0 0 | 1 | 1 | 0 | 0 2 | 2 | 0 | 2 | 0 1 | 1 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 247 | 0 | 890 | 908 | 1582 | 0 | 0 | 1932 | 34 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 0 | 0 | 0 | 247 | 0 | 890 | 908 | 1582 | 0 | 0 | 1932 | 34 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | | | | |
| PHF Volume: | 0 | 0 | 0 | 263 | 0 | 947 | 966 | 1683 | 0 | 0 | 2055 | 36 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 0 | 0 | 0 | 263 | 0 | 947 | 966 | 1683 | 0 | 0 | 2055 | 36 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| FinalVolume: | 0 | 0 | 0 | 263 | 0 | 947 | 966 | 1683 | 0 | 0 | 2055 | 36 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 0.75 | 0.92 | 0.95 | 1.00 | 1.00 | 0.91 | 0.85 | | | | |
| Lanes: | 0.00 | 1.00 | 0.00 | 2.00 | 0.00 | 2.00 | 2.00 | 2.00 | 1.00 | 1.00 | 3.00 | 1.00 | | | | |
| Final Sat.: | 0 | 1900 | 0 | 3618 | 0 | 2842 | 3502 | 3610 | 1900 | 1900 | 5187 | 1615 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.07 | 0.00 | 0.33 | 0.28 | 0.47 | 0.00 | 0.00 | 0.40 | 0.02 | | | | |
| Crit Moves: | | | | **** | | | **** | | | | **** | | | | | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | 0.09 | 0.00 | 0.41 | 0.33 | 0.79 | 0.00 | 0.00 | 0.47 | 0.47 | | | | |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.85 | 0.00 | 0.81 | 0.85 | 0.59 | 0.00 | 0.00 | 0.85 | 0.05 | | | | |
| Uniform Del: | 0.0 | 0.0 | 0.0 | 45.1 | 0.0 | 25.9 | 31.4 | 4.0 | 0.0 | 0.0 | 23.4 | 14.5 | | | | |
| IncremntDel: | 0.0 | 0.0 | 0.0 | 18.9 | 0.0 | 4.3 | 6.0 | 0.3 | 0.0 | 0.0 | 3.0 | 0.0 | | | | |
| 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: | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 | | | | |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 64.0 | 0.0 | 30.2 | 37.4 | 4.3 | 0.0 | 0.0 | 26.4 | 14.5 | | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 64.0 | 0.0 | 30.2 | 37.4 | 4.3 | 0.0 | 0.0 | 26.4 | 14.5 | | | | |
| LOS by Move: | A | A | A | E | A | C | D | A | A | A | C | B | | | | |
| HCM2kAvgQ: | 0 | 0 | 0 | 5 | 0 | 15 | 13 | 10 | 0 | 0 | 21 | 1 | | | | |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #28 Scott Rd (South)/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.757
Loss Time (sec): 0 Average Delay (sec/veh): 10.4
Optimal Cycle: 77 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Permitted | | | | Permitted | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Include | | | | Ovl | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 0 | 0 1 | 0 | 0 | 0 | 0 0 | 0 | 0 | 2 | 0 1 | 1 | 0 | 3 | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 45 | 0 | 121 | | 0 | 0 | 0 | | 0 | 1642 | 139 | | 442 | 1981 | 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: | 45 | 0 | 121 | | 0 | 0 | 0 | | 0 | 1642 | 139 | | 442 | 1981 | 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: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 48 | 0 | 129 | | 0 | 0 | 0 | | 0 | 1747 | 148 | | 470 | 2107 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 48 | 0 | 129 | | 0 | 0 | 0 | | 0 | 1747 | 148 | | 470 | 2107 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 48 | 0 | 129 | | 0 | 0 | 0 | | 0 | 1747 | 148 | | 470 | 2107 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.97 | 1.00 | 0.85 | | 1.00 | 1.00 | 1.00 | | 1.00 | 0.95 | 0.85 | | 0.95 | 0.91 | 1.00 | |
| Lanes: | 2.00 | 0.00 | 1.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 2.00 | 1.00 | | 1.00 | 3.00 | 0.00 | |
| Final Sat.: | 3686 | 0 | 1615 | | 0 | 0 | 0 | | 0 | 3610 | 1615 | | 1805 | 5187 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.00 | 0.08 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.48 | 0.09 | | 0.26 | 0.41 | 0.00 | |
| Crit Moves: | **** | | | | | | | | | **** | | | **** | | | |
| Green/Cycle: | 0.02 | 0.00 | 0.36 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.64 | 0.64 | | 0.34 | 0.98 | 0.00 | |
| Volume/Cap: | 0.66 | 0.00 | 0.22 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.76 | 0.14 | | 0.76 | 0.41 | 0.00 | |
| Uniform Del: | 48.9 | 0.0 | 22.2 | | 0.0 | 0.0 | 0.0 | | 0.0 | 12.6 | 7.2 | | 29.1 | 0.0 | 0.0 | |
| IncremntDel: | 21.1 | 0.0 | 0.2 | | 0.0 | 0.0 | 0.0 | | 0.0 | 1.5 | 0.1 | | 5.4 | 0.1 | 0.0 | |
| 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 | 0.00 | 1.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| Delay/Veh: | 69.9 | 0.0 | 22.4 | | 0.0 | 0.0 | 0.0 | | 0.0 | 14.1 | 7.2 | | 34.5 | 0.1 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 69.9 | 0.0 | 22.4 | | 0.0 | 0.0 | 0.0 | | 0.0 | 14.1 | 7.2 | | 34.5 | 0.1 | 0.0 | |
| LOS by Move: | E | A | C | | A | A | A | | A | B | A | | C | A | A | |
| HCM2kAvgQ: | 2 | 0 | 3 | | 0 | 0 | 0 | | 0 | 20 | 2 | | 12 | 1 | 0 | |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #29 Scott Rd (North)/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.740
Loss Time (sec): 9 Average Delay (sec/veh): 22.9
Optimal Cycle: 57 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Ovl | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 1 | 0 1 | 1 | 0 | 1 | 0 2 | 2 | 0 | 2 | 0 1 | 1 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 1 | 3 | 0 | | 223 | 3 | 677 | | 803 | 888 | 1 | | 1 | 1443 | 280 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 1 | 3 | 0 | | 223 | 3 | 677 | | 803 | 888 | 1 | | 1 | 1443 | 280 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 1 | 3 | 0 | | 237 | 3 | 720 | | 854 | 945 | 1 | | 1 | 1535 | 298 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 1 | 3 | 0 | | 237 | 3 | 720 | | 854 | 945 | 1 | | 1 | 1535 | 298 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 1 | 3 | 0 | | 237 | 3 | 720 | | 854 | 945 | 1 | | 1 | 1535 | 298 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 1.00 | 1.00 | | 0.95 | 1.00 | 0.75 | | 0.92 | 0.95 | 0.85 | | 0.95 | 0.91 | 0.85 | |
| Lanes: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 2.00 | | 2.00 | 2.00 | 1.00 | | 1.00 | 3.00 | 1.00 | |
| Final Sat.: | 1805 | 1900 | 1900 | | 1805 | 1900 | 2842 | | 3502 | 3610 | 1615 | | 1805 | 5187 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | | 0.13 | 0.00 | 0.25 | | 0.24 | 0.26 | 0.00 | | 0.00 | 0.30 | 0.18 | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.01 | 0.00 | 0.00 | | 0.18 | 0.17 | 0.50 | | 0.33 | 0.73 | 0.73 | | 0.00 | 0.40 | 0.40 | |
| Volume/Cap: | 0.06 | 0.74 | 0.00 | | 0.74 | 0.01 | 0.51 | | 0.74 | 0.36 | 0.00 | | 0.36 | 0.74 | 0.46 | |
| Uniform Del: | 49.0 | 49.9 | 0.0 | | 38.9 | 34.6 | 16.8 | | 29.7 | 5.0 | 3.7 | | 49.9 | 25.6 | 22.1 | |
| IncremntDel: | 1.2 | 235 | 0.0 | | 8.8 | 0.0 | 0.3 | | 2.6 | 0.1 | 0.0 | | 61.8 | 1.4 | 0.5 | |
| 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 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Delay/Veh: | 50.2 | 285 | 0.0 | | 47.7 | 34.6 | 17.1 | | 32.3 | 5.1 | 3.7 | | 111.6 | 27.0 | 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: | 50.2 | 285 | 0.0 | | 47.7 | 34.6 | 17.1 | | 32.3 | 5.1 | 3.7 | | 111.6 | 27.0 | 22.6 | |
| LOS by Move: | D | F | A | | D | C | B | | C | A | A | | F | C | C | |
| HCM2kAvgQ: | 0 | 1 | 0 | | 7 | 0 | 8 | | 12 | 5 | 0 | | 0 | 15 | 6 | |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #30 Placerville Rd/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.515
Loss Time (sec): 12 Average Delay (sec/veh): 9.2
Optimal Cycle: 42 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Split Phase | | | | Split Phase | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | |
| Lanes: | 0 | 0 | 0 | 0 1 | 1 | 1 | 0 | 0 1 | 1 | 0 | 2 | 0 1 | 1 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 2 | | 312 | 0 | 9 | | 5 | 979 | 1 | | 0 | 1743 | 506 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 0 | 0 | 2 | | 312 | 0 | 9 | | 5 | 979 | 1 | | 0 | 1743 | 506 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 0 | 0 | 2 | | 332 | 0 | 10 | | 5 | 1041 | 1 | | 0 | 1854 | 538 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 0 | 2 | | 332 | 0 | 10 | | 5 | 1041 | 1 | | 0 | 1854 | 538 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 0 | 0 | 2 | | 332 | 0 | 10 | | 5 | 1041 | 1 | | 0 | 1854 | 538 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 1.00 | 0.87 | | 0.95 | 1.00 | 0.85 | | 0.95 | 0.95 | 0.85 | | 1.00 | 0.91 | 0.85 | |
| Lanes: | 0.00 | 0.00 | 1.00 | | 2.00 | 0.00 | 1.00 | | 1.00 | 2.00 | 1.00 | | 1.00 | 3.00 | 1.00 | |
| Final Sat.: | 0 | 0 | 1644 | | 3618 | 0 | 1615 | | 1805 | 3610 | 1615 | | 1900 | 5187 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | | 0.09 | 0.00 | 0.01 | | 0.00 | 0.29 | 0.00 | | 0.00 | 0.36 | 0.33 | |
| Crit Moves: | | | **** | | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | | 0.18 | 0.00 | 0.18 | | 0.01 | 0.70 | 0.70 | | 0.00 | 0.69 | 0.87 | |
| Volume/Cap: | 0.00 | 0.00 | 0.52 | | 0.52 | 0.00 | 0.03 | | 0.52 | 0.41 | 0.00 | | 0.00 | 0.52 | 0.38 | |
| Uniform Del: | 0.0 | 0.0 | 49.8 | | 37.2 | 0.0 | 33.5 | | 49.6 | 6.3 | 4.4 | | 0.0 | 7.3 | 1.2 | |
| IncremntDel: | 0.0 | 0.0 | 82.3 | | 0.7 | 0.0 | 0.0 | | 38.5 | 0.1 | 0.0 | | 0.0 | 0.1 | 0.2 | |
| 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: | 0.00 | 0.00 | 1.00 | | 1.00 | 0.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 0.00 | 1.00 | 1.00 | |
| Delay/Veh: | 0.0 | 0.0 | 132.1 | | 37.9 | 0.0 | 33.6 | | 88.1 | 6.5 | 4.4 | | 0.0 | 7.4 | 1.4 | |
| 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: | 0.0 | 0.0 | 132.1 | | 37.9 | 0.0 | 33.6 | | 88.1 | 6.5 | 4.4 | | 0.0 | 7.4 | 1.4 | |
| LOS by Move: | A | A | F | | D | A | C | | F | A | A | | A | A | A | |
| HCM2kAvgQ: | 0 | 0 | 0 | | 5 | 0 | 0 | | 0 | 7 | 0 | | 0 | 10 | 3 | |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #31 Empire Ranch Rd/ North Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.562
Loss Time (sec): 12 Average Delay (sec/veh): 24.6
Optimal Cycle: 45 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | |
| Lanes: | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 1 | 0 1 | 2 | 0 | 1 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 42 | 1063 | 91 | | 222 | 888 | 223 | | 326 | 10 | 43 | | 109 | 8 | 270 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 42 | 1063 | 91 | | 222 | 888 | 223 | | 326 | 10 | 43 | | 109 | 8 | 270 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 45 | 1131 | 97 | | 236 | 945 | 237 | | 347 | 11 | 46 | | 116 | 9 | 287 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 45 | 1131 | 97 | | 236 | 945 | 237 | | 347 | 11 | 46 | | 116 | 9 | 287 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 45 | 1131 | 97 | | 236 | 945 | 237 | | 347 | 11 | 46 | | 116 | 9 | 287 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.91 | 0.85 | | 0.92 | 0.91 | 0.85 | | 0.92 | 1.00 | 0.85 | | 0.92 | 1.00 | 0.85 | |
| Lanes: | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 1.00 | 1.00 | | 2.00 | 1.00 | 1.00 | |
| Final Sat.: | 3502 | 5187 | 1615 | | 3502 | 5187 | 1615 | | 3502 | 1900 | 1615 | | 3502 | 1900 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.22 | 0.06 | | 0.07 | 0.18 | 0.15 | | 0.10 | 0.01 | 0.03 | | 0.03 | 0.00 | 0.18 | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | | **** | |
| Green/Cycle: | 0.03 | 0.39 | 0.64 | | 0.12 | 0.47 | 0.65 | | 0.18 | 0.12 | 0.15 | | 0.25 | 0.20 | 0.32 | |
| Volume/Cap: | 0.38 | 0.56 | 0.09 | | 0.56 | 0.38 | 0.23 | | 0.56 | 0.05 | 0.19 | | 0.13 | 0.02 | 0.56 | |
| Uniform Del: | 47.3 | 24.0 | 6.9 | | 41.5 | 16.9 | 7.2 | | 37.7 | 39.0 | 37.0 | | 28.8 | 32.4 | 28.4 | |
| IncremntDel: | 2.1 | 0.4 | 0.0 | | 1.7 | 0.1 | 0.1 | | 1.2 | 0.1 | 0.4 | | 0.1 | 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: | 49.4 | 24.3 | 6.9 | | 43.3 | 17.0 | 7.3 | | 38.9 | 39.1 | 37.3 | | 28.9 | 32.5 | 29.9 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 49.4 | 24.3 | 6.9 | | 43.3 | 17.0 | 7.3 | | 38.9 | 39.1 | 37.3 | | 28.9 | 32.5 | 29.9 | |
| LOS by Move: | D | C | A | | D | B | A | | D | D | D | | C | C | C | |
| HCM2kAvgQ: | 1 | 10 | 1 | | 4 | 7 | 3 | | 6 | 0 | 1 | | 1 | 0 | 8 | |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #32 Prairie City Rd/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.704
Loss Time (sec): 12 Average Delay (sec/veh): 32.6
Optimal Cycle: 60 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 258 | 844 | 302 | | 326 | 975 | 232 | | 516 | 959 | 402 | | 262 | 899 | 396 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 258 | 844 | 302 | | 326 | 975 | 232 | | 516 | 959 | 402 | | 262 | 899 | 396 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 274 | 898 | 321 | | 347 | 1037 | 247 | | 549 | 1020 | 428 | | 279 | 956 | 421 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 274 | 898 | 321 | | 347 | 1037 | 247 | | 549 | 1020 | 428 | | 279 | 956 | 421 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 274 | 898 | 321 | | 347 | 1037 | 247 | | 549 | 1020 | 428 | | 279 | 956 | 421 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.91 | 0.85 | | 0.92 | 0.91 | 0.85 | | 0.92 | 0.91 | 0.85 | | 0.92 | 0.91 | 0.85 | |
| Lanes: | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | |
| Final Sat.: | 3502 | 5187 | 1615 | | 3502 | 5187 | 1615 | | 3502 | 5187 | 1615 | | 3502 | 5187 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.08 | 0.17 | 0.20 | | 0.10 | 0.20 | 0.15 | | 0.16 | 0.20 | 0.26 | | 0.08 | 0.18 | 0.26 | |
| Crit Moves: | **** | | | | | **** | | | **** | | | | | **** | | |
| Green/Cycle: | 0.11 | 0.25 | 0.39 | | 0.14 | 0.28 | 0.51 | | 0.22 | 0.34 | 0.46 | | 0.14 | 0.26 | 0.41 | |
| Volume/Cap: | 0.70 | 0.69 | 0.51 | | 0.69 | 0.70 | 0.30 | | 0.70 | 0.57 | 0.58 | | 0.57 | 0.70 | 0.64 | |
| Uniform Del: | 42.8 | 33.9 | 23.1 | | 40.7 | 32.0 | 14.4 | | 35.8 | 26.7 | 20.1 | | 40.2 | 33.4 | 23.9 | |
| IncremntDel: | 5.7 | 1.6 | 0.7 | | 4.0 | 1.6 | 0.2 | | 2.9 | 0.4 | 1.2 | | 1.6 | 1.7 | 2.2 | |
| 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: | 48.6 | 35.4 | 23.8 | | 44.7 | 33.6 | 14.6 | | 38.8 | 27.1 | 21.3 | | 41.8 | 35.1 | 26.1 | |
| 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: | 48.6 | 35.4 | 23.8 | | 44.7 | 33.6 | 14.6 | | 38.8 | 27.1 | 21.3 | | 41.8 | 35.1 | 26.1 | |
| LOS by Move: | D | D | C | | D | C | B | | D | C | C | | D | D | C | |
| HCM2kAvgQ: | 4 | 9 | 7 | | 5 | 10 | 4 | | 8 | 9 | 9 | | 4 | 9 | 10 | |

Note: Queue reported is the number of cars per lane.





Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #33 Oak Ave Pkwy/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.730
Loss Time (sec): 12 Average Delay (sec/veh): 30.6
Optimal Cycle: 64 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 2 | 0 1 | 2 | 0 | 2 | 0 1 | 2 | 0 | 2 | 0 1 | 2 | 0 | 2 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 104 | 274 | 169 | | 194 | 386 | 600 | | 685 | 982 | 52 | | 304 | 733 | 281 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 104 | 274 | 169 | | 194 | 386 | 600 | | 685 | 982 | 52 | | 304 | 733 | 281 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 111 | 291 | 180 | | 206 | 411 | 638 | | 729 | 1045 | 55 | | 323 | 780 | 299 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 111 | 291 | 180 | | 206 | 411 | 638 | | 729 | 1045 | 55 | | 323 | 780 | 299 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 111 | 291 | 180 | | 206 | 411 | 638 | | 729 | 1045 | 55 | | 323 | 780 | 299 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.95 | 0.85 | | 0.92 | 0.95 | 0.85 | | 0.92 | 0.95 | 0.85 | | 0.92 | 0.95 | 0.85 | |
| Lanes: | 2.00 | 2.00 | 1.00 | | 2.00 | 2.00 | 1.00 | | 2.00 | 2.00 | 1.00 | | 2.00 | 2.00 | 1.00 | |
| Final Sat.: | 3502 | 3610 | 1615 | | 3502 | 3610 | 1615 | | 3502 | 3610 | 1615 | | 3502 | 3610 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.08 | 0.11 | | 0.06 | 0.11 | 0.40 | | 0.21 | 0.29 | 0.03 | | 0.09 | 0.22 | 0.19 | |
| Crit Moves: | **** | | | | | | **** | | **** | | | | | **** | | |
| Green/Cycle: | 0.04 | 0.17 | 0.31 | | 0.13 | 0.26 | 0.54 | | 0.28 | 0.44 | 0.48 | | 0.14 | 0.30 | 0.42 | |
| Volume/Cap: | 0.73 | 0.47 | 0.36 | | 0.47 | 0.44 | 0.73 | | 0.73 | 0.66 | 0.07 | | 0.66 | 0.73 | 0.44 | |
| Uniform Del: | 47.3 | 37.2 | 26.5 | | 40.6 | 31.2 | 17.4 | | 32.3 | 22.1 | 13.8 | | 40.7 | 31.6 | 20.5 | |
| IncremntDel: | 16.5 | 0.6 | 0.4 | | 0.8 | 0.3 | 3.2 | | 2.8 | 1.0 | 0.0 | | 3.2 | 2.6 | 0.5 | |
| 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: | 63.8 | 37.7 | 26.9 | | 41.3 | 31.6 | 20.6 | | 35.1 | 23.1 | 13.9 | | 43.9 | 34.2 | 20.9 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 63.8 | 37.7 | 26.9 | | 41.3 | 31.6 | 20.6 | | 35.1 | 23.1 | 13.9 | | 43.9 | 34.2 | 20.9 | |
| LOS by Move: | E | D | C | | D | C | C | | D | C | B | | D | C | C | |
| HCM2kAvgQ: | 2 | 4 | 4 | | 3 | 5 | 14 | | 10 | 13 | 1 | | 5 | 11 | 6 | |

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #34 RowberryDr/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.728
Loss Time (sec): 12 Average Delay (sec/veh): 24.8
Optimal Cycle: 63 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Split Phase | | | | Split Phase | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 | 1! | 0 0 | 1 | 1 | 0 | 0 1 | 2 | 0 | 2 | 0 1 | 1 | 0 | 2 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 6 | 8 | 10 | 785 | 12 | 415 | 421 | 915 | 9 | 16 | 897 | 723 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 6 | 8 | 10 | 785 | 12 | 415 | 421 | 915 | 9 | 16 | 897 | 723 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | | | | |
| PHF Volume: | 6 | 9 | 11 | 835 | 13 | 441 | 448 | 973 | 10 | 17 | 954 | 769 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 6 | 9 | 11 | 835 | 13 | 441 | 448 | 973 | 10 | 17 | 954 | 769 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| 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: | 6 | 9 | 11 | 835 | 13 | 441 | 448 | 973 | 10 | 17 | 954 | 769 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 0.93 | 0.93 | 0.93 | 0.95 | 0.95 | 0.85 | 0.92 | 0.95 | 0.85 | 0.95 | 0.95 | 0.85 | | | | |
| Lanes: | 0.25 | 0.33 | 0.42 | 1.97 | 0.03 | 1.00 | 2.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | | | | |
| Final Sat.: | 443 | 591 | 738 | 3567 | 55 | 1615 | 3502 | 3610 | 1615 | 1805 | 3610 | 1615 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.01 | 0.01 | 0.23 | 0.23 | 0.27 | 0.13 | 0.27 | 0.01 | 0.01 | 0.26 | 0.48 | | | | |
| Crit Moves: | | | **** | | **** | | **** | | | | **** | | | | | |
| Green/Cycle: | 0.02 | 0.02 | 0.02 | 0.32 | 0.32 | 0.50 | 0.18 | 0.52 | 0.54 | 0.02 | 0.36 | 0.68 | | | | |
| Volume/Cap: | 0.73 | 0.73 | 0.73 | 0.73 | 0.73 | 0.55 | 0.73 | 0.52 | 0.01 | 0.52 | 0.73 | 0.70 | | | | |
| Uniform Del: | 48.7 | 48.7 | 48.7 | 30.1 | 30.1 | 17.4 | 39.0 | 15.7 | 10.6 | 48.7 | 27.6 | 9.5 | | | | |
| IncremntDel: | 55.0 | 55.0 | 55.0 | 2.4 | 2.4 | 0.8 | 4.4 | 0.3 | 0.0 | 13.8 | 2.1 | 2.0 | | | | |
| 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: | 103.7 | 104 | 103.7 | 32.4 | 32.4 | 18.2 | 43.3 | 16.0 | 10.6 | 62.4 | 29.7 | 11.5 | | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| AdjDel/Veh: | 103.7 | 104 | 103.7 | 32.4 | 32.4 | 18.2 | 43.3 | 16.0 | 10.6 | 62.4 | 29.7 | 11.5 | | | | |
| LOS by Move: | F | F | F | C | C | B | D | B | B | E | C | B | | | | |
| HCM2kAvgQ: | 2 | 2 | 2 | 11 | 11 | 9 | 7 | 10 | 0 | 1 | 13 | 14 | | | | |

Note: Queue reported is the number of cars per lane.





Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #35 1st/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.633
Loss Time (sec): 12 Average Delay (sec/veh): 27.1
Optimal Cycle: 51 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Ovl | | | | Include | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 0 | 1 0 | 1 | 0 | 1 | 0 1 | 1 | 0 | 2 | 1 0 | 1 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 270 | 91 | 0 | 227 | 134 | 335 | 282 | 964 | 334 | 0 | 765 | 162 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 270 | 91 | 0 | 227 | 134 | 335 | 282 | 964 | 334 | 0 | 765 | 162 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | | | | |
| PHF Volume: | 287 | 97 | 0 | 241 | 143 | 356 | 300 | 1026 | 355 | 0 | 814 | 172 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 287 | 97 | 0 | 241 | 143 | 356 | 300 | 1026 | 355 | 0 | 814 | 172 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| 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: | 287 | 97 | 0 | 241 | 143 | 356 | 300 | 1026 | 355 | 0 | 814 | 172 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 0.85 | 0.95 | 0.87 | 0.87 | 1.00 | 0.91 | 0.85 | | | | |
| Lanes: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.23 | 0.77 | 1.00 | 3.00 | 1.00 | | | | |
| Final Sat.: | 1805 | 1900 | 0 | 1805 | 1900 | 1615 | 1805 | 3702 | 1283 | 1900 | 5187 | 1615 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.16 | 0.05 | 0.00 | 0.13 | 0.08 | 0.22 | 0.17 | 0.28 | 0.28 | 0.00 | 0.16 | 0.11 | | | | |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | | | | | |
| Green/Cycle: | 0.25 | 0.10 | 0.00 | 0.27 | 0.12 | 0.38 | 0.26 | 0.51 | 0.51 | 0.00 | 0.25 | 0.52 | | | | |
| Volume/Cap: | 0.63 | 0.50 | 0.00 | 0.50 | 0.63 | 0.58 | 0.63 | 0.54 | 0.54 | 0.00 | 0.63 | 0.21 | | | | |
| Uniform Del: | 33.3 | 42.5 | 0.0 | 30.9 | 42.0 | 24.6 | 32.6 | 16.6 | 16.6 | 0.0 | 33.6 | 13.1 | | | | |
| IncremntDel: | 2.9 | 2.0 | 0.0 | 0.8 | 5.8 | 1.4 | 2.8 | 0.2 | 0.2 | 0.0 | 1.0 | 0.1 | | | | |
| 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 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | | | | |
| Delay/Veh: | 36.2 | 44.5 | 0.0 | 31.8 | 47.8 | 26.0 | 35.4 | 16.8 | 16.8 | 0.0 | 34.6 | 13.3 | | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| AdjDel/Veh: | 36.2 | 44.5 | 0.0 | 31.8 | 47.8 | 26.0 | 35.4 | 16.8 | 16.8 | 0.0 | 34.6 | 13.3 | | | | |
| LOS by Move: | D | D | A | C | D | C | D | B | B | A | C | B | | | | |
| HCM2kAvgQ: | 9 | 3 | 0 | 7 | 5 | 9 | 8 | 10 | 10 | 0 | 8 | 3 | | | | |

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #36 2nd St/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.559
Loss Time (sec): 12 Average Delay (sec/veh): 24.0
Optimal Cycle: 45 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 0 | 0 1 | 0 | 2 0 | 1 0 | 1 | 1 0 | 2 1 | 0 | 1 0 | 2 1 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 6 | 78 | 1 | 294 | 152 | 254 | 195 | 918 | 19 | 1 | 700 | 265 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 6 | 78 | 1 | 294 | 152 | 254 | 195 | 918 | 19 | 1 | 700 | 265 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 6 | 83 | 1 | 313 | 162 | 270 | 207 | 977 | 20 | 1 | 745 | 282 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 6 | 83 | 1 | 313 | 162 | 270 | 207 | 977 | 20 | 1 | 745 | 282 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 6 | 83 | 1 | 313 | 162 | 270 | 207 | 977 | 20 | 1 | 745 | 282 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 1.00 | 1.00 | 0.92 | 1.00 | 0.85 | 0.95 | 0.91 | 0.91 | 0.95 | 0.87 | 0.87 |
| Lanes: | 1.00 | 0.99 | 0.01 | 2.00 | 1.00 | 1.00 | 1.00 | 2.94 | 0.06 | 1.00 | 2.18 | 0.82 |
| Final Sat.: | 1805 | 1872 | 24 | 3502 | 1900 | 1615 | 1805 | 5067 | 105 | 1805 | 3608 | 1366 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.04 | 0.04 | 0.09 | 0.09 | 0.17 | 0.11 | 0.19 | 0.19 | 0.00 | 0.21 | 0.21 |
| Crit Moves: | **** | | | | | **** | **** | | | | **** | |
| Green/Cycle: | 0.01 | 0.10 | 0.10 | 0.20 | 0.30 | 0.30 | 0.21 | 0.57 | 0.57 | 0.00 | 0.37 | 0.37 |
| Volume/Cap: | 0.56 | 0.44 | 0.44 | 0.44 | 0.28 | 0.56 | 0.56 | 0.34 | 0.34 | 0.34 | 0.56 | 0.56 |
| Uniform Del: | 49.5 | 42.3 | 42.3 | 34.8 | 26.8 | 29.5 | 35.7 | 11.3 | 11.3 | 49.9 | 25.1 | 25.1 |
| IncremntDel: | 50.3 | 1.6 | 1.6 | 0.4 | 0.3 | 1.5 | 1.9 | 0.1 | 0.1 | 53.8 | 0.4 | 0.4 |
| 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: | 99.8 | 43.8 | 43.8 | 35.2 | 27.1 | 31.0 | 37.6 | 11.4 | 11.4 | 103.7 | 25.5 | 25.5 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 99.8 | 43.8 | 43.8 | 35.2 | 27.1 | 31.0 | 37.6 | 11.4 | 11.4 | 103.7 | 25.5 | 25.5 |
| LOS by Move: | F | D | D | D | C | C | D | B | B | F | C | C |
| HCM2kAvgQ: | 1 | 3 | 3 | 5 | 4 | 8 | 6 | 6 | 6 | 0 | 9 | 9 |

Note: Queue reported is the number of cars per lane.





Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #37 3rd St/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.549
Loss Time (sec): 12 Average Delay (sec/veh): 22.8
Optimal Cycle: 44 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Ovl | | | Include | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 0 | 1 0 | 1 | 2 0 | 1 0 | 1 | 1 0 | 2 1 | 0 | 1 0 | 3 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 77 | 10 | 159 | 397 | 12 | 160 | 65 | 1140 | 100 | 147 | 866 | 169 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 77 | 10 | 159 | 397 | 12 | 160 | 65 | 1140 | 100 | 147 | 866 | 169 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 82 | 11 | 169 | 422 | 13 | 170 | 69 | 1213 | 106 | 156 | 921 | 180 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 82 | 11 | 169 | 422 | 13 | 170 | 69 | 1213 | 106 | 156 | 921 | 180 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 82 | 11 | 169 | 422 | 13 | 170 | 69 | 1213 | 106 | 156 | 921 | 180 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 1.00 | 0.85 | 0.92 | 1.00 | 0.85 | 0.95 | 0.90 | 0.90 | 0.95 | 0.91 | 0.85 |
| Lanes: | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 1.00 | 2.76 | 0.24 | 1.00 | 3.00 | 1.00 |
| Final Sat.: | 1805 | 1900 | 1615 | 3502 | 1900 | 1615 | 1805 | 4711 | 413 | 1805 | 5187 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.05 | 0.01 | 0.10 | 0.12 | 0.01 | 0.11 | 0.04 | 0.26 | 0.26 | 0.09 | 0.18 | 0.11 |
| Crit Moves: | | | **** | **** | | | | **** | | **** | | |
| Green/Cycle: | 0.10 | 0.03 | 0.19 | 0.22 | 0.15 | 0.26 | 0.11 | 0.47 | 0.47 | 0.16 | 0.52 | 0.74 |
| Volume/Cap: | 0.44 | 0.17 | 0.55 | 0.55 | 0.04 | 0.40 | 0.34 | 0.55 | 0.55 | 0.55 | 0.34 | 0.15 |
| Uniform Del: | 42.2 | 47.0 | 36.6 | 34.6 | 36.3 | 30.4 | 41.1 | 19.0 | 19.0 | 38.8 | 14.2 | 3.9 |
| IncremntDel: | 1.7 | 1.3 | 2.1 | 0.8 | 0.1 | 0.6 | 1.0 | 0.3 | 0.3 | 2.3 | 0.1 | 0.1 |
| 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: | 43.9 | 48.3 | 38.7 | 35.4 | 36.4 | 31.1 | 42.1 | 19.2 | 19.2 | 41.1 | 14.3 | 4.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 43.9 | 48.3 | 38.7 | 35.4 | 36.4 | 31.1 | 42.1 | 19.2 | 19.2 | 41.1 | 14.3 | 4.0 |
| LOS by Move: | D | D | D | D | D | C | D | B | B | D | B | A |
| HCM2kAvgQ: | 3 | 0 | 5 | 7 | 0 | 5 | 2 | 10 | 10 | 4 | 6 | 2 |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #38 Scott Rd (North)/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.910
Loss Time (sec): 12 Average Delay (sec/veh): 39.1
Optimal Cycle: 115 Level Of Service: D

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Ovl | | | Ovl | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 2 0 | 3 0 | 1 | 2 0 | 3 0 | 1 | 2 0 | 3 0 | 1 | 2 0 | 3 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 294 | 1106 | 132 | 724 | 926 | 460 | 1045 | 458 | 193 | 262 | 428 | 242 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 294 | 1106 | 132 | 724 | 926 | 460 | 1045 | 458 | 193 | 262 | 428 | 242 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 294 | 1106 | 132 | 724 | 926 | 460 | 1045 | 458 | 193 | 262 | 428 | 242 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 294 | 1106 | 132 | 724 | 926 | 460 | 1045 | 458 | 193 | 262 | 428 | 242 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 294 | 1106 | 132 | 724 | 926 | 460 | 1045 | 458 | 193 | 262 | 428 | 242 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.91 | 0.85 | 0.92 | 0.91 | 0.85 | 0.92 | 0.91 | 0.85 | 0.92 | 0.91 | 0.85 |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3502 | 5187 | 1615 | 3502 | 5187 | 1615 | 3502 | 5187 | 1615 | 3502 | 5187 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.08 | 0.21 | 0.08 | 0.21 | 0.18 | 0.28 | 0.30 | 0.09 | 0.12 | 0.07 | 0.08 | 0.15 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green/Cycle: | 0.15 | 0.23 | 0.43 | 0.23 | 0.31 | 0.64 | 0.33 | 0.23 | 0.37 | 0.19 | 0.09 | 0.32 |
| Volume/Cap: | 0.57 | 0.91 | 0.19 | 0.91 | 0.57 | 0.44 | 0.91 | 0.39 | 0.32 | 0.39 | 0.91 | 0.47 |
| Uniform Del: | 39.7 | 37.3 | 17.9 | 37.6 | 28.7 | 9.0 | 32.2 | 32.8 | 22.2 | 35.3 | 45.1 | 27.4 |
| IncremntDel: | 1.5 | 10.2 | 0.1 | 14.5 | 0.5 | 0.3 | 10.7 | 0.2 | 0.3 | 0.4 | 21.6 | 0.7 |
| 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: | 41.2 | 47.5 | 18.1 | 52.1 | 29.1 | 9.3 | 42.9 | 33.0 | 22.5 | 35.7 | 66.7 | 28.1 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 41.2 | 47.5 | 18.1 | 52.1 | 29.1 | 9.3 | 42.9 | 33.0 | 22.5 | 35.7 | 66.7 | 28.1 |
| LOS by Move: | D | D | B | D | C | A | D | C | C | D | E | C |
| HCM2kAvgQ: | 4 | 13 | 2 | 12 | 8 | 7 | 17 | 4 | 4 | 4 | 6 | 6 |

Note: Queue reported is the number of cars per lane.





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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #39 Placerville Rd / Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.376
Loss Time (sec): 12 Average Delay (sec/veh): 25.9
Optimal Cycle: 34 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Ovl | | | Include | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 0 | 1 0 | 1 | 1 0 | 1 0 | 1 | 2 0 | 2 1 | 0 | 1 0 | 3 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 52 | 111 | 114 | 78 | 102 | 25 | 332 | 638 | 153 | 95 | 307 | 103 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 52 | 111 | 114 | 78 | 102 | 25 | 332 | 638 | 153 | 95 | 307 | 103 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 55 | 118 | 121 | 83 | 109 | 27 | 353 | 679 | 163 | 101 | 327 | 110 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 55 | 118 | 121 | 83 | 109 | 27 | 353 | 679 | 163 | 101 | 327 | 110 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 55 | 118 | 121 | 83 | 109 | 27 | 353 | 679 | 163 | 101 | 327 | 110 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 1.00 | 0.85 | 0.95 | 1.00 | 0.85 | 0.92 | 0.88 | 0.88 | 0.95 | 0.91 | 0.85 |
| Lanes: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 2.42 | 0.58 | 1.00 | 3.00 | 1.00 |
| Final Sat.: | 1805 | 1900 | 1615 | 1805 | 1900 | 1615 | 3502 | 4062 | 974 | 1805 | 5187 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.06 | 0.08 | 0.05 | 0.06 | 0.02 | 0.10 | 0.17 | 0.17 | 0.06 | 0.06 | 0.07 |
| Crit Moves: | | **** | | **** | | | | **** | | **** | | |
| Green/Cycle: | 0.10 | 0.17 | 0.31 | 0.12 | 0.19 | 0.55 | 0.36 | 0.44 | 0.44 | 0.15 | 0.23 | 0.35 |
| Volume/Cap: | 0.31 | 0.38 | 0.24 | 0.38 | 0.31 | 0.03 | 0.28 | 0.38 | 0.38 | 0.38 | 0.28 | 0.19 |
| Uniform Del: | 41.7 | 37.2 | 25.4 | 40.4 | 35.1 | 10.2 | 22.4 | 18.6 | 18.6 | 38.4 | 31.8 | 22.7 |
| IncremntDel: | 1.0 | 0.8 | 0.2 | 1.1 | 0.5 | 0.0 | 0.1 | 0.1 | 0.1 | 0.9 | 0.1 | 0.2 |
| 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: | 42.7 | 37.9 | 25.7 | 41.5 | 35.5 | 10.2 | 22.5 | 18.7 | 18.7 | 39.3 | 31.9 | 22.8 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 42.7 | 37.9 | 25.7 | 41.5 | 35.5 | 10.2 | 22.5 | 18.7 | 18.7 | 39.3 | 31.9 | 22.8 |
| LOS by Move: | D | D | C | D | D | B | C | B | B | D | C | C |
| HCM2kAvgQ: | 2 | 4 | 3 | 3 | 3 | 0 | 4 | 6 | 6 | 3 | 3 | 2 |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #40 4th St/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.496
Loss Time (sec): 12 Average Delay (sec/veh): 22.0
Optimal Cycle: 40 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 269 | 32 | 15 | 11 | 25 | 60 | 564 | 207 | 33 | 480 | 101 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 269 | 32 | 15 | 11 | 25 | 60 | 564 | 207 | 33 | 480 | 101 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 0 | 286 | 34 | 16 | 12 | 27 | 64 | 600 | 220 | 35 | 511 | 107 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 286 | 34 | 16 | 12 | 27 | 64 | 600 | 220 | 35 | 511 | 107 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 0 | 286 | 34 | 16 | 12 | 27 | 64 | 600 | 220 | 35 | 511 | 107 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 0.98 | 0.98 | 0.95 | 1.00 | 0.85 | 0.95 | 0.91 | 0.91 | 0.95 | 0.93 | 0.93 |
| Lanes: | 1.00 | 0.89 | 0.11 | 1.00 | 1.00 | 1.00 | 1.00 | 1.46 | 0.54 | 1.00 | 1.65 | 0.35 |
| Final Sat.: | 1900 | 1671 | 199 | 1805 | 1900 | 1615 | 1805 | 2535 | 930 | 1805 | 2905 | 611 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.17 | 0.17 | 0.01 | 0.01 | 0.02 | 0.04 | 0.24 | 0.24 | 0.02 | 0.18 | 0.18 |
| Crit Moves: | | **** | | **** | | | | **** | | **** | | |
| Green/Cycle: | 0.00 | 0.35 | 0.35 | 0.02 | 0.36 | 0.36 | 0.09 | 0.48 | 0.48 | 0.04 | 0.43 | 0.43 |
| Volume/Cap: | 0.00 | 0.50 | 0.50 | 0.50 | 0.02 | 0.05 | 0.41 | 0.50 | 0.50 | 0.50 | 0.41 | 0.41 |
| Uniform Del: | 0.0 | 25.8 | 25.8 | 48.7 | 20.4 | 20.6 | 43.3 | 17.9 | 17.9 | 47.1 | 19.7 | 19.7 |
| IncremntDel: | 0.0 | 0.6 | 0.6 | 11.5 | 0.0 | 0.0 | 1.7 | 0.2 | 0.2 | 5.4 | 0.2 | 0.2 |
| 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: | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Delay/Veh: | 0.0 | 26.4 | 26.4 | 60.2 | 20.4 | 20.6 | 45.0 | 18.1 | 18.1 | 52.4 | 19.9 | 19.9 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 26.4 | 26.4 | 60.2 | 20.4 | 20.6 | 45.0 | 18.1 | 18.1 | 52.4 | 19.9 | 19.9 |
| LOS by Move: | A | C | C | E | C | C | D | B | B | D | B | B |
| HCM2kAvgQ: | 0 | 8 | 8 | 1 | 0 | 1 | 2 | 9 | 9 | 1 | 7 | 7 |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #41 Hillside Dr/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.394
Loss Time (sec): 9 Average Delay (sec/veh): 16.4
Optimal Cycle: 29 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Ovl | | | Include | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 133 | 0 | 192 | 115 | 397 | 0 | 0 | 380 | 69 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 133 | 0 | 192 | 115 | 397 | 0 | 0 | 380 | 69 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 0 | 0 | 0 | 141 | 0 | 204 | 122 | 422 | 0 | 0 | 404 | 73 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 141 | 0 | 204 | 122 | 422 | 0 | 0 | 404 | 73 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 0 | 0 | 0 | 141 | 0 | 204 | 122 | 422 | 0 | 0 | 404 | 73 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 0.85 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 0.85 |
| Lanes: | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 |
| Final Sat.: | 0 | 0 | 0 | 1805 | 0 | 1615 | 1805 | 1900 | 0 | 0 | 1900 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.08 | 0.00 | 0.13 | 0.07 | 0.22 | 0.00 | 0.00 | 0.21 | 0.05 |
| Crit Moves: | | | | **** | | | **** | | | | **** | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | 0.20 | 0.00 | 0.37 | 0.17 | 0.71 | 0.00 | 0.00 | 0.54 | 0.74 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.39 | 0.00 | 0.34 | 0.39 | 0.31 | 0.00 | 0.00 | 0.39 | 0.06 |
| Uniform Del: | 0.0 | 0.0 | 0.0 | 34.8 | 0.0 | 22.7 | 36.8 | 5.4 | 0.0 | 0.0 | 13.5 | 3.6 |
| IncremntDel: | 0.0 | 0.0 | 0.0 | 0.7 | 0.0 | 0.3 | 0.8 | 0.1 | 0.0 | 0.0 | 0.3 | 0.0 |
| 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: | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 35.5 | 0.0 | 23.0 | 37.6 | 5.5 | 0.0 | 0.0 | 13.7 | 3.6 |
| 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: | 0.0 | 0.0 | 0.0 | 35.5 | 0.0 | 23.0 | 37.6 | 5.5 | 0.0 | 0.0 | 13.7 | 3.6 |
| LOS by Move: | A | A | A | D | A | C | D | A | A | A | B | A |
| HCM2kAvgQ: | 0 | 0 | 0 | 4 | 0 | 5 | 3 | 5 | 0 | 0 | 7 | 1 |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #42 Empire Ranch Rd/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.492
Loss Time (sec): 12 Average Delay (sec/veh): 25.7
Optimal Cycle: 40 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Split Phase | | | | Split Phase | | | |
| Rights: | Include | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 2 | 1 | 0 | 1 | 0 | 3 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 32 | 632 | 41 | 188 | 590 | 261 | 357 | 60 | 29 | 52 | 54 | 207 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 32 | 632 | 41 | 188 | 590 | 261 | 357 | 60 | 29 | 52 | 54 | 207 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 34 | 672 | 44 | 200 | 628 | 278 | 380 | 64 | 31 | 55 | 57 | 220 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 34 | 672 | 44 | 200 | 628 | 278 | 380 | 64 | 31 | 55 | 57 | 220 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 34 | 672 | 44 | 200 | 628 | 278 | 380 | 64 | 31 | 55 | 57 | 220 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.90 | 0.90 | 0.95 | 0.91 | 0.85 | 0.96 | 0.96 | 0.85 | 0.98 | 0.98 | 0.85 |
| Lanes: | 1.00 | 2.82 | 0.18 | 1.00 | 3.00 | 1.00 | 1.71 | 0.29 | 1.00 | 0.49 | 0.51 | 1.00 |
| Final Sat.: | 1805 | 4827 | 313 | 1805 | 5187 | 1615 | 3120 | 524 | 1615 | 910 | 945 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.14 | 0.14 | 0.11 | 0.12 | 0.17 | 0.12 | 0.12 | 0.02 | 0.06 | 0.06 | 0.14 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green/Cycle: | 0.07 | 0.28 | 0.28 | 0.23 | 0.44 | 0.69 | 0.25 | 0.25 | 0.32 | 0.12 | 0.12 | 0.35 |
| Volume/Cap: | 0.27 | 0.49 | 0.49 | 0.49 | 0.27 | 0.25 | 0.49 | 0.49 | 0.06 | 0.49 | 0.49 | 0.39 |
| Uniform Del: | 44.2 | 29.8 | 29.8 | 33.7 | 17.8 | 5.9 | 32.2 | 32.2 | 23.8 | 40.9 | 40.9 | 24.5 |
| IncremntDel: | 1.2 | 0.3 | 0.3 | 0.9 | 0.1 | 0.1 | 0.4 | 0.4 | 0.0 | 1.7 | 1.7 | 0.4 |
| 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: | 45.4 | 30.1 | 30.1 | 34.7 | 17.9 | 6.0 | 32.7 | 32.7 | 23.9 | 42.5 | 42.5 | 25.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 45.4 | 30.1 | 30.1 | 34.7 | 17.9 | 6.0 | 32.7 | 32.7 | 23.9 | 42.5 | 42.5 | 25.0 |
| LOS by Move: | D | C | C | C | B | A | C | C | C | D | D | C |
| HCM2kAvgQ: | 1 | 7 | 7 | 5 | 4 | 3 | 6 | 6 | 1 | 4 | 4 | 5 |

Note: Queue reported is the number of cars per lane.

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PM Cum Reduced Hillside DevTue Jan 12, 2010 17:03:02 Page 45-1

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #43 Prairie City Rd/Middle Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.495
Loss Time (sec): 9 Average Delay (sec/veh): 11.2
Optimal Cycle: 34 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 | 2 | 1 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1159 | 19 | 345 | 1286 | 0 | 0 | 0 | 0 | 9 | 0 | 217 |
| Growth Adj: | 1.00 | 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 | 1159 | 19 | 345 | 1286 | 0 | 0 | 0 | 0 | 9 | 0 | 217 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 0 | 1233 | 20 | 367 | 1368 | 0 | 0 | 0 | 0 | 10 | 0 | 231 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 1233 | 20 | 367 | 1368 | 0 | 0 | 0 | 0 | 10 | 0 | 231 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 0 | 1233 | 20 | 367 | 1368 | 0 | 0 | 0 | 0 | 10 | 0 | 231 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 0.91 | 0.91 | 0.95 | 0.91 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.85 |
| Lanes: | 0.00 | 2.95 | 0.05 | 1.00 | 3.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 |
| Final Sat.: | 0 | 5093 | 83 | 1805 | 5187 | 0 | 0 | 0 | 0 | 1900 | 0 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.24 | 0.24 | 0.20 | 0.26 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.14 |
| Crit Moves: | | **** | | **** | | | | | | **** | | |
| Green/Cycle: | 0.00 | 0.49 | 0.49 | 0.41 | 0.90 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.42 |
| Volume/Cap: | 0.00 | 0.50 | 0.50 | 0.50 | 0.29 | 0.00 | 0.00 | 0.00 | 0.00 | 0.13 | 0.00 | 0.34 |
| Uniform Del: | 0.0 | 17.2 | 17.2 | 21.8 | 0.7 | 0.0 | 0.0 | 0.0 | 0.0 | 49.1 | 0.0 | 19.6 |
| IncremntDel: | 0.0 | 0.2 | 0.2 | 0.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.8 | 0.0 | 0.3 |
| 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: | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 |
| Delay/Veh: | 0.0 | 17.4 | 17.4 | 22.3 | 0.7 | 0.0 | 0.0 | 0.0 | 0.0 | 49.9 | 0.0 | 19.9 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 17.4 | 17.4 | 22.3 | 0.7 | 0.0 | 0.0 | 0.0 | 0.0 | 49.9 | 0.0 | 19.9 |
| LOS by Move: | A | B | B | C | A | A | A | A | A | D | A | B |
| HCM2kAvgQ: | 0 | 9 | 9 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #44 Oak Ave Pkwy/Middle Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.480
Loss Time (sec): 12 Average Delay (sec/veh): 22.0
Optimal Cycle: 39 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - T | - R | | L - T | - R | | L - T | - R | | L - T | - R | |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Ovl | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 0 | 1 | 1 0 | 1 0 | 1 | 1 0 | 1 0 | 1 | 0 1 | 1 0 | 0 | 1 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 223 | 457 | 12 | 60 | 645 | 36 | 47 | 31 | 326 | 9 | 12 | 42 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 223 | 457 | 12 | 60 | 645 | 36 | 47 | 31 | 326 | 9 | 12 | 42 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 237 | 486 | 13 | 64 | 686 | 38 | 50 | 33 | 347 | 10 | 13 | 45 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 237 | 486 | 13 | 64 | 686 | 38 | 50 | 33 | 347 | 10 | 13 | 45 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 237 | 486 | 13 | 64 | 686 | 38 | 50 | 33 | 347 | 10 | 13 | 45 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.95 | 0.95 | 0.95 | 0.94 | 0.94 | 0.95 | 1.00 | 0.85 | 0.95 | 0.88 | 0.88 |
| Lanes: | 1.00 | 1.95 | 0.05 | 1.00 | 1.89 | 0.11 | 1.00 | 1.00 | 1.00 | 1.00 | 0.22 | 0.78 |
| Final Sat.: | 1805 | 3504 | 92 | 1805 | 3392 | 189 | 1805 | 1900 | 1615 | 1805 | 373 | 1305 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.13 | 0.14 | 0.14 | 0.04 | 0.20 | 0.20 | 0.03 | 0.02 | 0.21 | 0.01 | 0.03 | 0.03 |
| Crit Moves: | **** | | | | **** | | | | **** | **** | | |
| Green/Cycle: | 0.27 | 0.55 | 0.55 | 0.14 | 0.42 | 0.42 | 0.08 | 0.17 | 0.45 | 0.01 | 0.10 | 0.10 |
| Volume/Cap: | 0.48 | 0.25 | 0.25 | 0.25 | 0.48 | 0.48 | 0.34 | 0.10 | 0.48 | 0.48 | 0.34 | 0.34 |
| Uniform Del: | 30.4 | 11.5 | 11.5 | 38.2 | 21.0 | 21.0 | 43.3 | 34.8 | 19.4 | 49.2 | 41.7 | 41.7 |
| IncremntDel: | 0.7 | 0.1 | 0.1 | 0.5 | 0.2 | 0.2 | 1.3 | 0.1 | 0.5 | 17.1 | 1.2 | 1.2 |
| 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: | 31.1 | 11.6 | 11.6 | 38.7 | 21.2 | 21.2 | 44.6 | 34.9 | 19.9 | 66.2 | 42.9 | 42.9 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 31.1 | 11.6 | 11.6 | 38.7 | 21.2 | 21.2 | 44.6 | 34.9 | 19.9 | 66.2 | 42.9 | 42.9 |
| LOS by Move: | C | B | B | D | C | C | D | C | B | E | D | D |
| HCM2kAvgQ: | 6 | 4 | 4 | 2 | 8 | 8 | 1 | 1 | 7 | 1 | 2 | 2 |

Note: Queue reported is the number of cars per lane.





Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #45 Scott Rd (North)/ Street "B"

Cycle (sec): 100 Critical Vol./Cap. (X): 0.807
Loss Time (sec): 12 Average Delay (sec/veh): 31.8
Optimal Cycle: 79 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - T | - R | | L - T | - R | | L - T | - R | | L - T | - R | |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 0 | 3 | 0 1 | 1 0 | 3 | 0 1 | 1 0 | 0 | 1 0 | 1 0 | 0 | 1 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 58 | 1236 | 71 | 374 | 1006 | 1 | 14 | 81 | 77 | 98 | 78 | 282 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 58 | 1236 | 71 | 374 | 1006 | 1 | 14 | 81 | 77 | 98 | 78 | 282 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 62 | 1315 | 76 | 398 | 1070 | 1 | 15 | 86 | 82 | 104 | 83 | 300 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 62 | 1315 | 76 | 398 | 1070 | 1 | 15 | 86 | 82 | 104 | 83 | 300 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 62 | 1315 | 76 | 398 | 1070 | 1 | 15 | 86 | 82 | 104 | 83 | 300 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.91 | 0.85 | 0.95 | 0.91 | 0.85 | 0.95 | 0.93 | 0.93 | 0.95 | 0.88 | 0.88 |
| Lanes: | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 | 1.00 | 0.51 | 0.49 | 1.00 | 0.22 | 0.78 |
| Final Sat.: | 1805 | 5187 | 1615 | 1805 | 5187 | 1615 | 1805 | 903 | 858 | 1805 | 364 | 1314 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.25 | 0.05 | 0.22 | 0.21 | 0.00 | 0.01 | 0.10 | 0.10 | 0.06 | 0.23 | 0.23 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green/Cycle: | 0.08 | 0.31 | 0.31 | 0.27 | 0.50 | 0.50 | 0.01 | 0.18 | 0.18 | 0.11 | 0.28 | 0.28 |
| Volume/Cap: | 0.41 | 0.81 | 0.15 | 0.81 | 0.41 | 0.00 | 0.81 | 0.52 | 0.52 | 0.52 | 0.81 | 0.81 |
| Uniform Del: | 43.5 | 31.5 | 24.7 | 33.9 | 15.5 | 12.3 | 49.4 | 36.9 | 36.9 | 42.0 | 33.3 | 33.3 |
| IncremntDel: | 1.8 | 3.1 | 0.1 | 9.5 | 0.1 | 0.0 | 119.1 | 1.6 | 1.6 | 2.5 | 9.9 | 9.9 |
| 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: | 45.3 | 34.6 | 24.8 | 43.4 | 15.6 | 12.3 | 168.5 | 38.5 | 38.5 | 44.5 | 43.2 | 43.2 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 45.3 | 34.6 | 24.8 | 43.4 | 15.6 | 12.3 | 168.5 | 38.5 | 38.5 | 44.5 | 43.2 | 43.2 |
| LOS by Move: | D | C | C | D | B | B | F | D | D | D | D | D |
| HCM2kAvgQ: | 2 | 14 | 2 | 12 | 7 | 0 | 2 | 5 | 5 | 3 | 12 | 12 |

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #46 Placerville Drive/Street "B"

Cycle (sec): 100 Critical Vol./Cap. (X): 0.469
Loss Time (sec): 12 Average Delay (sec/veh): 23.8
Optimal Cycle: 39 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 60 | 127 | 17 | | 26 | 167 | 57 | | 46 | 273 | 134 | | 13 | 264 | 76 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 60 | 127 | 17 | | 26 | 167 | 57 | | 46 | 273 | 134 | | 13 | 264 | 76 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 64 | 135 | 18 | | 28 | 178 | 61 | | 49 | 290 | 143 | | 14 | 281 | 81 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 64 | 135 | 18 | | 28 | 178 | 61 | | 49 | 290 | 143 | | 14 | 281 | 81 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 64 | 135 | 18 | | 28 | 178 | 61 | | 49 | 290 | 143 | | 14 | 281 | 81 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.98 | 0.98 | | 0.95 | 0.96 | 0.96 | | 0.95 | 0.95 | 0.95 | | 0.95 | 1.00 | 0.85 | |
| Lanes: | 1.00 | 0.88 | 0.12 | | 1.00 | 0.75 | 0.25 | | 1.00 | 0.67 | 0.33 | | 1.00 | 1.00 | 1.00 | |
| Final Sat.: | 1805 | 1646 | 220 | | 1805 | 1363 | 465 | | 1805 | 1212 | 595 | | 1805 | 1900 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.08 | 0.08 | | 0.02 | 0.13 | 0.13 | | 0.03 | 0.24 | 0.24 | | 0.01 | 0.15 | 0.05 | |
| Crit Moves: | **** | | | | | **** | | | | **** | | | **** | | | |
| Green/Cycle: | 0.08 | 0.30 | 0.30 | | 0.06 | 0.28 | 0.28 | | 0.08 | 0.51 | 0.51 | | 0.02 | 0.45 | 0.50 | |
| Volume/Cap: | 0.47 | 0.28 | 0.28 | | 0.28 | 0.47 | 0.47 | | 0.33 | 0.47 | 0.47 | | 0.47 | 0.33 | 0.10 | |
| Uniform Del: | 44.3 | 26.9 | 26.9 | | 45.3 | 30.0 | 30.0 | | 43.3 | 15.8 | 15.8 | | 48.8 | 18.1 | 13.1 | |
| IncremntDel: | 2.5 | 0.3 | 0.3 | | 1.5 | 0.7 | 0.7 | | 1.3 | 0.4 | 0.4 | | 11.3 | 0.2 | 0.1 | |
| 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: | 46.9 | 27.1 | 27.1 | | 46.8 | 30.7 | 30.7 | | 44.7 | 16.1 | 16.1 | | 60.1 | 18.3 | 13.2 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 46.9 | 27.1 | 27.1 | | 46.8 | 30.7 | 30.7 | | 44.7 | 16.1 | 16.1 | | 60.1 | 18.3 | 13.2 | |
| LOS by Move: | D | C | C | | D | C | C | | D | B | B | | E | B | B | |
| HCM2kAvgQ: | 3 | 4 | 4 | | 1 | 6 | 6 | | 1 | 8 | 8 | | 1 | 6 | 1 | |

Note: Queue reported is the number of cars per lane.





Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #47 Prairie City Rd/Street "A"

Cycle (sec): 100 Critical Vol./Cap. (X): 0.579
Loss Time (sec): 12 Average Delay (sec/veh): 12.0
Optimal Cycle: 46 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1090 | 97 | | 164 | 1131 | 0 | | 0 | 0 | 0 | | 43 | 0 | 89 | |
| Growth Adj: | 1.00 | 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 | 1090 | 97 | | 164 | 1131 | 0 | | 0 | 0 | 0 | | 43 | 0 | 89 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 0 | 1160 | 103 | | 174 | 1203 | 0 | | 0 | 0 | 0 | | 46 | 0 | 95 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 1160 | 103 | | 174 | 1203 | 0 | | 0 | 0 | 0 | | 46 | 0 | 95 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 0 | 1160 | 103 | | 174 | 1203 | 0 | | 0 | 0 | 0 | | 46 | 0 | 95 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.94 | 0.94 | | 0.95 | 0.95 | 1.00 | | 1.00 | 1.00 | 1.00 | | 0.77 | 1.00 | 0.85 | |
| Lanes: | 0.00 | 1.84 | 0.16 | | 1.00 | 2.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 1.00 | 0.00 | 1.00 | |
| Final Sat.: | 0 | 3275 | 291 | | 1805 | 3610 | 0 | | 0 | 0 | 0 | | 1461 | 0 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.35 | 0.35 | | 0.10 | 0.33 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.03 | 0.00 | 0.06 | |
| Crit Moves: | | **** | | | **** | | | | | | | | | | **** | |
| Green/Cycle: | 0.00 | 0.61 | 0.61 | | 0.17 | 0.78 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.10 | 0.00 | 0.10 | |
| Volume/Cap: | 0.00 | 0.58 | 0.58 | | 0.58 | 0.43 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.31 | 0.00 | 0.58 | |
| Uniform Del: | 0.0 | 11.7 | 11.7 | | 38.4 | 3.7 | 0.0 | | 0.0 | 0.0 | 0.0 | | 41.7 | 0.0 | 42.9 | |
| IncremntDel: | 0.0 | 0.4 | 0.4 | | 2.8 | 0.1 | 0.0 | | 0.0 | 0.0 | 0.0 | | 1.2 | 0.0 | 5.1 | |
| 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: | 0.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 1.00 | 0.00 | 1.00 | |
| Delay/Veh: | 0.0 | 12.1 | 12.1 | | 41.2 | 3.8 | 0.0 | | 0.0 | 0.0 | 0.0 | | 42.9 | 0.0 | 48.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 12.1 | 12.1 | | 41.2 | 3.8 | 0.0 | | 0.0 | 0.0 | 0.0 | | 42.9 | 0.0 | 48.0 | |
| LOS by Move: | A | B | B | | D | A | A | | A | A | A | | D | A | D | |
| HCM2kAvgQ: | 0 | 12 | 12 | | 5 | 7 | 0 | | 0 | 0 | 0 | | 1 | 0 | 3 | |

Note: Queue reported is the number of cars per lane.

PM Cum Reduced Hillside DevTue Jan 12, 2010 17:03:02 Page 50-1

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #48 Oak Ave Pkwy/Street "A"

Cycle (sec): 100 Critical Vol./Cap. (X): 0.586
Loss Time (sec): 12 Average Delay (sec/veh): 29.0
Optimal Cycle: 47 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 | 0 1 | 1 0 | 1 | 0 1 | 1 0 | 1 | 0 0 | 1 0 | 1 | 0 0 | 1 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 54 | 520 | 183 | 138 | 714 | 104 | 69 | 127 | 32 | 216 | 139 | 118 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 54 | 520 | 183 | 138 | 714 | 104 | 69 | 127 | 32 | 216 | 139 | 118 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 57 | 553 | 195 | 147 | 760 | 111 | 73 | 135 | 34 | 230 | 148 | 126 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 57 | 553 | 195 | 147 | 760 | 111 | 73 | 135 | 34 | 230 | 148 | 126 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 57 | 553 | 195 | 147 | 760 | 111 | 73 | 135 | 34 | 230 | 148 | 126 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.91 | 0.91 | 0.95 | 0.93 | 0.93 | 0.95 | 0.97 | 0.97 | 0.95 | 0.93 | 0.93 |
| Lanes: | 1.00 | 1.48 | 0.52 | 1.00 | 1.75 | 0.25 | 1.00 | 0.80 | 0.20 | 1.00 | 0.54 | 0.46 |
| Final Sat.: | 1805 | 2566 | 903 | 1805 | 3091 | 450 | 1805 | 1472 | 371 | 1805 | 957 | 812 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.22 | 0.22 | 0.08 | 0.25 | 0.25 | 0.04 | 0.09 | 0.09 | 0.13 | 0.15 | 0.15 |
| Crit Moves: | | **** | | **** | | | | **** | | **** | | |
| Green/Cycle: | 0.06 | 0.37 | 0.37 | 0.14 | 0.45 | 0.45 | 0.08 | 0.16 | 0.16 | 0.22 | 0.30 | 0.30 |
| Volume/Cap: | 0.55 | 0.59 | 0.59 | 0.59 | 0.55 | 0.55 | 0.52 | 0.59 | 0.59 | 0.59 | 0.52 | 0.52 |
| Uniform Del: | 45.8 | 25.5 | 25.5 | 40.4 | 20.2 | 20.2 | 44.3 | 39.2 | 39.2 | 35.1 | 29.3 | 29.3 |
| IncremntDel: | 6.0 | 0.7 | 0.7 | 3.6 | 0.4 | 0.4 | 3.5 | 3.1 | 3.1 | 2.3 | 1.0 | 1.0 |
| 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: | 51.8 | 26.2 | 26.2 | 44.0 | 20.6 | 20.6 | 47.9 | 42.3 | 42.3 | 37.4 | 30.3 | 30.3 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 51.8 | 26.2 | 26.2 | 44.0 | 20.6 | 20.6 | 47.9 | 42.3 | 42.3 | 37.4 | 30.3 | 30.3 |
| LOS by Move: | D | C | C | D | C | C | D | D | D | D | C | C |
| HCM2kAvgQ: | 2 | 10 | 10 | 4 | 10 | 10 | 2 | 5 | 5 | 6 | 7 | 7 |

Note: Queue reported is the number of cars per lane.

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PM Cum Reduced Hillside DevTue Jan 12, 2010 17:03:02 Page 51-1

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #49 2nd St/Street "A"

Cycle (sec): 100 Critical Vol./Cap. (X): 0.523
Loss Time (sec): 9 Average Delay (sec/veh): 23.4
Optimal Cycle: 35 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Ovl | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 0 | 0 1! | 0 0 | 0 | 1 0 | 0 1 | 1 | 0 0 | 1 0 | 1 | 0 0 | 1 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 7 | 15 | 21 | 165 | 24 | 302 | 229 | 285 | 9 | 33 | 250 | 120 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 7 | 15 | 21 | 165 | 24 | 302 | 229 | 285 | 9 | 33 | 250 | 120 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.00 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 7 | 16 | 0 | 176 | 26 | 321 | 244 | 303 | 10 | 35 | 266 | 128 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 7 | 16 | 0 | 176 | 26 | 321 | 244 | 303 | 10 | 35 | 266 | 128 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 7 | 16 | 0 | 176 | 26 | 321 | 244 | 303 | 10 | 35 | 266 | 128 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.98 | 0.98 | 1.00 | 0.96 | 0.96 | 0.85 | 0.95 | 1.00 | 1.00 | 0.95 | 0.95 | 0.95 |
| Lanes: | 0.32 | 0.68 | 0.00 | 0.87 | 0.13 | 1.00 | 1.00 | 0.97 | 0.03 | 1.00 | 0.68 | 0.32 |
| Final Sat.: | 595 | 1275 | 0 | 1589 | 231 | 1615 | 1805 | 1833 | 58 | 1805 | 1221 | 586 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.01 | 0.00 | 0.11 | 0.11 | 0.20 | 0.13 | 0.17 | 0.17 | 0.02 | 0.22 | 0.22 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green/Cycle: | 0.02 | 0.02 | 0.00 | 0.21 | 0.21 | 0.47 | 0.26 | 0.60 | 0.60 | 0.07 | 0.42 | 0.42 |
| Volume/Cap: | 0.52 | 0.52 | 0.00 | 0.52 | 0.52 | 0.42 | 0.52 | 0.27 | 0.27 | 0.27 | 0.52 | 0.52 |
| Uniform Del: | 48.2 | 48.2 | 0.0 | 35.0 | 35.0 | 17.6 | 31.8 | 9.4 | 9.4 | 44.0 | 21.8 | 21.8 |
| IncremntDel: | 10.8 | 10.8 | 0.0 | 1.3 | 1.3 | 0.4 | 1.1 | 0.1 | 0.1 | 1.2 | 0.7 | 0.7 |
| 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 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Delay/Veh: | 59.0 | 59.0 | 0.0 | 36.3 | 36.3 | 18.0 | 32.9 | 9.5 | 9.5 | 45.2 | 22.4 | 22.4 |
| 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: | 59.0 | 59.0 | 0.0 | 36.3 | 36.3 | 18.0 | 32.9 | 9.5 | 9.5 | 45.2 | 22.4 | 22.4 |
| LOS by Move: | E | E | A | D | D | B | C | A | A | D | C | C |
| HCM2kAvgQ: | 1 | 1 | 0 | 6 | 6 | 7 | 6 | 4 | 4 | 1 | 9 | 9 |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #50 Scott Rd (North)/ Street "A"

| | | | |
|---|---|---|---|
| Cycle (sec): | 100 | Critical Vol./Cap. (X): | 0.739 |
| Loss Time (sec): | 12 | Average Delay (sec/veh): | 29.5 |
| Optimal Cycle: | 65 | Level Of Service: | C |

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 0 | 2 0 | 1 | 1 0 | 2 0 | 1 | 1 0 | 1 0 | 1 | 1 0 | 1 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 36 | 976 | 104 | 214 | 860 | 226 | 215 | 211 | 48 | 79 | 154 | 167 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 36 | 976 | 104 | 214 | 860 | 226 | 215 | 211 | 48 | 79 | 154 | 167 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 38 | 1038 | 111 | 228 | 915 | 240 | 229 | 224 | 51 | 84 | 164 | 178 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 38 | 1038 | 111 | 228 | 915 | 240 | 229 | 224 | 51 | 84 | 164 | 178 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 38 | 1038 | 111 | 228 | 915 | 240 | 229 | 224 | 51 | 84 | 164 | 178 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.95 | 0.85 | 0.95 | 0.95 | 0.85 | 0.95 | 1.00 | 0.85 | 0.95 | 1.00 | 0.85 |
| Lanes: | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Sat.: | 1805 | 3610 | 1615 | 1805 | 3610 | 1615 | 1805 | 1900 | 1615 | 1805 | 1900 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.29 | 0.07 | 0.13 | 0.25 | 0.15 | 0.13 | 0.12 | 0.03 | 0.05 | 0.09 | 0.11 |
| Crit Moves: | | **** | | **** | | | **** | | | | | **** |
| Green/Cycle: | 0.04 | 0.39 | 0.39 | 0.17 | 0.52 | 0.52 | 0.17 | 0.23 | 0.23 | 0.09 | 0.15 | 0.15 |
| Volume/Cap: | 0.49 | 0.74 | 0.18 | 0.74 | 0.49 | 0.29 | 0.74 | 0.51 | 0.14 | 0.51 | 0.58 | 0.74 |
| Uniform Del: | 46.8 | 26.2 | 20.0 | 39.4 | 15.7 | 13.7 | 39.3 | 33.6 | 30.6 | 43.4 | 39.6 | 40.7 |
| IncremntDel: | 4.8 | 2.1 | 0.1 | 9.1 | 0.2 | 0.2 | 9.1 | 1.1 | 0.2 | 2.8 | 3.0 | 11.5 |
| 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: | 51.5 | 28.3 | 20.2 | 48.5 | 15.9 | 13.9 | 48.4 | 34.7 | 30.8 | 46.2 | 42.6 | 52.2 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 51.5 | 28.3 | 20.2 | 48.5 | 15.9 | 13.9 | 48.4 | 34.7 | 30.8 | 46.2 | 42.6 | 52.2 |
| LOS by Move: | D | C | C | D | B | B | D | C | C | D | D | D |
| HCM2kAvgQ: | 1 | 14 | 2 | 7 | 9 | 4 | 7 | 6 | 1 | 3 | 6 | 7 |

Note: Queue reported is the number of cars per lane.





Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #51 East Rd/Street "A"

| | | | |
|---|---|---|---|
| Cycle (sec): | 100 | Critical Vol./Cap. (X): | 0.454 |
| Loss Time (sec): | 12 | Average Delay (sec/veh): | 11.3 |
| Optimal Cycle: | 0 | Level Of Service: | B |

| 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 | 0 1 | 0 | 1 0 | 0 1 | 0 | 1 0 | 0 1 | 0 | 1 0 | 0 1 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 57 | 27 | 18 | 68 | 34 | 69 | 76 | 218 | 51 | 17 | 192 | 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: | 57 | 27 | 18 | 68 | 34 | 69 | 76 | 218 | 51 | 17 | 192 | 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: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 61 | 29 | 19 | 72 | 36 | 73 | 81 | 232 | 54 | 18 | 204 | 38 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 61 | 29 | 19 | 72 | 36 | 73 | 81 | 232 | 54 | 18 | 204 | 38 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 61 | 29 | 19 | 72 | 36 | 73 | 81 | 232 | 54 | 18 | 204 | 38 |
| 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 | 0.60 | 0.40 | 1.00 | 0.33 | 0.67 | 1.00 | 0.81 | 0.19 | 1.00 | 0.84 | 0.16 |
| Final Sat.: | 485 | 325 | 216 | 498 | 190 | 385 | 564 | 511 | 120 | 549 | 514 | 96 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.13 | 0.09 | 0.09 | 0.15 | 0.19 | 0.19 | 0.14 | 0.45 | 0.45 | 0.03 | 0.40 | 0.40 |
| Crit Moves: | **** | | | | | **** | | **** | | | | **** |
| Delay/Veh: | 10.5 | 9.4 | 9.4 | 10.6 | 9.8 | 9.8 | 9.9 | 12.6 | 12.6 | 9.2 | 11.9 | 11.9 |
| 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: | 10.5 | 9.4 | 9.4 | 10.6 | 9.8 | 9.8 | 9.9 | 12.6 | 12.6 | 9.2 | 11.9 | 11.9 |
| LOS by Move: | B | A | A | B | A | A | A | B | B | A | B | B |
| ApproachDel: | 10.0 | | | 10.1 | | | 12.0 | | | 11.7 | | |
| Delay Adj: | 1.00 | | | 1.00 | | | 1.00 | | | 1.00 | | |
| ApprAdjDel: | 10.0 | | | 10.1 | | | 12.0 | | | 11.7 | | |
| LOS by Appr: | A | | | B | | | B | | | B | | |
| AllWayAvgQ: | 0.1 | 0.1 | 0.1 | 0.1 | 0.2 | 0.2 | 0.2 | 0.8 | 0.8 | 0.0 | 0.6 | 0.6 |

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #52 Placerville Rd/ Street "A"

Cycle (sec): 100 Critical Vol./Cap. (X): 0.492
Loss Time (sec): 12 Average Delay (sec/veh): 24.7
Optimal Cycle: 40 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | |
| Lanes: | 1 | 0 | 0 | 1 0 | 1 | 0 | 0 | 1 0 | 1 | 0 | 0 | 1 0 | 1 | 0 | 0 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 128 | 470 | 14 | | 120 | 276 | 2 | | 1 | 57 | 76 | | 15 | 49 | 84 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 128 | 470 | 14 | | 120 | 276 | 2 | | 1 | 57 | 76 | | 15 | 49 | 84 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 136 | 500 | 15 | | 128 | 294 | 2 | | 1 | 61 | 81 | | 16 | 52 | 89 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 136 | 500 | 15 | | 128 | 294 | 2 | | 1 | 61 | 81 | | 16 | 52 | 89 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 136 | 500 | 15 | | 128 | 294 | 2 | | 1 | 61 | 81 | | 16 | 52 | 89 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 1.00 | 1.00 | | 0.95 | 1.00 | 1.00 | | 0.95 | 0.91 | 0.91 | | 0.95 | 0.91 | 0.91 | |
| Lanes: | 1.00 | 0.97 | 0.03 | | 1.00 | 0.99 | 0.01 | | 1.00 | 0.43 | 0.57 | | 1.00 | 0.37 | 0.63 | |
| Final Sat.: | 1805 | 1838 | 55 | | 1805 | 1884 | 14 | | 1805 | 744 | 992 | | 1805 | 634 | 1086 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.08 | 0.27 | 0.27 | | 0.07 | 0.16 | 0.16 | | 0.00 | 0.08 | 0.08 | | 0.01 | 0.08 | 0.08 | |
| Crit Moves: | | **** | | | **** | | | | | **** | | | **** | | | |
| Green/Cycle: | 0.23 | 0.55 | 0.55 | | 0.14 | 0.47 | 0.47 | | 0.00 | 0.17 | 0.17 | | 0.02 | 0.18 | 0.18 | |
| Volume/Cap: | 0.33 | 0.49 | 0.49 | | 0.49 | 0.33 | 0.33 | | 0.45 | 0.49 | 0.49 | | 0.49 | 0.45 | 0.45 | |
| Uniform Del: | 32.3 | 13.7 | 13.7 | | 39.5 | 16.7 | 16.7 | | 49.9 | 37.9 | 37.9 | | 48.7 | 36.4 | 36.4 | |
| IncremntDel: | 0.5 | 0.4 | 0.4 | | 1.5 | 0.2 | 0.2 | | 98.9 | 1.3 | 1.3 | | 11.3 | 1.0 | 1.0 | |
| 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: | 32.8 | 14.1 | 14.1 | | 40.9 | 16.9 | 16.9 | | 148.8 | 39.2 | 39.2 | | 59.9 | 37.5 | 37.5 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 32.8 | 14.1 | 14.1 | | 40.9 | 16.9 | 16.9 | | 148.8 | 39.2 | 39.2 | | 59.9 | 37.5 | 37.5 | |
| LOS by Move: | C | B | B | | D | B | B | | F | D | D | | E | D | D | |
| HCM2kAvgQ: | 3 | 10 | 10 | | 4 | 6 | 6 | | 0 | 4 | 4 | | 1 | 4 | 4 | |

Note: Queue reported is the number of cars per lane.





Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #53 Empire Ranch Rd/Street "A"

Cycle (sec): 100 Critical Vol./Cap. (X): 0.294
Loss Time (sec): 12 Average Delay (sec/veh): 11.3
Optimal Cycle: 31 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | |
| Lanes: | 1 | 0 | 1 | 1 0 | 1 | 0 | 1 | 1 0 | 1 | 0 | 0 | 1 0 | 1 | 0 | 0 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 13 | 604 | 9 | | 22 | 552 | 96 | | 73 | 11 | 9 | | 6 | 7 | 14 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 13 | 604 | 9 | | 22 | 552 | 96 | | 73 | 11 | 9 | | 6 | 7 | 14 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 14 | 643 | 10 | | 23 | 587 | 102 | | 78 | 12 | 10 | | 6 | 7 | 15 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 14 | 643 | 10 | | 23 | 587 | 102 | | 78 | 12 | 10 | | 6 | 7 | 15 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 14 | 643 | 10 | | 23 | 587 | 102 | | 78 | 12 | 10 | | 6 | 7 | 15 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.95 | 0.95 | | 0.95 | 0.93 | 0.93 | | 0.95 | 0.93 | 0.93 | | 0.95 | 0.90 | 0.90 | |
| Lanes: | 1.00 | 1.97 | 0.03 | | 1.00 | 1.70 | 0.30 | | 1.00 | 0.55 | 0.45 | | 1.00 | 0.33 | 0.67 | |
| Final Sat.: | 1805 | 3550 | 53 | | 1805 | 3008 | 523 | | 1805 | 975 | 798 | | 1805 | 570 | 1140 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.18 | 0.18 | | 0.01 | 0.20 | 0.20 | | 0.04 | 0.01 | 0.01 | | 0.00 | 0.01 | 0.01 | |
| Crit Moves: | **** | | | | | **** | | | **** | | | | | **** | | |
| Green/Cycle: | 0.03 | 0.64 | 0.64 | | 0.05 | 0.66 | 0.66 | | 0.15 | 0.15 | 0.15 | | 0.04 | 0.04 | 0.04 | |
| Volume/Cap: | 0.29 | 0.28 | 0.28 | | 0.28 | 0.29 | 0.29 | | 0.29 | 0.08 | 0.08 | | 0.08 | 0.29 | 0.29 | |
| Uniform Del: | 47.8 | 7.8 | 7.8 | | 46.1 | 7.0 | 7.0 | | 38.1 | 36.8 | 36.8 | | 45.9 | 46.3 | 46.3 | |
| IncremntDel: | 3.5 | 0.1 | 0.1 | | 1.9 | 0.1 | 0.1 | | 0.6 | 0.1 | 0.1 | | 0.4 | 2.2 | 2.2 | |
| 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: | 51.3 | 7.8 | 7.8 | | 47.9 | 7.1 | 7.1 | | 38.7 | 36.9 | 36.9 | | 46.4 | 48.4 | 48.4 | |
| 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: | 51.3 | 7.8 | 7.8 | | 47.9 | 7.1 | 7.1 | | 38.7 | 36.9 | 36.9 | | 46.4 | 48.4 | 48.4 | |
| LOS by Move: | D | A | A | | D | A | A | | D | D | D | | D | D | D | |
| HCM2kAvgQ: | 0 | 4 | 4 | | 1 | 5 | 5 | | 2 | 1 | 1 | | 0 | 1 | 1 | |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #54 Scott Rd (North)/South Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.551
Loss Time (sec): 12 Average Delay (sec/veh): 23.8
Optimal Cycle: 44 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | |
| Lanes: | 1 | 0 | 2 | 0 1 | 1 | 0 | 2 | 0 1 | 0 | 1 | 0 | 0 1 | 0 | 1 | 0 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 95 | 894 | 96 | | 129 | 733 | 125 | | 84 | 11 | 71 | | 97 | 11 | 137 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 95 | 894 | 96 | | 129 | 733 | 125 | | 84 | 11 | 71 | | 97 | 11 | 137 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 101 | 951 | 102 | | 137 | 780 | 133 | | 89 | 12 | 76 | | 103 | 12 | 146 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 101 | 951 | 102 | | 137 | 780 | 133 | | 89 | 12 | 76 | | 103 | 12 | 146 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 101 | 951 | 102 | | 137 | 780 | 133 | | 89 | 12 | 76 | | 103 | 12 | 146 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.95 | 0.85 | | 0.95 | 0.95 | 0.85 | | 0.96 | 0.96 | 0.85 | | 0.96 | 0.96 | 0.85 | |
| Lanes: | 1.00 | 2.00 | 1.00 | | 1.00 | 2.00 | 1.00 | | 0.88 | 0.12 | 1.00 | | 0.90 | 0.10 | 1.00 | |
| Final Sat.: | 1805 | 3610 | 1615 | | 1805 | 3610 | 1615 | | 1609 | 211 | 1615 | | 1633 | 185 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.06 | 0.26 | 0.06 | | 0.08 | 0.22 | 0.08 | | 0.06 | 0.06 | 0.05 | | 0.06 | 0.06 | 0.09 | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | | **** | |
| Green/Cycle: | 0.13 | 0.48 | 0.48 | | 0.14 | 0.49 | 0.49 | | 0.10 | 0.12 | 0.12 | | 0.14 | 0.16 | 0.16 | |
| Volume/Cap: | 0.44 | 0.55 | 0.13 | | 0.55 | 0.44 | 0.17 | | 0.55 | 0.45 | 0.38 | | 0.45 | 0.39 | 0.55 | |
| Uniform Del: | 40.4 | 18.5 | 14.6 | | 40.2 | 16.7 | 14.2 | | 42.8 | 40.7 | 40.3 | | 39.4 | 37.3 | 38.4 | |
| IncremntDel: | 1.4 | 0.4 | 0.1 | | 2.7 | 0.2 | 0.1 | | 3.6 | 1.4 | 1.2 | | 1.3 | 0.8 | 2.5 | |
| 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: | 41.8 | 18.9 | 14.6 | | 42.9 | 16.8 | 14.3 | | 46.4 | 42.1 | 41.5 | | 40.7 | 38.2 | 40.9 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 41.8 | 18.9 | 14.6 | | 42.9 | 16.8 | 14.3 | | 46.4 | 42.1 | 41.5 | | 40.7 | 38.2 | 40.9 | |
| LOS by Move: | D | B | B | | D | B | B | | D | D | D | | D | D | D | |
| HCM2kAvgQ: | 3 | 10 | 2 | | 4 | 8 | 2 | | 4 | 3 | 3 | | 4 | 3 | 5 | |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #55 Oak Ave Pkwy/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.868
Loss Time (sec): 9 Average Delay (sec/veh): 28.3
Optimal Cycle: 89 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Ovl | | | | Include | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | |
| Lanes: | 0 | 0 | 0 | 0 0 | 2 | 0 | 0 | 0 1 | 2 | 0 | 2 | 0 0 | 0 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | | 306 | 0 | 639 | | 377 | 1366 | 0 | | 0 | 1799 | 317 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 0 | 0 | 0 | | 306 | 0 | 639 | | 377 | 1366 | 0 | | 0 | 1799 | 317 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 0 | 0 | 0 | | 326 | 0 | 680 | | 401 | 1453 | 0 | | 0 | 1914 | 337 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 0 | 0 | | 326 | 0 | 680 | | 401 | 1453 | 0 | | 0 | 1914 | 337 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 0 | 0 | 0 | | 326 | 0 | 680 | | 401 | 1453 | 0 | | 0 | 1914 | 337 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 1.00 | 1.00 | | 0.59 | 1.00 | 0.85 | | 0.92 | 0.95 | 1.00 | | 1.00 | 0.91 | 0.85 | |
| Lanes: | 0.00 | 0.00 | 0.00 | | 2.00 | 0.00 | 1.00 | | 2.00 | 2.00 | 0.00 | | 0.00 | 3.00 | 1.00 | |
| Final Sat.: | 0 | 0 | 0 | | 2234 | 0 | 1615 | | 3502 | 3610 | 0 | | 0 | 5187 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | | 0.15 | 0.00 | 0.42 | | 0.11 | 0.40 | 0.00 | | 0.00 | 0.37 | 0.21 | |
| Crit Moves: | | | | | | | **** | | **** | | | | | **** | | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | | 0.35 | 0.00 | 0.48 | | 0.13 | 0.56 | 0.00 | | 0.00 | 0.43 | 0.43 | |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | | 0.41 | 0.00 | 0.87 | | 0.87 | 0.72 | 0.00 | | 0.00 | 0.87 | 0.49 | |
| Uniform Del: | 0.0 | 0.0 | 0.0 | | 24.5 | 0.0 | 22.9 | | 42.5 | 16.4 | 0.0 | | 0.0 | 26.2 | 20.9 | |
| IncremntDel: | 0.0 | 0.0 | 0.0 | | 0.4 | 0.0 | 10.2 | | 15.9 | 1.3 | 0.0 | | 0.0 | 4.0 | 0.6 | |
| 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: | 0.00 | 0.00 | 0.00 | | 1.00 | 0.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 0.00 | 1.00 | 1.00 | |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | | 24.9 | 0.0 | 33.1 | | 58.5 | 17.7 | 0.0 | | 0.0 | 30.2 | 21.4 | |
| 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: | 0.0 | 0.0 | 0.0 | | 24.9 | 0.0 | 33.1 | | 58.5 | 17.7 | 0.0 | | 0.0 | 30.2 | 21.4 | |
| LOS by Move: | A | A | A | | C | A | C | | E | B | A | | A | C | C | |
| HCM2kAvgQ: | 0 | 0 | 0 | | 4 | 0 | 20 | | 7 | 17 | 0 | | 0 | 20 | 7 | |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #56 Empire Ranch Rd/ White Rock Rd

| | | | |
|---|---|---|---|
| Cycle (sec): | 100 | Critical Vol./Cap. (X): | 0.721 |
| Loss Time (sec): | 9 | Average Delay (sec/veh): | 19.1 |
| Optimal Cycle: | 54 | Level Of Service: | B |

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 | 0 | 0 0 | 2 | 0 | 0 | 0 1 | 1 | 0 | 2 | 0 0 | 0 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 516 | 0 | 45 | 7 | 1406 | 0 | 0 | 1991 | 618 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 0 | 0 | 0 | 516 | 0 | 45 | 7 | 1406 | 0 | 0 | 1991 | 618 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | | | | |
| PHF Volume: | 0 | 0 | 0 | 549 | 0 | 48 | 7 | 1496 | 0 | 0 | 2118 | 657 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 0 | 0 | 0 | 549 | 0 | 48 | 7 | 1496 | 0 | 0 | 2118 | 657 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| 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: | 0 | 0 | 0 | 549 | 0 | 48 | 7 | 1496 | 0 | 0 | 2118 | 657 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 1.00 | 1.00 | 1.00 | 0.59 | 1.00 | 0.85 | 0.95 | 0.95 | 1.00 | 1.00 | 0.91 | 0.85 | | | | |
| Lanes: | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 1.00 | 1.00 | 2.00 | 0.00 | 0.00 | 3.00 | 1.00 | | | | |
| Final Sat.: | 0 | 0 | 0 | 2252 | 0 | 1615 | 1805 | 3610 | 0 | 0 | 5187 | 1615 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.24 | 0.00 | 0.03 | 0.00 | 0.41 | 0.00 | 0.00 | 0.41 | 0.41 | | | | |
| Crit Moves: | | | | **** | | | **** | | | | **** | | | | | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | 0.34 | 0.00 | 0.34 | 0.01 | 0.57 | 0.00 | 0.00 | 0.57 | 0.57 | | | | |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.72 | 0.00 | 0.09 | 0.72 | 0.72 | 0.00 | 0.00 | 0.72 | 0.72 | | | | |
| Uniform Del: | 0.0 | 0.0 | 0.0 | 29.0 | 0.0 | 22.2 | 49.6 | 15.6 | 0.0 | 0.0 | 15.9 | 15.9 | | | | |
| IncremntDel: | 0.0 | 0.0 | 0.0 | 3.4 | 0.0 | 0.1 | 127.4 | 1.3 | 0.0 | 0.0 | 0.9 | 2.8 | | | | |
| 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: | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 | | | | |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 32.4 | 0.0 | 22.3 | 177.0 | 16.9 | 0.0 | 0.0 | 16.8 | 18.7 | | | | |
| 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: | 0.0 | 0.0 | 0.0 | 32.4 | 0.0 | 22.3 | 177.0 | 16.9 | 0.0 | 0.0 | 16.8 | 18.7 | | | | |
| LOS by Move: | A | A | A | C | A | C | F | B | A | A | B | B | | | | |
| HCM2kAvgQ: | 0 | 0 | 0 | 8 | 0 | 1 | 0 | 18 | 0 | 0 | 16 | 14 | | | | |

Note: Queue reported is the number of cars per lane.





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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #57 Hazel Blvd/ Gold Country

| | | | |
|---|---|---|---|
| Cycle (sec): | 100 | Critical Vol./Cap. (X): | 1.271 |
| Loss Time (sec): | 0 | Average Delay (sec/veh): | xxxxxx |
| Optimal Cycle: | 180 | Level Of Service: | F |

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Split Phase | | | | Split Phase | | | |
| Rights: | Ovl | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 3 | 0 1 | 1 | 0 | 3 | 1 0 | 2 | 0 | 0 | 1 1 | 1 | 0 | 0 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 81 | 4999 | 48 | 16 | 2852 | 235 | 394 | 18 | 222 | 24 | 14 | 13 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 81 | 4999 | 48 | 16 | 2852 | 235 | 394 | 18 | 222 | 24 | 14 | 13 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Volume: | 81 | 4999 | 48 | 16 | 2852 | 235 | 394 | 18 | 222 | 24 | 14 | 13 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 81 | 4999 | 48 | 16 | 2852 | 235 | 394 | 18 | 222 | 24 | 14 | 13 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| 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: | 81 | 4999 | 48 | 16 | 2852 | 235 | 394 | 18 | 222 | 24 | 14 | 13 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | | | | |
| 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: | 2.00 | 3.00 | 1.00 | 1.00 | 3.70 | 0.30 | 2.00 | 0.15 | 1.85 | 1.00 | 0.52 | 0.48 | | | | |
| Final Sat.: | 3000 | 4500 | 1500 | 1500 | 5543 | 457 | 3000 | 225 | 2775 | 1500 | 778 | 722 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 1.11 | 0.03 | 0.01 | 0.51 | 0.51 | 0.13 | 0.08 | 0.08 | 0.02 | 0.02 | 0.02 | | | | |
| Crit Volume: | | 1666 | | 16 | | | 197 | | | | | 27 | | | | |
| Crit Moves: | | **** | | **** | | | **** | | | | | **** | | | | |

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #58 Hazel Ave/ Folsom Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.840
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 143 Level Of Service: D

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - | R | L | - T | - | R | L | - T | - | R | L | - T | - | R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 3 | 0 | 1 | 2 | 0 3 | 0 | 1 | 2 | 0 2 | 0 | 1 | 2 | 0 2 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 389 | 1957 | 0 | 0 | 2039 | 506 | 856 | 0 | 210 | 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: | 389 | 1957 | 0 | 0 | 2039 | 506 | 856 | 0 | 210 | 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: | 389 | 1957 | 0 | 0 | 2039 | 506 | 856 | 0 | 210 | 0 | 0 | 0 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 389 | 1957 | 0 | 0 | 2039 | 506 | 856 | 0 | 210 | 0 | 0 | 0 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| FinalVolume: | 389 | 1957 | 0 | 0 | 2039 | 506 | 856 | 0 | 210 | 0 | 0 | 0 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | | | | |
| 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: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 | | | | |
| Final Sat.: | 3100 | 4650 | 1550 | 3100 | 4650 | 1550 | 3100 | 3100 | 1550 | 3100 | 3100 | 1550 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.13 | 0.42 | 0.00 | 0.00 | 0.44 | 0.33 | 0.28 | 0.00 | 0.14 | 0.00 | 0.00 | 0.00 | | | | |
| Crit Volume: | 195 | | | | 680 | | 428 | | | | 0 | | | | | |
| Crit Moves: | **** | | | | **** | | **** | | | | | | | | | |





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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #59 Grant Line Rd/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.971
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - | R | L | - T | - | R | L | - T | - | R | L | - T | - | R |
| Control: | Permitted | | | | Permitted | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 0 | 0 | 2 | 0 | 0 0 | 0 | 0 | 0 | 0 2 | 0 | 1 | 2 | 0 2 | 0 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 1603 | 0 | 0 | 0 | 0 | 867 | 123 | 2144 | 682 | 0 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 0 | 0 | 1603 | 0 | 0 | 0 | 0 | 867 | 123 | 2144 | 682 | 0 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Volume: | 0 | 0 | 1603 | 0 | 0 | 0 | 0 | 867 | 123 | 2144 | 682 | 0 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 0 | 0 | 1603 | 0 | 0 | 0 | 0 | 867 | 123 | 2144 | 682 | 0 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| FinalVolume: | 0 | 0 | 1603 | 0 | 0 | 0 | 0 | 867 | 123 | 2144 | 682 | 0 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | | | | |
| 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 | 0.00 | 2.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 | 1.00 | 2.00 | 2.00 | 0.00 | | | | |
| Final Sat.: | 1550 | 0 | 3100 | 0 | 0 | 0 | 0 | 3100 | 1550 | 3100 | 3100 | 0 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.52 | 0.00 | 0.00 | 0.00 | 0.00 | 0.28 | 0.08 | 0.69 | 0.22 | 0.00 | | | | |
| Crit Volume: | 0 | | | | | 0 | | 434 | | 1072 | | | | | | |
| Crit Moves: | **** | | | | | | | **** | | **** | | | | | | |

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #60 Grant Line Rd/ Sunrise Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.701
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 76 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Split Phase | | | Split Phase | | | Protected | | | Protected | | |
| Rights: | | Ovl | | | Ovl | | | Ovl | | | Ovl | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 0 | 0 | 1! 0 | 0 | 1 | 0 0 | 2 | 0 | 2 0 | 1 | 0 | 2 0 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 6 | 1 | 22 | 8 | 16 | 1091 | 206 | 989 | 246 | 29 | 953 | 5 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 6 | 1 | 22 | 8 | 16 | 1091 | 206 | 989 | 246 | 29 | 953 | 5 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 6 | 1 | 22 | 8 | 16 | 1091 | 206 | 989 | 246 | 29 | 953 | 5 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 6 | 1 | 22 | 8 | 16 | 1091 | 206 | 989 | 246 | 29 | 953 | 5 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 6 | 1 | 22 | 8 | 16 | 1091 | 206 | 989 | 246 | 29 | 953 | 5 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 |
| 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: | 0.21 | 0.03 | 0.76 | 0.33 | 0.67 | 2.00 | 2.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 310 | 52 | 1138 | 500 | 1000 | 3000 | 3000 | 3000 | 1500 | 1500 | 3000 | 1500 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.02 | 0.02 | 0.02 | 0.02 | 0.36 | 0.07 | 0.33 | 0.16 | 0.02 | 0.32 | 0.00 |
| Crit Volume: | | 29 | | | | 546 | 0 | | | | 477 | |
| Crit Moves: | | **** | | | | **** | **** | | | | **** | |





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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #61 Hazel Ave/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.728
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 84 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Split Phase | | | Split Phase | | | Protected | | | Protected | | |
| Rights: | | Ovl | | | Ovl | | | Ovl | | | Ovl | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 | 0 | 1 0 1 | 2 | 0 | 1 0 1 | 2 | 0 | 3 0 1 | 1 | 0 | 3 0 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 188 | 132 | 124 | 758 | 116 | 393 | 255 | 1060 | 138 | 107 | 1191 | 539 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 188 | 132 | 124 | 758 | 116 | 393 | 255 | 1060 | 138 | 107 | 1191 | 539 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 188 | 132 | 124 | 758 | 116 | 393 | 255 | 1060 | 138 | 107 | 1191 | 539 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 188 | 132 | 124 | 758 | 116 | 393 | 255 | 1060 | 138 | 107 | 1191 | 539 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 188 | 132 | 124 | 758 | 116 | 393 | 255 | 1060 | 138 | 107 | 1191 | 539 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 |
| 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 | 2.00 | 1.00 | 1.00 | 2.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 |
| Final Sat.: | 1500 | 1500 | 1500 | 3000 | 1500 | 1500 | 3000 | 4500 | 1500 | 1500 | 4500 | 1500 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.13 | 0.09 | 0.08 | 0.25 | 0.08 | 0.26 | 0.09 | 0.24 | 0.09 | 0.07 | 0.26 | 0.36 |
| Crit Volume: | 188 | | | 379 | | | 128 | | | | 397 | |
| Crit Moves: | **** | | | **** | | | **** | | | | **** | |

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #62 Aerojet Road/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.761
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 96 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Ovl | | | Ovl | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 0 | 1 0 | 1 | 1 0 | 1 0 | 1 | 1 0 | 3 0 | 1 | 1 0 | 3 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 95 | 47 | 253 | 451 | 71 | 42 | 15 | 1074 | 128 | 286 | 761 | 378 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 95 | 47 | 253 | 451 | 71 | 42 | 15 | 1074 | 128 | 286 | 761 | 378 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 95 | 47 | 253 | 451 | 71 | 42 | 15 | 1074 | 128 | 286 | 761 | 378 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 95 | 47 | 253 | 451 | 71 | 42 | 15 | 1074 | 128 | 286 | 761 | 378 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 95 | 47 | 253 | 451 | 71 | 42 | 15 | 1074 | 128 | 286 | 761 | 378 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 |
| 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 | 1.00 | 1.00 | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 |
| Final Sat.: | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 4500 | 1500 | 1500 | 4500 | 1500 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.06 | 0.03 | 0.17 | 0.30 | 0.05 | 0.03 | 0.01 | 0.24 | 0.09 | 0.19 | 0.17 | 0.25 |
| Crit Volume: | | 47 | | 451 | | | | 358 | | 286 | | |
| Crit Moves: | | **** | | **** | | | | **** | | **** | | |





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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #63 Alabama Ave/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.397
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Ovl | | | Ovl | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 0 | 1 0 | 1 | 1 0 | 1 0 | 1 | 1 0 | 3 0 | 1 | 1 0 | 3 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 10 | 10 | 20 | 19 | 10 | 165 | 131 | 1623 | 10 | 10 | 1244 | 16 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 10 | 10 | 20 | 19 | 10 | 165 | 131 | 1623 | 10 | 10 | 1244 | 16 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 10 | 10 | 20 | 19 | 10 | 165 | 131 | 1623 | 10 | 10 | 1244 | 16 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 10 | 10 | 20 | 19 | 10 | 165 | 131 | 1623 | 10 | 10 | 1244 | 16 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 10 | 10 | 20 | 19 | 10 | 165 | 131 | 1623 | 10 | 10 | 1244 | 16 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 |
| 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 | 1.00 | 1.00 | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 |
| Final Sat.: | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 4500 | 1500 | 1500 | 4500 | 1500 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.01 | 0.01 | 0.01 | 0.01 | 0.11 | 0.09 | 0.36 | 0.01 | 0.01 | 0.28 | 0.01 |
| Crit Volume: | 10 | | | | | 165 | | 541 | | 10 | | |
| Crit Moves: | **** | | | | | **** | | **** | | **** | | |

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #64 Glenborough Rd/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.501
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Ovl | | | Ovl | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 0 | 1 0 | 1 | 1 0 | 1 0 | 1 | 1 0 | 3 0 | 1 | 1 0 | 3 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 19 | 7 | 12 | 208 | 17 | 61 | 67 | 1561 | 21 | 16 | 1190 | 132 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 19 | 7 | 12 | 208 | 17 | 61 | 67 | 1561 | 21 | 16 | 1190 | 132 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 19 | 7 | 12 | 208 | 17 | 61 | 67 | 1561 | 21 | 16 | 1190 | 132 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 19 | 7 | 12 | 208 | 17 | 61 | 67 | 1561 | 21 | 16 | 1190 | 132 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 19 | 7 | 12 | 208 | 17 | 61 | 67 | 1561 | 21 | 16 | 1190 | 132 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 |
| 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 | 1.00 | 1.00 | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 |
| Final Sat.: | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 4500 | 1500 | 1500 | 4500 | 1500 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.00 | 0.01 | 0.14 | 0.01 | 0.04 | 0.04 | 0.35 | 0.01 | 0.01 | 0.26 | 0.09 |
| Crit Volume: | | | 7 | 208 | | | | 520 | | 16 | | |
| Crit Moves: | | **** | | **** | | | | **** | | **** | | |





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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #65 Sunrise Blvd/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.669
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 69 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Ovl | | | Ovl | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 2 0 | 3 0 | 1 | 2 0 | 3 0 | 1 | 2 0 | 3 0 | 1 | 2 0 | 3 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 4 | 797 | 294 | 77 | 1490 | 94 | 395 | 844 | 126 | 448 | 455 | 131 |
| Growth Adj: | 1.00 | 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 | 797 | 294 | 77 | 1490 | 94 | 395 | 844 | 126 | 448 | 455 | 131 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 4 | 797 | 294 | 77 | 1490 | 94 | 395 | 844 | 126 | 448 | 455 | 131 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 4 | 797 | 294 | 77 | 1490 | 94 | 395 | 844 | 126 | 448 | 455 | 131 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 4 | 797 | 294 | 77 | 1490 | 94 | 395 | 844 | 126 | 448 | 455 | 131 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 |
| 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: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3000 | 4500 | 1500 | 3000 | 4500 | 1500 | 3000 | 4500 | 1500 | 3000 | 4500 | 1500 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.18 | 0.20 | 0.03 | 0.33 | 0.06 | 0.13 | 0.19 | 0.08 | 0.15 | 0.10 | 0.09 |
| Crit Volume: | 2 | | | | 497 | | | 281 | | 224 | | |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #66 Fitzgerald Road / White Rock Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.333
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | L | - T | - R | L | - T | - R | L | - T | - R |
| Control: | Permitted | | | Permitted | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 0 | 0 | 1! 0 | 0 | 0 | 1! 0 | 1 | 0 | 3 0 1 | 1 | 0 | 3 0 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 173 | 38 | 38 | 25 | 13 | 48 | 19 | 704 | 65 | 7 | 276 | 26 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 173 | 38 | 38 | 25 | 13 | 48 | 19 | 704 | 65 | 7 | 276 | 26 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 173 | 38 | 38 | 25 | 13 | 48 | 19 | 704 | 65 | 7 | 276 | 26 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 173 | 38 | 38 | 25 | 13 | 48 | 19 | 704 | 65 | 7 | 276 | 26 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 173 | 38 | 38 | 25 | 13 | 48 | 19 | 704 | 65 | 7 | 276 | 26 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 |
| 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: | 0.70 | 0.15 | 0.15 | 0.29 | 0.15 | 0.56 | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 |
| Final Sat.: | 1077 | 237 | 237 | 451 | 234 | 865 | 1550 | 4650 | 1550 | 1550 | 4650 | 1550 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.16 | 0.16 | 0.16 | 0.06 | 0.06 | 0.06 | 0.01 | 0.15 | 0.04 | 0.00 | 0.06 | 0.02 |
| Crit Volume: | 249 | | | 25 | | | 235 | | | 7 | | |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |





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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #67 Sunrise Blvd/ Douglas Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.792
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 110 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | L | - T | - R | L | - T | - R | L | - T | - R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Ovl | | | Ovl | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 2 | 0 | 3 0 1 | 2 | 0 | 3 0 1 | 2 | 0 | 3 0 1 | 2 | 0 | 3 0 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 20 | 589 | 383 | 222 | 1585 | 18 | 10 | 827 | 309 | 701 | 367 | 187 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 20 | 589 | 383 | 222 | 1585 | 18 | 10 | 827 | 309 | 701 | 367 | 187 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 20 | 589 | 383 | 222 | 1585 | 18 | 10 | 827 | 309 | 701 | 367 | 187 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 20 | 589 | 383 | 222 | 1585 | 18 | 10 | 827 | 309 | 701 | 367 | 187 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 20 | 589 | 383 | 222 | 1585 | 18 | 10 | 827 | 309 | 701 | 367 | 187 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 |
| 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: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3000 | 4500 | 1500 | 3000 | 4500 | 1500 | 3000 | 4500 | 1500 | 3000 | 4500 | 1500 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.13 | 0.26 | 0.07 | 0.35 | 0.01 | 0.00 | 0.18 | 0.21 | 0.23 | 0.08 | 0.12 |
| Crit Volume: | 0 | | | | 528 | | | | 309 | 351 | | |
| Crit Moves: | **** | | | | **** | | | | **** | **** | | |

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #68 Grant Line Rd/ Douglas Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.635
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - | R | L | - T | - | R | L | - T | - | R | L | - T | - | R |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 2 | 0 | 0 | 0 | 0 2 | 0 | 1 | 2 | 0 0 | 0 | 2 | 0 | 0 0 | 0 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 155 | 1157 | 0 | 0 | 1554 | 326 | 261 | 0 | 390 | 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: | 155 | 1157 | 0 | 0 | 1554 | 326 | 261 | 0 | 390 | 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: | 155 | 1157 | 0 | 0 | 1554 | 326 | 261 | 0 | 390 | 0 | 0 | 0 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 155 | 1157 | 0 | 0 | 1554 | 326 | 261 | 0 | 390 | 0 | 0 | 0 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| FinalVolume: | 155 | 1157 | 0 | 0 | 1554 | 326 | 261 | 0 | 390 | 0 | 0 | 0 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | | | | |
| 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: | 2.00 | 2.00 | 0.00 | 0.00 | 2.00 | 1.00 | 2.00 | 0.00 | 2.00 | 0.00 | 0.00 | 0.00 | | | | |
| Final Sat.: | 3100 | 3100 | 0 | 0 | 3100 | 1550 | 3100 | 0 | 3100 | 0 | 0 | 0 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.05 | 0.37 | 0.00 | 0.00 | 0.50 | 0.21 | 0.08 | 0.00 | 0.13 | 0.00 | 0.00 | 0.00 | | | | |
| Crit Volume: | 78 | | | | 777 | | 131 | | | | 0 | | | | | |
| Crit Moves: | **** | | | | **** | | **** | | | | | | | | | |





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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #69 Grant Line Rd/ Kiefer Boulevard

Cycle (sec): 100 Critical Vol./Cap. (X): 0.642
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 64 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - | R | L | - T | - | R | L | - T | - | R | L | - T | - | R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 2 | 0 | 1 | 1 | 0 2 | 0 | 1 | 1 | 0 2 | 0 | 1 | 1 | 0 2 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 260 | 1104 | 24 | 185 | 1179 | 124 | 136 | 338 | 295 | 27 | 181 | 95 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 260 | 1104 | 24 | 185 | 1179 | 124 | 136 | 338 | 295 | 27 | 181 | 95 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Volume: | 260 | 1104 | 24 | 185 | 1179 | 124 | 136 | 338 | 295 | 27 | 181 | 95 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 260 | 1104 | 24 | 185 | 1179 | 124 | 136 | 338 | 295 | 27 | 181 | 95 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| 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: | 260 | 1104 | 24 | 185 | 1179 | 124 | 136 | 338 | 295 | 27 | 181 | 95 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | | | | |
| 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: | 2.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | | | | |
| Final Sat.: | 3000 | 3000 | 1500 | 1500 | 3000 | 1500 | 1500 | 3000 | 1500 | 1500 | 3000 | 1500 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.09 | 0.37 | 0.02 | 0.12 | 0.39 | 0.08 | 0.09 | 0.11 | 0.20 | 0.02 | 0.06 | 0.06 | | | | |
| Crit Volume: | 552 | | | 185 | | | 136 | | | | 91 | | | | | |
| Crit Moves: | **** | | | **** | | | **** | | | | **** | | | | | |

PM Cum Reduced Hillside DevTue Jan 12, 2010 17:03:03 Page 72-1

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #70 Rancho Cordova Pkwy/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.958
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 3 | 0 2 | 2 | 0 | 3 | 0 1 | 1 | 0 | 1 | 0 1 | 2 | 0 | 1 | 0 2 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 60 | 1243 | 968 | | 591 | 1375 | 140 | | 178 | 69 | | 73 | 1316 | | 61 | 1149 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 |
| Initial Bse: | 60 | 1243 | 968 | | 591 | 1375 | 140 | | 178 | 69 | | 73 | 1316 | | 61 | 1149 |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 |
| PHF Volume: | 60 | 1243 | 968 | | 591 | 1375 | 140 | | 178 | 69 | | 73 | 1316 | | 61 | 1149 |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 |
| Reduced Vol: | 60 | 1243 | 968 | | 591 | 1375 | 140 | | 178 | 69 | | 73 | 1316 | | 61 | 1149 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 |
| 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: | 60 | 1243 | 968 | | 591 | 1375 | 140 | | 178 | 69 | | 73 | 1316 | | 61 | 1149 |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | | 1500 | 1500 | | 1500 | 1500 |
| 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 | 3.00 | 2.00 | | 2.00 | 3.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 2.00 | | 1.00 | 2.00 |
| Final Sat.: | 1500 | 4500 | 3000 | | 3000 | 4500 | 1500 | | 1500 | 1500 | | 1500 | 3000 | | 1500 | 3000 |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.28 | 0.32 | | 0.20 | 0.31 | 0.09 | | 0.12 | 0.05 | | 0.05 | 0.44 | | 0.04 | 0.38 |
| Crit Volume: | | 414 | | | 296 | | | | | 69 | | | 658 | | | |
| Crit Moves: | | **** | | | **** | | | | | **** | | | **** | | | |





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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #71 Rancho Cordova Pkwy/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.868
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 173 Level Of Service: D

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 3 | 0 1 | 1 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 1 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 305 | 1085 | 0 | | 22 | 1514 | 447 | | 998 | 930 | | 150 | 0 | | 439 | 22 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 |
| Initial Bse: | 305 | 1085 | 0 | | 22 | 1514 | 447 | | 998 | 930 | | 150 | 0 | | 439 | 22 |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 |
| PHF Volume: | 305 | 1085 | 0 | | 22 | 1514 | 447 | | 998 | 930 | | 150 | 0 | | 439 | 22 |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 |
| Reduced Vol: | 305 | 1085 | 0 | | 22 | 1514 | 447 | | 998 | 930 | | 150 | 0 | | 439 | 22 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 |
| FinalVolume: | 305 | 1085 | 0 | | 22 | 1514 | 447 | | 998 | 930 | | 150 | 0 | | 439 | 22 |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | | 1500 | 1500 | | 1500 | 1500 |
| 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: | 2.00 | 3.00 | 1.00 | | 1.00 | 3.00 | 1.00 | | 2.00 | 3.00 | | 1.00 | 1.00 | | 3.00 | 1.00 |
| Final Sat.: | 3000 | 4500 | 1500 | | 1500 | 4500 | 1500 | | 3000 | 4500 | | 1500 | 1500 | | 4500 | 1500 |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.10 | 0.24 | 0.00 | | 0.01 | 0.34 | 0.30 | | 0.33 | 0.21 | | 0.10 | 0.00 | | 0.10 | 0.01 |
| Crit Volume: | 153 | | | | | 505 | | | 499 | | | | | | 146 | |
| Crit Moves: | **** | | | | | **** | | | **** | | | | | | **** | |

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #72 International Drive/White Rock Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.691
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 74 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 2 | 0 1 | 2 | 0 | 2 | 0 1 | 1 | 0 | 2 | 0 1 | 1 | 0 | 2 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 227 | 429 | 121 | 103 | 735 | 0 | 0 | 487 | 462 | 94 | 233 | 89 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 227 | 429 | 121 | 103 | 735 | 0 | 0 | 487 | 462 | 94 | 233 | 89 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Volume: | 227 | 429 | 121 | 103 | 735 | 0 | 0 | 487 | 462 | 94 | 233 | 89 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 227 | 429 | 121 | 103 | 735 | 0 | 0 | 487 | 462 | 94 | 233 | 89 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| 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: | 227 | 429 | 121 | 103 | 735 | 0 | 0 | 487 | 462 | 94 | 233 | 89 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | | | | |
| 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: | 2.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | | | | |
| Final Sat.: | 3000 | 3000 | 1500 | 3000 | 3000 | 1500 | 1500 | 3000 | 1500 | 1500 | 3000 | 1500 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.08 | 0.14 | 0.08 | 0.03 | 0.25 | 0.00 | 0.00 | 0.16 | 0.31 | 0.06 | 0.08 | 0.06 | | | | |
| Crit Volume: | 113 | | | | 368 | | | | 462 | 94 | | | | | | |
| Crit Moves: | **** | | | | **** | | | | **** | **** | | | | | | |





PM Cum Reduced Hillside DevTue Jan 12, 2010 17:03:03 Page 75-1

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #73 Rio Del Oro Prky/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.370
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 1 | 0 | 0 1 | 0 | 1 | 0 | 0 1 | 1 | 0 | 1 | 1 0 | 1 | 0 | 1 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 52 | 84 | 95 | 135 | 242 | 166 | 463 | 83 | 70 | 175 | 43 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 0 | 52 | 84 | 95 | 135 | 242 | 166 | 463 | 83 | 70 | 175 | 43 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Volume: | 0 | 52 | 84 | 95 | 135 | 242 | 166 | 463 | 83 | 70 | 175 | 43 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 0 | 52 | 84 | 95 | 135 | 242 | 166 | 463 | 83 | 70 | 175 | 43 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| FinalVolume: | 0 | 52 | 84 | 95 | 135 | 242 | 166 | 463 | 83 | 70 | 175 | 43 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | | | | |
| 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: | 0.00 | 1.00 | 1.00 | 0.41 | 0.59 | 1.00 | 1.00 | 1.70 | 0.30 | 1.00 | 1.61 | 0.39 | | | | |
| Final Sat.: | 0 | 1550 | 1550 | 640 | 910 | 1550 | 1550 | 2629 | 471 | 1550 | 2489 | 611 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.03 | 0.05 | 0.15 | 0.15 | 0.16 | 0.11 | 0.18 | 0.18 | 0.05 | 0.07 | 0.07 | | | | |
| Crit Volume: | 0 | | | | 230 | | | | 273 | 70 | | | | | | |
| Crit Moves: | **** | | | | **** | | | | **** | **** | | | | | | |

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #74 Villagio Prky/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.529
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 0 | 0 1 | 0 | 0 | 0 | 0 0 | 0 | 0 | 1 | 1 0 | 1 | 0 | 2 | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 40 | 0 | 268 | | 0 | 0 | 0 | | 0 | 611 | 74 | | 437 | 299 | 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: | 40 | 0 | 268 | | 0 | 0 | 0 | | 0 | 611 | 74 | | 437 | 299 | 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: | 40 | 0 | 268 | | 0 | 0 | 0 | | 0 | 611 | 74 | | 437 | 299 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 40 | 0 | 268 | | 0 | 0 | 0 | | 0 | 611 | 74 | | 437 | 299 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 40 | 0 | 268 | | 0 | 0 | 0 | | 0 | 611 | 74 | | 437 | 299 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1550 | 1550 | 1550 | | 1550 | 1550 | 1550 | | 1550 | 1550 | 1550 | | 1550 | 1550 | 1550 | |
| 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 | 0.00 | 1.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 1.78 | 0.22 | | 1.00 | 2.00 | 0.00 | |
| Final Sat.: | 1550 | 0 | 1550 | | 0 | 0 | 0 | | 0 | 2765 | 335 | | 1550 | 3100 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.00 | 0.17 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.22 | 0.22 | | 0.28 | 0.10 | 0.00 | |
| Crit Volume: | 40 | | | | | | 0 | | | | 343 | | 437 | | | |
| Crit Moves: | **** | | | | | | | | | | **** | | **** | | | |





Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #75 Sunrise Rd/ International Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.694
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 75 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 403 | 418 | 10 | | 475 | 1221 | 368 | | 250 | 1242 | 594 | | 7 | 924 | 239 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 403 | 418 | 10 | | 475 | 1221 | 368 | | 250 | 1242 | 594 | | 7 | 924 | 239 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Volume: | 403 | 418 | 10 | | 475 | 1221 | 368 | | 250 | 1242 | 594 | | 7 | 924 | 239 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 403 | 418 | 10 | | 475 | 1221 | 368 | | 250 | 1242 | 594 | | 7 | 924 | 239 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 403 | 418 | 10 | | 475 | 1221 | 368 | | 250 | 1242 | 594 | | 7 | 924 | 239 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | |
| 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: | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | |
| Final Sat.: | 3000 | 4500 | 1500 | | 3000 | 4500 | 1500 | | 3000 | 4500 | 1500 | | 3000 | 4500 | 1500 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.13 | 0.09 | 0.01 | | 0.16 | 0.27 | 0.25 | | 0.08 | 0.28 | 0.40 | | 0.00 | 0.21 | 0.16 | |
| Crit Volume: | 202 | | | | | 407 | | | 125 | | | | | 308 | | |
| Crit Moves: | **** | | | | | **** | | | **** | | | | | **** | | |

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #76 Villagio Prky/Americanos Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.626
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 61 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 1 | 1 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 17 | 249 | 0 | | 60 | 356 | 29 | | 46 | 1074 | 42 | | 0 | 466 | 31 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 17 | 249 | 0 | | 60 | 356 | 29 | | 46 | 1074 | 42 | | 0 | 466 | 31 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Volume: | 17 | 249 | 0 | | 60 | 356 | 29 | | 46 | 1074 | 42 | | 0 | 466 | 31 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 17 | 249 | 0 | | 60 | 356 | 29 | | 46 | 1074 | 42 | | 0 | 466 | 31 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 17 | 249 | 0 | | 60 | 356 | 29 | | 46 | 1074 | 42 | | 0 | 466 | 31 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | |
| 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 | 0.00 | | 1.00 | 0.92 | 0.08 | | 1.00 | 2.00 | 1.00 | | 1.00 | 2.00 | 1.00 | |
| Final Sat.: | 1500 | 1500 | 0 | | 1500 | 1387 | 113 | | 1500 | 3000 | 1500 | | 1500 | 3000 | 1500 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.17 | 0.00 | | 0.04 | 0.26 | 0.26 | | 0.03 | 0.36 | 0.03 | | 0.00 | 0.16 | 0.02 | |
| Crit Volume: | 17 | | | | | | 385 | | | 537 | | | 0 | | | |
| Crit Moves: | **** | | | | | | **** | | | **** | | | **** | | | |





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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #77 Grant Line Rd/Centenial

Cycle (sec): 100 Critical Vol./Cap. (X): 0.735
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 70 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Ovl | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 45 | 1375 | 0 | | 0 | 1815 | 198 | | 187 | 0 | 72 | | 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: | 45 | 1375 | 0 | | 0 | 1815 | 198 | | 187 | 0 | 72 | | 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: | 45 | 1375 | 0 | | 0 | 1815 | 198 | | 187 | 0 | 72 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 45 | 1375 | 0 | | 0 | 1815 | 198 | | 187 | 0 | 72 | | 0 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 45 | 1375 | 0 | | 0 | 1815 | 198 | | 187 | 0 | 72 | | 0 | 0 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1550 | 1550 | 1550 | | 1550 | 1550 | 1550 | | 1550 | 1550 | 1550 | | 1550 | 1550 | 1550 | |
| 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 | 2.00 | 0.00 | | 0.00 | 2.00 | 1.00 | | 1.00 | 0.00 | 1.00 | | 0.00 | 0.00 | 0.00 | |
| Final Sat.: | 1550 | 3100 | 0 | | 0 | 3100 | 1550 | | 1550 | 0 | 1550 | | 0 | 0 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.44 | 0.00 | | 0.00 | 0.59 | 0.13 | | 0.12 | 0.00 | 0.05 | | 0.00 | 0.00 | 0.00 | |
| Crit Volume: | 45 | | | | | | 907 | | 187 | | | | | | 0 | |
| Crit Moves: | **** | | | | | | **** | | **** | | | | | | | |

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #78 Villagio Prky/ Rancho Cordova Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.527
Loss Time (sec): 0 Average Delay (sec/veh): 22.8
Optimal Cycle: 48 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 2 | 0 | 1 | 1 | 0 | 2 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | | | |
| Base Vol: | 141 | 364 | 2 | | 163 | 340 | 68 | | 37 | 825 | 407 | | 1 | 321 | 62 | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | | |
| Initial Bse: | 141 | 364 | 2 | | 163 | 340 | 68 | | 37 | 825 | 407 | | 1 | 321 | 62 | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | | |
| PHF Volume: | 141 | 364 | 2 | | 163 | 340 | 68 | | 37 | 825 | 407 | | 1 | 321 | 62 | | | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | | |
| Reduced Vol: | 141 | 364 | 2 | | 163 | 340 | 68 | | 37 | 825 | 407 | | 1 | 321 | 62 | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | | |
| FinalVolume: | 141 | 364 | 2 | | 163 | 340 | 68 | | 37 | 825 | 407 | | 1 | 321 | 62 | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | | |
| Adjustment: | 0.95 | 1.00 | 1.00 | | 0.95 | 0.98 | 0.98 | | 0.95 | 0.95 | 0.85 | | 0.95 | 0.95 | 0.85 | | | |
| Lanes: | 1.00 | 0.99 | 0.01 | | 1.00 | 0.83 | 0.17 | | 1.00 | 2.00 | 1.00 | | 1.00 | 2.00 | 1.00 | | | |
| Final Sat.: | 1805 | 1888 | 10 | | 1805 | 1544 | 309 | | 1805 | 3610 | 1615 | | 1805 | 3610 | 1615 | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.08 | 0.19 | 0.19 | | 0.09 | 0.22 | 0.22 | | 0.02 | 0.23 | 0.25 | | 0.00 | 0.09 | 0.04 | | | |
| Crit Moves: | **** | | | | | **** | | | | **** | | | **** | | | | | |
| Green/Cycle: | 0.15 | 0.39 | 0.39 | | 0.18 | 0.42 | 0.42 | | 0.08 | 0.43 | 0.58 | | 0.00 | 0.35 | 0.53 | | | |
| Volume/Cap: | 0.53 | 0.50 | 0.50 | | 0.50 | 0.53 | 0.53 | | 0.25 | 0.53 | 0.43 | | 0.53 | 0.25 | 0.07 | | | |
| Uniform Del: | 39.4 | 23.4 | 23.4 | | 36.9 | 21.8 | 21.8 | | 43.1 | 20.8 | 11.7 | | 49.9 | 23.0 | 11.3 | | | |
| IncremntDel: | 2.0 | 0.5 | 0.5 | | 1.2 | 0.7 | 0.7 | | 0.9 | 0.3 | 0.3 | | 159.7 | 0.1 | 0.0 | | | |
| 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: | 41.3 | 24.0 | 24.0 | | 38.1 | 22.4 | 22.4 | | 44.0 | 21.2 | 12.0 | | 209.6 | 23.1 | 11.4 | | | |
| 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: | 41.3 | 24.0 | 24.0 | | 38.1 | 22.4 | 22.4 | | 44.0 | 21.2 | 12.0 | | 209.6 | 23.1 | 11.4 | | | |
| LOS by Move: | D | C | C | | D | C | C | | D | C | B | | F | C | B | | | |
| HCM2kAvgQ: | 4 | 8 | 8 | | 5 | 10 | 10 | | 1 | 10 | 7 | | 0 | 4 | 1 | | | |

Note: Queue reported is the number of cars per lane.





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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #79 Rancho Cordova Pkwy/ Douglas Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.765
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 97 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Ovl | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 2 | 0 | 1 | 1 | 0 | 2 | 0 | 1 | 1 | 0 | 3 | 0 | 1 | 1 | 0 | 3 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | | | |
| Base Vol: | 407 | 350 | 101 | | 43 | 966 | 13 | | 10 | 542 | 623 | | 41 | 223 | 15 | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | | |
| Initial Bse: | 407 | 350 | 101 | | 43 | 966 | 13 | | 10 | 542 | 623 | | 41 | 223 | 15 | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | | |
| PHF Volume: | 407 | 350 | 101 | | 43 | 966 | 13 | | 10 | 542 | 623 | | 41 | 223 | 15 | | | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | | |
| Reduced Vol: | 407 | 350 | 101 | | 43 | 966 | 13 | | 10 | 542 | 623 | | 41 | 223 | 15 | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | | |
| 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: | 407 | 350 | 101 | | 43 | 966 | 13 | | 10 | 542 | 623 | | 41 | 223 | 15 | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | | |
| 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: | 2.00 | 2.00 | 1.00 | | 1.00 | 2.00 | 1.00 | | 1.00 | 3.00 | 1.00 | | 1.00 | 3.00 | 1.00 | | | |
| Final Sat.: | 3000 | 3000 | 1500 | | 1500 | 3000 | 1500 | | 1500 | 4500 | 1500 | | 1500 | 4500 | 1500 | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.14 | 0.12 | 0.07 | | 0.03 | 0.32 | 0.01 | | 0.01 | 0.12 | 0.42 | | 0.03 | 0.05 | 0.01 | | | |
| Crit Volume: | 0 | | | | | 483 | | | | | 623 | | 41 | | | | | |
| Crit Moves: | **** | | | | | **** | | | | | **** | | **** | | | | | |

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #80 Americanos Blvd/ Douglas Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.681
Loss Time (sec): 0 Average Delay (sec/veh): 30.3
Optimal Cycle: 72 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 2 0 | 2 0 | 1 | 1 0 | 2 0 | 1 | 1 0 | 3 0 | 1 | 2 0 | 3 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 203 | 480 | 194 | 202 | 1055 | 59 | 82 | 261 | 391 | 311 | 65 | 110 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 203 | 480 | 194 | 202 | 1055 | 59 | 82 | 261 | 391 | 311 | 65 | 110 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 203 | 480 | 194 | 202 | 1055 | 59 | 82 | 261 | 391 | 311 | 65 | 110 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 203 | 480 | 194 | 202 | 1055 | 59 | 82 | 261 | 391 | 311 | 65 | 110 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 203 | 480 | 194 | 202 | 1055 | 59 | 82 | 261 | 391 | 311 | 65 | 110 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.95 | 0.85 | 0.95 | 0.95 | 0.85 | 0.95 | 0.91 | 0.85 | 0.92 | 0.91 | 0.85 |
| Lanes: | 2.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3502 | 3610 | 1615 | 1805 | 3610 | 1615 | 1805 | 5187 | 1615 | 3502 | 5187 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.06 | 0.13 | 0.12 | 0.11 | 0.29 | 0.04 | 0.05 | 0.05 | 0.24 | 0.09 | 0.01 | 0.07 |
| Crit Moves: | **** | | | | **** | | | | **** | **** | | |
| Green/Cycle: | 0.09 | 0.28 | 0.28 | 0.23 | 0.43 | 0.43 | 0.19 | 0.36 | 0.36 | 0.13 | 0.29 | 0.29 |
| Volume/Cap: | 0.68 | 0.48 | 0.43 | 0.48 | 0.68 | 0.09 | 0.23 | 0.14 | 0.68 | 0.68 | 0.04 | 0.23 |
| Uniform Del: | 44.4 | 30.0 | 29.5 | 33.0 | 23.0 | 16.9 | 34.0 | 21.9 | 27.4 | 41.5 | 25.4 | 26.9 |
| IncremntDel: | 6.3 | 0.4 | 0.7 | 0.8 | 1.3 | 0.1 | 0.3 | 0.0 | 3.3 | 4.2 | 0.0 | 0.3 |
| 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: | 50.7 | 30.3 | 30.2 | 33.8 | 24.3 | 17.0 | 34.3 | 21.9 | 30.7 | 45.7 | 25.4 | 27.2 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 50.7 | 30.3 | 30.2 | 33.8 | 24.3 | 17.0 | 34.3 | 21.9 | 30.7 | 45.7 | 25.4 | 27.2 |
| LOS by Move: | D | C | C | C | C | B | C | C | C | D | C | C |
| HCM2kAvgQ: | 4 | 7 | 5 | 6 | 14 | 1 | 2 | 2 | 10 | 5 | 0 | 2 |

Note: Queue reported is the number of cars per lane.





PM Cum Reduced Hillside DevTue Jan 12, 2010 17:03:04 Page 83-1

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #81 Grant Line Rd/ Chrysanthy Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.649
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 65 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Ovl | | | Ovl | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 2 0 | 2 0 | 1 | 2 0 | 2 0 | 1 | 2 0 | 2 0 | 1 | 1 0 | 2 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 107 | 856 | 147 | 90 | 1094 | 373 | 259 | 479 | 129 | 134 | 432 | 63 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 107 | 856 | 147 | 90 | 1094 | 373 | 259 | 479 | 129 | 134 | 432 | 63 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 107 | 856 | 147 | 90 | 1094 | 373 | 259 | 479 | 129 | 134 | 432 | 63 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 107 | 856 | 147 | 90 | 1094 | 373 | 259 | 479 | 129 | 134 | 432 | 63 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 107 | 856 | 147 | 90 | 1094 | 373 | 259 | 479 | 129 | 134 | 432 | 63 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 |
| 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: | 2.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 3000 | 3000 | 1500 | 3000 | 3000 | 1500 | 3000 | 3000 | 1500 | 1500 | 3000 | 1500 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.29 | 0.10 | 0.03 | 0.36 | 0.25 | 0.09 | 0.16 | 0.09 | 0.09 | 0.14 | 0.04 |
| Crit Volume: | 53 | | | | 547 | | | 240 | | 134 | | |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #82 Grant Line Rd/ Rancho Cordova Parkway

Cycle (sec): 100 Critical Vol./Cap. (X): 0.407
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Permitted | | | Permitted | | |
| Rights: | Include | | | Include | | | Ovl | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 0 | 2 0 | 0 | 0 0 | 2 0 | 1 | 2 0 | 0 0 | 1 | 0 0 | 0 0 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 36 | 874 | 0 | 0 | 782 | 438 | 313 | 0 | 15 | 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: | 36 | 874 | 0 | 0 | 782 | 438 | 313 | 0 | 15 | 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: | 36 | 874 | 0 | 0 | 782 | 438 | 313 | 0 | 15 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 36 | 874 | 0 | 0 | 782 | 438 | 313 | 0 | 15 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 36 | 874 | 0 | 0 | 782 | 438 | 313 | 0 | 15 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 |
| 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 | 2.00 | 0.00 | 0.00 | 2.00 | 1.00 | 2.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 1550 | 3100 | 0 | 0 | 3100 | 1550 | 3100 | 0 | 1550 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.28 | 0.00 | 0.00 | 0.25 | 0.28 | 0.10 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 |
| Crit Volume: | 36 | | | | | 438 | 157 | | | | 0 | |
| Crit Moves: | **** | | | | | **** | **** | | | | | |

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PM Cum Reduced Hillside DevTue Jan 12, 2010 17:03:04 Page 85-1

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #83 White Rock Rd/ Carson Crossing Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 1.050
Loss Time (sec): 12 Average Delay (sec/veh): 48.3
Optimal Cycle: 180 Level Of Service: D

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Split Phase | | | Split Phase | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Include | | | Ovl | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 1 | 0 0 | 1 | 0 0 | 1! 0 | 0 | 1 0 | 2 0 | 1 | 1 0 | 1 1 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 1574 | 4 | 101 | 3 | 2 | 5 | 8 | 500 | 1332 | 68 | 1265 | 5 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 1574 | 4 | 101 | 3 | 2 | 5 | 8 | 500 | 1332 | 68 | 1265 | 5 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 1674 | 4 | 107 | 3 | 2 | 5 | 9 | 532 | 1417 | 72 | 1346 | 5 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 1674 | 4 | 107 | 3 | 2 | 5 | 9 | 532 | 1417 | 72 | 1346 | 5 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 1674 | 4 | 107 | 3 | 2 | 5 | 9 | 532 | 1417 | 72 | 1346 | 5 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.95 | 0.85 | 0.92 | 0.92 | 0.92 | 0.95 | 0.95 | 0.85 | 0.95 | 0.95 | 0.95 |
| Lanes: | 1.99 | 0.01 | 1.00 | 0.30 | 0.20 | 0.50 | 1.00 | 2.00 | 1.00 | 1.00 | 1.99 | 0.01 |
| Final Sat.: | 3612 | 9 | 1615 | 524 | 349 | 873 | 1805 | 3610 | 1615 | 1805 | 3592 | 14 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.46 | 0.46 | 0.07 | 0.01 | 0.01 | 0.01 | 0.00 | 0.15 | 0.88 | 0.04 | 0.37 | 0.37 |
| Crit Moves: | | **** | | | **** | | | | **** | **** | | |
| Green/Cycle: | 0.44 | 0.44 | 0.48 | 0.01 | 0.01 | 0.01 | 0.01 | 0.39 | 0.84 | 0.04 | 0.43 | 0.43 |
| Volume/Cap: | 1.05 | 1.05 | 0.14 | 1.05 | 1.05 | 1.05 | 0.88 | 0.37 | 1.05 | 1.05 | 0.88 | 0.88 |
| Uniform Del: | 27.9 | 27.9 | 14.5 | 49.7 | 49.7 | 49.7 | 49.7 | 21.5 | 8.2 | 48.1 | 26.2 | 26.2 |
| IncremntDel: | 36.7 | 36.7 | 0.1 | 301.0 | 301 | 301.0 | 216.4 | 0.2 | 38.6 | 122.8 | 6.0 | 6.0 |
| 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: | 64.7 | 64.7 | 14.6 | 350.7 | 351 | 350.7 | 266.1 | 21.7 | 46.8 | 170.8 | 32.3 | 32.3 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 64.7 | 64.7 | 14.6 | 350.7 | 351 | 350.7 | 266.1 | 21.7 | 46.8 | 170.8 | 32.3 | 32.3 |
| LOS by Move: | E | E | B | F | F | F | F | C | D | F | C | C |
| HCM2kAvgQ: | 36 | 36 | 2 | 1 | 1 | 1 | 0 | 6 | 54 | 3 | 21 | 21 |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #84 White Rock Rd/ Stonebriar Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.497
Loss Time (sec): 12 Average Delay (sec/veh): 10.3
Optimal Cycle: 41 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Split Phase | | | | Split Phase | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 2 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 54 | 600 | 22 | | 42 | 1212 | 70 | | 40 | 3 | 28 | | 15 | 2 | 23 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 54 | 600 | 22 | | 42 | 1212 | 70 | | 40 | 3 | 28 | | 15 | 2 | 23 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 57 | 638 | 23 | | 45 | 1289 | 74 | | 43 | 3 | 30 | | 16 | 2 | 24 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 57 | 638 | 23 | | 45 | 1289 | 74 | | 43 | 3 | 30 | | 16 | 2 | 24 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 57 | 638 | 23 | | 45 | 1289 | 74 | | 43 | 3 | 30 | | 16 | 2 | 24 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.95 | 0.95 | | 0.95 | 0.95 | 0.85 | | 0.95 | 0.87 | 0.87 | | 0.91 | 0.91 | 0.91 | |
| Lanes: | 1.00 | 1.93 | 0.07 | | 1.00 | 2.00 | 1.00 | | 1.00 | 0.10 | 0.90 | | 0.38 | 0.05 | 0.57 | |
| Final Sat.: | 1805 | 3465 | 127 | | 1805 | 3610 | 1615 | | 1805 | 159 | 1484 | | 645 | 86 | 989 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.18 | 0.18 | | 0.02 | 0.36 | 0.05 | | 0.02 | 0.02 | 0.02 | | 0.02 | 0.02 | 0.02 | |
| Crit Moves: | **** | | | | | **** | | | **** | | | | | **** | | |
| Green/Cycle: | 0.06 | 0.69 | 0.69 | | 0.09 | 0.72 | 0.72 | | 0.05 | 0.05 | 0.05 | | 0.05 | 0.05 | 0.05 | |
| Volume/Cap: | 0.50 | 0.27 | 0.27 | | 0.27 | 0.50 | 0.06 | | 0.50 | 0.42 | 0.42 | | 0.50 | 0.50 | 0.50 | |
| Uniform Del: | 45.2 | 5.9 | 5.9 | | 42.2 | 6.2 | 4.1 | | 46.5 | 46.3 | 46.3 | | 46.3 | 46.3 | 46.3 | |
| IncremntDel: | 3.3 | 0.1 | 0.1 | | 0.9 | 0.2 | 0.0 | | 4.5 | 3.7 | 3.7 | | 4.5 | 4.5 | 4.5 | |
| 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: | 48.6 | 5.9 | 5.9 | | 43.1 | 6.3 | 4.2 | | 50.9 | 50.0 | 50.0 | | 50.8 | 50.8 | 50.8 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 48.6 | 5.9 | 5.9 | | 43.1 | 6.3 | 4.2 | | 50.9 | 50.0 | 50.0 | | 50.8 | 50.8 | 50.8 | |
| LOS by Move: | D | A | A | | D | A | A | | D | D | D | | D | D | D | |
| HCM2kAvgQ: | 2 | 4 | 4 | | 2 | 9 | 1 | | 1 | 1 | 1 | | 1 | 1 | 1 | |

Note: Queue reported is the number of cars per lane.





Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #85 White Rock Rd/ Windfield Way

Cycle (sec): 100 Critical Vol./Cap. (X): 0.875
Loss Time (sec): 9 Average Delay (sec/veh): 34.0
Optimal Cycle: 91 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Permitted | | | | Permitted | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 507 | 57 | 178 | | 0 | 56 | 128 | | 34 | 185 | 236 | | 321 | 705 | 2 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 507 | 57 | 178 | | 0 | 56 | 128 | | 34 | 185 | 236 | | 321 | 705 | 2 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 539 | 61 | 189 | | 0 | 60 | 136 | | 36 | 197 | 251 | | 341 | 750 | 2 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 539 | 61 | 189 | | 0 | 60 | 136 | | 36 | 197 | 251 | | 341 | 750 | 2 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 539 | 61 | 189 | | 0 | 60 | 136 | | 36 | 197 | 251 | | 341 | 750 | 2 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.69 | 0.69 | 0.85 | | 1.00 | 1.00 | 0.85 | | 0.95 | 0.87 | 0.87 | | 0.95 | 0.95 | 0.95 | |
| Lanes: | 0.90 | 0.10 | 1.00 | | 0.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.99 | 0.01 | |
| Final Sat.: | 1185 | 133 | 1615 | | 0 | 1900 | 1615 | | 1805 | 1653 | 1653 | | 1805 | 3600 | 10 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.46 | 0.46 | 0.12 | | 0.00 | 0.03 | 0.08 | | 0.02 | 0.12 | 0.15 | | 0.19 | 0.21 | 0.21 | |
| Crit Moves: | | **** | | | | | | | | | **** | | **** | | | |
| Green/Cycle: | 0.52 | 0.52 | 0.74 | | 0.00 | 0.52 | 0.55 | | 0.03 | 0.17 | 0.17 | | 0.22 | 0.36 | 0.36 | |
| Volume/Cap: | 0.87 | 0.87 | 0.16 | | 0.00 | 0.06 | 0.15 | | 0.59 | 0.69 | 0.87 | | 0.87 | 0.59 | 0.59 | |
| Uniform Del: | 21.1 | 21.1 | 3.9 | | 0.0 | 11.9 | 10.8 | | 47.6 | 38.8 | 40.3 | | 37.9 | 26.2 | 26.2 | |
| IncremntDel: | 12.1 | 12.1 | 0.1 | | 0.0 | 0.0 | 0.1 | | 13.7 | 3.0 | 15.4 | | 19.2 | 0.7 | 0.7 | |
| 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 | | 0.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Delay/Veh: | 33.2 | 33.2 | 4.0 | | 0.0 | 11.9 | 10.9 | | 61.3 | 41.8 | 55.7 | | 57.1 | 26.9 | 26.9 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 33.2 | 33.2 | 4.0 | | 0.0 | 11.9 | 10.9 | | 61.3 | 41.8 | 55.7 | | 57.1 | 26.9 | 26.9 | |
| LOS by Move: | C | C | A | | A | B | B | | E | D | E | | E | C | C | |
| HCM2kAvgQ: | 19 | 19 | 2 | | 0 | 1 | 2 | | 1 | 6 | 9 | | 11 | 10 | 10 | |

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #86 White Rock Rd/ Latrobe Rd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.783
Loss Time (sec): 12 Average Delay (sec/veh): 30.3
Optimal Cycle: 77 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Ovl | | | Include | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 2 | 0 | 4 | 0 | 1 | 2 | 0 | 3 | 0 | 1 | 2 | 0 | 1 | 1 | 0 | 2 | 0 | 2 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 121 | 1721 | 717 | 307 | 913 | 409 | 34 | 435 | 31 | 338 | 470 | 201 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 121 | 1721 | 717 | 307 | 913 | 409 | 34 | 435 | 31 | 338 | 470 | 201 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 129 | 1831 | 763 | 327 | 971 | 435 | 36 | 463 | 33 | 360 | 500 | 214 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 129 | 1831 | 763 | 327 | 971 | 435 | 36 | 463 | 33 | 360 | 500 | 214 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 129 | 1831 | 763 | 327 | 971 | 435 | 36 | 463 | 33 | 360 | 500 | 214 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.91 | 0.85 | 0.92 | 0.91 | 0.85 | 0.92 | 0.94 | 0.94 | 0.92 | 0.95 | 0.85 |
| Lanes: | 2.00 | 4.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 1.87 | 0.13 | 2.00 | 2.00 | 1.00 |
| Final Sat.: | 3502 | 6916 | 1615 | 3502 | 5187 | 1615 | 3502 | 3336 | 238 | 3502 | 3610 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.26 | 0.47 | 0.09 | 0.19 | 0.27 | 0.01 | 0.14 | 0.14 | 0.10 | 0.14 | 0.13 |
| Crit Moves: | | | **** | **** | | | | **** | | **** | | |
| Green/Cycle: | 0.07 | 0.47 | 0.60 | 0.12 | 0.52 | 0.54 | 0.02 | 0.18 | 0.18 | 0.13 | 0.29 | 0.41 |
| Volume/Cap: | 0.50 | 0.56 | 0.78 | 0.78 | 0.36 | 0.50 | 0.48 | 0.78 | 0.78 | 0.78 | 0.48 | 0.33 |
| Uniform Del: | 53.5 | 22.7 | 17.9 | 51.3 | 17.1 | 17.4 | 58.1 | 47.2 | 47.2 | 50.5 | 35.4 | 24.4 |
| IncremntDel: | 1.5 | 0.2 | 4.2 | 9.3 | 0.1 | 0.5 | 4.8 | 6.3 | 6.3 | 8.5 | 0.4 | 0.3 |
| 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: | 55.0 | 22.9 | 22.0 | 60.6 | 17.2 | 17.9 | 62.9 | 53.5 | 53.5 | 59.0 | 35.8 | 24.7 |
| 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: | 55.0 | 22.9 | 22.0 | 60.6 | 17.2 | 17.9 | 62.9 | 53.5 | 53.5 | 59.0 | 35.8 | 24.7 |
| LOS by Move: | E | C | C | E | B | B | E | D | D | E | D | C |
| HCM2kAvgQ: | 3 | 13 | 22 | 6 | 7 | 10 | 1 | 9 | 9 | 7 | 8 | 5 |

Note: Queue reported is the number of cars per lane.





Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #87 White Rock Rd/ Valley View Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 1.060
Loss Time (sec): 12 Average Delay (sec/veh): 63.5
Optimal Cycle: 180 Level Of Service: E

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Split Phase | | | Split Phase | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 1 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 153 | 22 | 626 | 180 | 39 | 53 | 61 | 1185 | 191 | 446 | 841 | 85 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 153 | 22 | 626 | 180 | 39 | 53 | 61 | 1185 | 191 | 446 | 841 | 85 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 163 | 23 | 666 | 191 | 41 | 56 | 65 | 1261 | 203 | 474 | 895 | 90 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 163 | 23 | 666 | 191 | 41 | 56 | 65 | 1261 | 203 | 474 | 895 | 90 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 163 | 23 | 666 | 191 | 41 | 56 | 65 | 1261 | 203 | 474 | 895 | 90 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.96 | 0.96 | 0.85 | 0.95 | 0.91 | 0.91 | 0.95 | 0.93 | 0.93 | 0.95 | 0.94 | 0.94 |
| Lanes: | 0.87 | 0.13 | 1.00 | 1.00 | 0.42 | 0.58 | 1.00 | 1.72 | 0.28 | 1.00 | 1.82 | 0.18 |
| Final Sat.: | 1591 | 229 | 1615 | 1805 | 736 | 1000 | 1805 | 3044 | 491 | 1805 | 3233 | 327 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.10 | 0.10 | 0.41 | 0.11 | 0.06 | 0.06 | 0.04 | 0.41 | 0.41 | 0.26 | 0.28 | 0.28 |
| Crit Moves: | | | **** | **** | | | | **** | | **** | | |
| Green/Cycle: | 0.14 | 0.14 | 0.39 | 0.10 | 0.10 | 0.10 | 0.07 | 0.39 | 0.39 | 0.25 | 0.57 | 0.57 |
| Volume/Cap: | 0.73 | 0.73 | 1.06 | 1.06 | 0.56 | 0.56 | 0.49 | 1.06 | 1.06 | 1.06 | 0.49 | 0.49 |
| Uniform Del: | 41.1 | 41.1 | 30.5 | 45.0 | 42.9 | 42.9 | 44.5 | 30.5 | 30.5 | 37.6 | 13.1 | 13.1 |
| IncremntDel: | 9.9 | 9.9 | 52.8 | 83.7 | 4.2 | 4.2 | 2.8 | 41.8 | 41.8 | 59.3 | 0.2 | 0.2 |
| 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: | 50.9 | 50.9 | 83.3 | 128.7 | 47.1 | 47.1 | 47.4 | 72.2 | 72.2 | 96.9 | 13.2 | 13.2 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 50.9 | 50.9 | 83.3 | 128.7 | 47.1 | 47.1 | 47.4 | 72.2 | 72.2 | 96.9 | 13.2 | 13.2 |
| LOS by Move: | D | D | F | F | D | D | D | E | E | F | B | B |
| HCM2kAvgQ: | 7 | 7 | 30 | 11 | 4 | 4 | 2 | 30 | 30 | 20 | 9 | 9 |

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #88 El Dorado Hills Blvd/Serrano Prky

Cycle (sec): 100 Critical Vol./Cap. (X): 0.818
Loss Time (sec): 12 Average Delay (sec/veh): 26.0
Optimal Cycle: 81 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Split Phase | | | Split Phase | | |
| Rights: | Ignore | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 0 | 2 0 | 1 | 1 0 | 1 1 | 0 | 1 0 | 0 1 | 0 | 1 0 | 1! 0 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 134 | 1636 | 715 | 24 | 939 | 35 | 29 | 47 | 42 | 406 | 34 | 50 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 134 | 1636 | 715 | 24 | 939 | 35 | 29 | 47 | 42 | 406 | 34 | 50 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.00 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 143 | 1740 | 0 | 26 | 999 | 37 | 31 | 50 | 45 | 432 | 36 | 53 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 143 | 1740 | 0 | 26 | 999 | 37 | 31 | 50 | 45 | 432 | 36 | 53 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 143 | 1740 | 0 | 26 | 999 | 37 | 31 | 50 | 45 | 432 | 36 | 53 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 | 0.95 | 0.95 | 0.93 | 0.93 | 0.95 | 0.95 | 0.95 |
| Lanes: | 1.00 | 2.00 | 1.00 | 1.00 | 1.93 | 0.07 | 1.00 | 0.53 | 0.47 | 1.71 | 0.12 | 0.17 |
| Final Sat.: | 1805 | 3610 | 1900 | 1805 | 3463 | 129 | 1805 | 932 | 833 | 3067 | 213 | 313 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.08 | 0.48 | 0.00 | 0.01 | 0.29 | 0.29 | 0.02 | 0.05 | 0.05 | 0.14 | 0.17 | 0.17 |
| Crit Moves: | | **** | | **** | | | | **** | | | | **** |
| Green/Cycle: | 0.13 | 0.59 | 0.00 | 0.02 | 0.48 | 0.48 | 0.07 | 0.07 | 0.07 | 0.21 | 0.21 | 0.21 |
| Volume/Cap: | 0.61 | 0.82 | 0.00 | 0.82 | 0.61 | 0.61 | 0.26 | 0.82 | 0.82 | 0.68 | 0.82 | 0.82 |
| Uniform Del: | 41.1 | 16.3 | 0.0 | 49.0 | 19.3 | 19.3 | 44.4 | 46.1 | 46.1 | 36.5 | 37.8 | 37.8 |
| IncremntDel: | 4.5 | 2.6 | 0.0 | 88.4 | 0.6 | 0.6 | 1.2 | 34.8 | 34.8 | 2.4 | 8.2 | 8.2 |
| 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 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Delay/Veh: | 45.5 | 18.9 | 0.0 | 137.3 | 19.9 | 19.9 | 45.6 | 80.9 | 80.9 | 39.0 | 46.0 | 46.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 45.5 | 18.9 | 0.0 | 137.3 | 19.9 | 19.9 | 45.6 | 80.9 | 80.9 | 39.0 | 46.0 | 46.0 |
| LOS by Move: | D | B | A | F | B | B | D | F | F | D | D | D |
| HCM2kAvgQ: | 4 | 22 | 0 | 2 | 13 | 13 | 1 | 5 | 5 | 8 | 11 | 11 |

Note: Queue reported is the number of cars per lane.





Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #89 El Dorado Hills Blvd/Saratoga Way

Cycle (sec): 100 Critical Vol./Cap. (X): 0.920
Loss Time (sec): 12 Average Delay (sec/veh): 42.3
Optimal Cycle: 119 Level Of Service: D

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Split Phase | | | Split Phase | | |
| Rights: | Include | | | Include | | | Ovl | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 2 0 | 2 1 | 0 | 1 0 | 2 1 | 0 | 1 1 | 0 0 | 2 | 0 1 | 0 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 740 | 1315 | 0 | 261 | 927 | 225 | 794 | 47 | 478 | 0 | 45 | 377 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 740 | 1315 | 0 | 261 | 927 | 225 | 794 | 47 | 478 | 0 | 45 | 377 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 787 | 1399 | 0 | 278 | 986 | 239 | 845 | 50 | 509 | 0 | 48 | 401 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 787 | 1399 | 0 | 278 | 986 | 239 | 845 | 50 | 509 | 0 | 48 | 401 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 787 | 1399 | 0 | 278 | 986 | 239 | 845 | 50 | 509 | 0 | 48 | 401 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.91 | 0.91 | 0.95 | 0.88 | 0.88 | 0.96 | 0.96 | 0.75 | 1.00 | 1.00 | 0.85 |
| Lanes: | 2.00 | 3.00 | 0.00 | 1.00 | 2.41 | 0.59 | 1.89 | 0.11 | 2.00 | 0.00 | 1.00 | 1.00 |
| Final Sat.: | 3502 | 5187 | 0 | 1805 | 4053 | 984 | 3426 | 203 | 2842 | 0 | 1900 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.22 | 0.27 | 0.00 | 0.15 | 0.24 | 0.24 | 0.25 | 0.25 | 0.18 | 0.00 | 0.03 | 0.25 |
| Crit Moves: | **** | | | | **** | | | **** | | | | **** |
| Green/Cycle: | 0.24 | 0.32 | 0.00 | 0.18 | 0.26 | 0.26 | 0.27 | 0.27 | 0.51 | 0.00 | 0.10 | 0.29 |
| Volume/Cap: | 0.92 | 0.83 | 0.00 | 0.83 | 0.92 | 0.92 | 0.92 | 0.92 | 0.35 | 0.00 | 0.25 | 0.86 |
| Uniform Del: | 36.8 | 31.3 | 0.0 | 39.3 | 35.7 | 35.7 | 35.5 | 35.5 | 14.5 | 0.0 | 41.3 | 33.8 |
| IncremntDel: | 14.8 | 3.7 | 0.0 | 16.1 | 10.4 | 10.4 | 13.4 | 13.4 | 0.1 | 0.0 | 0.7 | 15.3 |
| 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 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 |
| Delay/Veh: | 51.7 | 35.0 | 0.0 | 55.3 | 46.2 | 46.2 | 49.0 | 49.0 | 14.6 | 0.0 | 41.9 | 49.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 51.7 | 35.0 | 0.0 | 55.3 | 46.2 | 46.2 | 49.0 | 49.0 | 14.6 | 0.0 | 41.9 | 49.0 |
| LOS by Move: | D | C | A | E | D | D | D | D | B | A | D | D |
| HCM2kAvgQ: | 13 | 15 | 0 | 9 | 15 | 15 | 13 | 13 | 5 | 0 | 2 | 15 |

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #90 El Dorado Hills Blvd/Park Drive

Cycle (sec): 100 Critical Vol./Cap. (X): 0.811
Loss Time (sec): 12 Average Delay (sec/veh): 27.1
Optimal Cycle: 80 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Split Phase | | | | Split Phase | | | |
| Rights: | Include | | | | Ovl | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 2 | 1 0 | 1 | 0 | 3 | 0 1 | 1 | 1 | 0 | 0 2 | 1 | 1 | 1 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 1147 | 1710 | 336 | | 82 | 715 | 432 | | 169 | 17 | 53 | | 245 | 53 | 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: | 1147 | 1710 | 336 | | 82 | 715 | 432 | | 169 | 17 | 53 | | 245 | 53 | 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: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 1220 | 1819 | 357 | | 87 | 761 | 460 | | 180 | 18 | 56 | | 261 | 56 | 131 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 1220 | 1819 | 357 | | 87 | 761 | 460 | | 180 | 18 | 56 | | 261 | 56 | 131 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 1220 | 1819 | 357 | | 87 | 761 | 460 | | 180 | 18 | 56 | | 261 | 56 | 131 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.89 | 0.89 | | 0.95 | 0.91 | 0.85 | | 0.96 | 0.96 | 0.75 | | 0.91 | 0.91 | 0.85 | |
| Lanes: | 2.00 | 2.51 | 0.49 | | 1.00 | 3.00 | 1.00 | | 1.82 | 0.18 | 2.00 | | 2.00 | 1.00 | 1.00 | |
| Final Sat.: | 3502 | 4227 | 831 | | 1805 | 5187 | 1615 | | 3304 | 332 | 2842 | | 3469 | 1735 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.35 | 0.43 | 0.43 | | 0.05 | 0.15 | 0.28 | | 0.05 | 0.05 | 0.02 | | 0.08 | 0.03 | 0.08 | |
| Crit Moves: | **** | | | | | | **** | | **** | | | | | | **** | |
| Green/Cycle: | 0.43 | 0.64 | 0.64 | | 0.07 | 0.28 | 0.35 | | 0.07 | 0.07 | 0.07 | | 0.10 | 0.10 | 0.10 | |
| Volume/Cap: | 0.81 | 0.67 | 0.67 | | 0.67 | 0.52 | 0.81 | | 0.81 | 0.81 | 0.30 | | 0.75 | 0.33 | 0.81 | |
| Uniform Del: | 25.0 | 11.3 | 11.3 | | 45.2 | 30.1 | 29.5 | | 46.0 | 46.0 | 44.4 | | 43.8 | 41.9 | 44.1 | |
| IncremntDel: | 3.5 | 0.6 | 0.6 | | 12.9 | 0.3 | 8.7 | | 18.3 | 18.3 | 0.9 | | 7.5 | 0.2 | 25.7 | |
| 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: | 28.4 | 11.9 | 11.9 | | 58.1 | 30.4 | 38.1 | | 64.3 | 64.3 | 45.3 | | 51.3 | 42.1 | 69.8 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 28.4 | 11.9 | 11.9 | | 58.1 | 30.4 | 38.1 | | 64.3 | 64.3 | 45.3 | | 51.3 | 42.1 | 69.8 | |
| LOS by Move: | C | B | B | | E | C | D | | E | E | D | | D | D | E | |
| HCM2kAvgQ: | 17 | 15 | 15 | | 2 | 7 | 12 | | 5 | 5 | 1 | | 6 | 2 | 6 | |

Note: Queue reported is the number of cars per lane.





Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #91 Latrobe Rd/ Town Center Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 1.112
Loss Time (sec): 12 Average Delay (sec/veh): 76.6
Optimal Cycle: 180 Level Of Service: E

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 4 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 1 | 1 0 | 1 | 0 | 0 | 1 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 40 | 1991 | 68 | | 590 | 1377 | 239 | | 769 | 85 | 154 | | 167 | 21 | 771 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 40 | 1991 | 68 | | 590 | 1377 | 239 | | 769 | 85 | 154 | | 167 | 21 | 771 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 43 | 2118 | 72 | | 628 | 1465 | 254 | | 818 | 90 | 164 | | 178 | 22 | 820 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 43 | 2118 | 72 | | 628 | 1465 | 254 | | 818 | 90 | 164 | | 178 | 22 | 820 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 43 | 2118 | 72 | | 628 | 1465 | 254 | | 818 | 90 | 164 | | 178 | 22 | 820 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.91 | 0.85 | | 0.92 | 0.91 | 0.85 | | 0.92 | 0.86 | 0.86 | | 0.95 | 0.85 | 0.85 | |
| Lanes: | 2.00 | 4.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 1.00 | 1.00 | | 1.00 | 0.05 | 1.95 | |
| Final Sat.: | 3502 | 6916 | 1615 | | 3502 | 5187 | 1615 | | 3502 | 1630 | 1630 | | 1805 | 86 | 3159 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.31 | 0.04 | | 0.18 | 0.28 | 0.16 | | 0.23 | 0.06 | 0.10 | | 0.10 | 0.26 | 0.26 | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.02 | 0.28 | 0.28 | | 0.16 | 0.42 | 0.42 | | 0.21 | 0.22 | 0.22 | | 0.22 | 0.23 | 0.23 | |
| Volume/Cap: | 0.67 | 1.11 | 0.16 | | 1.11 | 0.67 | 0.38 | | 1.11 | 0.25 | 0.45 | | 0.45 | 1.11 | 1.11 | |
| Uniform Del: | 48.8 | 36.2 | 27.5 | | 41.9 | 23.6 | 20.1 | | 39.5 | 31.9 | 33.5 | | 33.8 | 38.3 | 38.3 | |
| IncremntDel: | 25.2 | 58.6 | 0.2 | | 72.5 | 0.9 | 0.4 | | 68.4 | 0.1 | 0.6 | | 0.8 | 68.0 | 68.0 | |
| 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: | 74.1 | 94.8 | 27.7 | | 114.5 | 24.4 | 20.4 | | 107.9 | 32.0 | 34.0 | | 34.6 | 106 | 106.3 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 74.1 | 94.8 | 27.7 | | 114.5 | 24.4 | 20.4 | | 107.9 | 32.0 | 34.0 | | 34.6 | 106 | 106.3 | |
| LOS by Move: | E | F | C | | F | C | C | | F | C | C | | C | F | F | |
| HCM2kAvgQ: | 1 | 26 | 2 | | 15 | 13 | 5 | | 22 | 2 | 5 | | 5 | 22 | 22 | |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #92 Hazel Blvd/ Tributary- WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 1.257
Loss Time (sec): 9 Average Delay (sec/veh): 102.8
Optimal Cycle: 180 Level Of Service: F

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Ignore | | | | Include | | | | Ovl | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 3 | 0 1 | | 0 | 0 3 | 1 0 | | 0 | 0 0 | 0 1 | | 1 | 1 0 | 0 2 | |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 208 | 3911 | 323 | | 0 | 2431 | 82 | | 0 | 0 | 626 | | 81 | 222 | 1003 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 208 | 3911 | 323 | | 0 | 2431 | 82 | | 0 | 0 | 626 | | 81 | 222 | 1003 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 221 | 4161 | 0 | | 0 | 2586 | 87 | | 0 | 0 | 666 | | 86 | 236 | 1067 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 221 | 4161 | 0 | | 0 | 2586 | 87 | | 0 | 0 | 666 | | 86 | 236 | 1067 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 221 | 4161 | 0 | | 0 | 2586 | 87 | | 0 | 0 | 666 | | 86 | 236 | 1067 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.91 | 1.00 | | 1.00 | 0.91 | 0.91 | | 1.00 | 1.00 | 0.87 | | 0.87 | 0.87 | 0.75 | |
| Lanes: | 2.00 | 3.00 | 1.00 | | 0.00 | 3.87 | 0.13 | | 0.00 | 0.00 | 1.00 | | 1.00 | 1.00 | 2.00 | |
| Final Sat.: | 3502 | 5187 | 1900 | | 0 | 6657 | 225 | | 0 | 0 | 1644 | | 1655 | 1655 | 2842 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.06 | 0.80 | 0.00 | | 0.00 | 0.39 | 0.39 | | 0.00 | 0.00 | 0.41 | | 0.05 | 0.14 | 0.38 | |
| Crit Moves: | | **** | | | **** | | | | | | **** | | | | | |
| Green/Cycle: | 0.09 | 0.64 | 0.00 | | 0.00 | 0.55 | 0.55 | | 0.00 | 0.00 | 0.36 | | 0.27 | 0.27 | 0.27 | |
| Volume/Cap: | 0.71 | 1.26 | 0.00 | | 0.00 | 0.71 | 0.71 | | 0.00 | 0.00 | 1.12 | | 0.19 | 0.52 | 1.38 | |
| Uniform Del: | 44.3 | 18.1 | 0.0 | | 0.0 | 16.7 | 16.7 | | 0.0 | 0.0 | 31.9 | | 28.0 | 30.9 | 36.4 | |
| IncremntDel: | 7.3 | 118 | 0.0 | | 0.0 | 0.6 | 0.6 | | 0.0 | 0.0 | 75.1 | | 0.1 | 0.8 | 179.1 | |
| 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 | 0.00 | | 0.00 | 1.00 | 1.00 | | 0.00 | 0.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Delay/Veh: | 51.6 | 136 | 0.0 | | 0.0 | 17.3 | 17.3 | | 0.0 | 0.0 | 107.0 | | 28.0 | 31.7 | 215.5 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 51.6 | 136 | 0.0 | | 0.0 | 17.3 | 17.3 | | 0.0 | 0.0 | 107.0 | | 28.0 | 31.7 | 215.5 | |
| LOS by Move: | D | F | A | | A | B | B | | A | A | F | | C | C | F | |
| HCM2kAvgQ: | 3 | 82 | 0 | | 0 | 16 | 16 | | 0 | 0 | 33 | | 2 | 7 | 41 | |

Note: Queue reported is the number of cars per lane.





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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #93 Hazel Ave/ EB US-50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 1.375
Loss Time (sec): 6 Average Delay (sec/veh): 145.5
Optimal Cycle: 180 Level Of Service: F

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Ignore | | | | Ignore | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 3 | 0 1 | | 0 | 0 3 | 0 1 | | 3 | 0 0 | 0 2 | | 0 | 0 0 | 0 0 | |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 2306 | 226 | | 0 | 1123 | 1042 | | 2118 | 0 | 806 | | 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 | 2306 | 226 | | 0 | 1123 | 1042 | | 2118 | 0 | 806 | | 0 | 0 | 0 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 0 | 2453 | 0 | | 0 | 1195 | 0 | | 2253 | 0 | 857 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 2453 | 0 | | 0 | 1195 | 0 | | 2253 | 0 | 857 | | 0 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 2453 | 0 | | 0 | 1195 | 0 | | 2253 | 0 | 857 | | 0 | 0 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.91 | 1.00 | | 1.00 | 0.91 | 1.00 | | 0.48 | 1.00 | 0.75 | | 1.00 | 1.00 | 1.00 | |
| Lanes: | 0.00 | 3.00 | 1.00 | | 0.00 | 3.00 | 1.00 | | 3.00 | 0.00 | 2.00 | | 0.00 | 0.00 | 0.00 | |
| Final Sat.: | 0 | 5187 | 1900 | | 0 | 5187 | 1900 | | 2748 | 0 | 2842 | | 0 | 0 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.47 | 0.00 | | 0.00 | 0.23 | 0.00 | | 0.82 | 0.00 | 0.30 | | 0.00 | 0.00 | 0.00 | |
| Crit Moves: | | **** | | | | | | | **** | | | | | | | |
| Green/Cycle: | 0.00 | 0.34 | 0.00 | | 0.00 | 0.34 | 0.00 | | 0.60 | 0.00 | 0.60 | | 0.00 | 0.00 | 0.00 | |
| Volume/Cap: | 0.00 | 1.38 | 0.00 | | 0.00 | 0.67 | 0.00 | | 1.38 | 0.00 | 0.51 | | 0.00 | 0.00 | 0.00 | |
| Uniform Del: | 0.0 | 32.8 | 0.0 | | 0.0 | 28.0 | 0.0 | | 20.2 | 0.0 | 11.7 | | 0.0 | 0.0 | 0.0 | |
| IncremntDel: | 0.0 | 173 | 0.0 | | 0.0 | 1.0 | 0.0 | | 172.9 | 0.0 | 0.2 | | 0.0 | 0.0 | 0.0 | |
| 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: | 0.00 | 1.00 | 0.00 | | 0.00 | 1.00 | 0.00 | | 1.00 | 0.00 | 1.00 | | 0.00 | 0.00 | 0.00 | |
| Delay/Veh: | 0.0 | 205 | 0.0 | | 0.0 | 29.0 | 0.0 | | 193.1 | 0.0 | 11.9 | | 0.0 | 0.0 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 205 | 0.0 | | 0.0 | 29.0 | 0.0 | | 193.1 | 0.0 | 11.9 | | 0.0 | 0.0 | 0.0 | |
| LOS by Move: | A | F | A | | A | C | A | | F | A | B | | A | A | A | |
| HCM2kAvgQ: | 0 | 57 | 0 | | 0 | 11 | 0 | | 51 | 0 | 9 | | 0 | 0 | 0 | |

Note: Queue reported is the number of cars per lane.

PM Cum Reduced Hillside DevTue Jan 12, 2010 17:03:04 Page 96-1

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #94 Folsom Blvd/ WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.588
Loss Time (sec): 9 Average Delay (sec/veh): 10.7
Optimal Cycle: 40 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Ignore | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 3 | 0 | 0 | 0 | 0 3 | 0 | 1 | 1 | 0 1! | 0 | 1 | 0 | 0 0 | 0 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 106 | 2211 | 0 | | 0 | 975 | 1755 | | 166 | 0 | 154 | | 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: | 106 | 2211 | 0 | | 0 | 975 | 1755 | | 166 | 0 | 154 | | 0 | 0 | 0 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 113 | 2352 | 0 | | 0 | 1037 | 0 | | 177 | 0 | 164 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 113 | 2352 | 0 | | 0 | 1037 | 0 | | 177 | 0 | 164 | | 0 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 113 | 2352 | 0 | | 0 | 1037 | 0 | | 177 | 0 | 164 | | 0 | 0 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.91 | 1.00 | | 1.00 | 0.91 | 1.00 | | 0.75 | 1.00 | 0.75 | | 1.00 | 1.00 | 1.00 | |
| Lanes: | 1.00 | 3.00 | 0.00 | | 0.00 | 3.00 | 1.00 | | 1.52 | 0.00 | 1.48 | | 0.00 | 0.00 | 0.00 | |
| Final Sat.: | 1805 | 5187 | 0 | | 0 | 5187 | 1900 | | 2166 | 0 | 2113 | | 0 | 0 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.06 | 0.45 | 0.00 | | 0.00 | 0.20 | 0.00 | | 0.08 | 0.00 | 0.08 | | 0.00 | 0.00 | 0.00 | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | | | |
| Green/Cycle: | 0.18 | 0.77 | 0.00 | | 0.00 | 0.59 | 0.00 | | 0.14 | 0.00 | 0.14 | | 0.00 | 0.00 | 0.00 | |
| Volume/Cap: | 0.34 | 0.59 | 0.00 | | 0.00 | 0.34 | 0.00 | | 0.59 | 0.00 | 0.56 | | 0.00 | 0.00 | 0.00 | |
| Uniform Del: | 35.5 | 4.8 | 0.0 | | 0.0 | 10.6 | 0.0 | | 40.4 | 0.0 | 40.2 | | 0.0 | 0.0 | 0.0 | |
| IncremntDel: | 0.6 | 0.2 | 0.0 | | 0.0 | 0.1 | 0.0 | | 1.6 | 0.0 | 1.2 | | 0.0 | 0.0 | 0.0 | |
| 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 | 0.00 | | 0.00 | 1.00 | 0.00 | | 1.00 | 0.00 | 1.00 | | 0.00 | 0.00 | 0.00 | |
| Delay/Veh: | 36.2 | 5.0 | 0.0 | | 0.0 | 10.7 | 0.0 | | 42.0 | 0.0 | 41.4 | | 0.0 | 0.0 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 36.2 | 5.0 | 0.0 | | 0.0 | 10.7 | 0.0 | | 42.0 | 0.0 | 41.4 | | 0.0 | 0.0 | 0.0 | |
| LOS by Move: | D | A | A | | A | B | A | | D | A | D | | A | A | A | |
| HCM2kAvgQ: | 3 | 11 | 0 | | 0 | 6 | 0 | | 4 | 0 | 4 | | 0 | 0 | 0 | |

Note: Queue reported is the number of cars per lane.





PM Cum Reduced Hillside DevTue Jan 12, 2010 17:03:04 Page 97-1

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #95 Folsom Blvd/ EB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.677
Loss Time (sec): 12 Average Delay (sec/veh): 26.2
Optimal Cycle: 56 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Ignore | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 2 | 0 | 1 | 1 | 0 2 | 0 | 1 | 3 | 0 1 | 0 | 1 | 1 | 0 0 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 873 | 102 | | 112 | 779 | 237 | | 1169 | 134 | 26 | | 126 | 0 | 154 | |
| Growth Adj: | 1.00 | 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 | 873 | 102 | | 112 | 779 | 237 | | 1169 | 134 | 26 | | 126 | 0 | 154 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 0 | 929 | 109 | | 119 | 829 | 252 | | 1244 | 143 | 0 | | 134 | 0 | 164 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 929 | 109 | | 119 | 829 | 252 | | 1244 | 143 | 0 | | 134 | 0 | 164 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 929 | 109 | | 119 | 829 | 252 | | 1244 | 143 | 0 | | 134 | 0 | 164 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.95 | 0.85 | | 0.95 | 0.95 | 0.85 | | 0.92 | 1.00 | 1.00 | | 0.95 | 1.00 | 0.85 | |
| Lanes: | 1.00 | 2.00 | 1.00 | | 1.00 | 2.00 | 1.00 | | 3.00 | 1.00 | 1.00 | | 1.00 | 0.00 | 1.00 | |
| Final Sat.: | 1900 | 3610 | 1615 | | 1805 | 3610 | 1615 | | 5253 | 1900 | 1900 | | 1805 | 0 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.26 | 0.07 | | 0.07 | 0.23 | 0.16 | | 0.24 | 0.08 | 0.00 | | 0.07 | 0.00 | 0.10 | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | | **** | |
| Green/Cycle: | 0.00 | 0.38 | 0.38 | | 0.10 | 0.48 | 0.48 | | 0.35 | 0.20 | 0.00 | | 0.20 | 0.00 | 0.30 | |
| Volume/Cap: | 0.00 | 0.68 | 0.18 | | 0.68 | 0.48 | 0.33 | | 0.68 | 0.37 | 0.00 | | 0.37 | 0.00 | 0.34 | |
| Uniform Del: | 0.0 | 25.9 | 20.6 | | 43.6 | 17.7 | 16.2 | | 27.7 | 34.4 | 0.0 | | 34.6 | 0.0 | 27.4 | |
| IncremntDel: | 0.0 | 1.4 | 0.1 | | 10.1 | 0.2 | 0.2 | | 1.0 | 0.6 | 0.0 | | 0.6 | 0.0 | 0.4 | |
| 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: | 0.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 0.00 | 1.00 | |
| Delay/Veh: | 0.0 | 27.2 | 20.7 | | 53.7 | 17.9 | 16.4 | | 28.7 | 35.0 | 0.0 | | 35.2 | 0.0 | 27.9 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 27.2 | 20.7 | | 53.7 | 17.9 | 16.4 | | 28.7 | 35.0 | 0.0 | | 35.2 | 0.0 | 27.9 | |
| LOS by Move: | A | C | C | | D | B | B | | C | D | A | | D | A | C | |
| HCM2kAvgQ: | 0 | 13 | 2 | | 4 | 9 | 5 | | 11 | 4 | 0 | | 3 | 0 | 4 | |

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #96 Prairie City/ WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.590
Loss Time (sec): 6 Average Delay (sec/veh): 12.1
Optimal Cycle: 32 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Ignore | | | | Ignore | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1384 | 420 | | 0 | 1038 | 442 | | 0 | 0 | 0 | | 97 | 0 | 393 | |
| Growth Adj: | 1.00 | 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 | 1384 | 420 | | 0 | 1038 | 442 | | 0 | 0 | 0 | | 97 | 0 | 393 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 0 | 1472 | 0 | | 0 | 1104 | 0 | | 0 | 0 | 0 | | 103 | 0 | 418 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 1472 | 0 | | 0 | 1104 | 0 | | 0 | 0 | 0 | | 103 | 0 | 418 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 1472 | 0 | | 0 | 1104 | 0 | | 0 | 0 | 0 | | 103 | 0 | 418 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.95 | 1.00 | | 1.00 | 0.95 | 1.00 | | 1.00 | 1.00 | 1.00 | | 0.61 | 1.00 | 0.75 | |
| Lanes: | 0.00 | 2.00 | 1.00 | | 0.00 | 2.00 | 1.00 | | 0.00 | 0.00 | 0.00 | | 2.00 | 0.00 | 2.00 | |
| Final Sat.: | 0 | 3610 | 1900 | | 0 | 3610 | 1900 | | 0 | 0 | 0 | | 2315 | 0 | 2842 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.41 | 0.00 | | 0.00 | 0.31 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.04 | 0.00 | 0.15 | |
| Crit Moves: | | **** | | | | | | | | | | | | | **** | |
| Green/Cycle: | 0.00 | 0.69 | 0.00 | | 0.00 | 0.69 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.25 | 0.00 | 0.25 | |
| Volume/Cap: | 0.00 | 0.59 | 0.00 | | 0.00 | 0.44 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.18 | 0.00 | 0.59 | |
| Uniform Del: | 0.0 | 8.1 | 0.0 | | 0.0 | 6.9 | 0.0 | | 0.0 | 0.0 | 0.0 | | 29.5 | 0.0 | 33.1 | |
| IncremntDel: | 0.0 | 0.4 | 0.0 | | 0.0 | 0.1 | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.1 | 0.0 | 1.3 | |
| 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: | 0.00 | 1.00 | 0.00 | | 0.00 | 1.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 1.00 | 0.00 | 1.00 | |
| Delay/Veh: | 0.0 | 8.4 | 0.0 | | 0.0 | 7.0 | 0.0 | | 0.0 | 0.0 | 0.0 | | 29.7 | 0.0 | 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: | 0.0 | 8.4 | 0.0 | | 0.0 | 7.0 | 0.0 | | 0.0 | 0.0 | 0.0 | | 29.7 | 0.0 | 34.4 | |
| LOS by Move: | A | A | A | | A | A | A | | A | A | A | | C | A | C | |
| HCM2kAvgQ: | 0 | 12 | 0 | | 0 | 8 | 0 | | 0 | 0 | 0 | | 1 | 0 | 7 | |

Note: Queue reported is the number of cars per lane.





Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #97 Prairie City/ EB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.667
Loss Time (sec): 6 Average Delay (sec/veh): 13.5
Optimal Cycle: 39 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 2 | 0 | 1 | 1 | 1 | 0 | 0 | 2 | |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1632 | 366 | | 0 | 1136 | 0 | | 476 | 2 | 358 | | 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 | 1632 | 366 | | 0 | 1136 | 0 | | 476 | 2 | 358 | | 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: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 0 | 1736 | 389 | | 0 | 1209 | 0 | | 506 | 2 | 381 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 1736 | 389 | | 0 | 1209 | 0 | | 506 | 2 | 381 | | 0 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 1736 | 389 | | 0 | 1209 | 0 | | 506 | 2 | 381 | | 0 | 0 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.95 | 0.85 | | 1.00 | 0.95 | 1.00 | | 0.92 | 0.92 | 0.75 | | 1.00 | 1.00 | 1.00 | |
| Lanes: | 0.00 | 2.00 | 1.00 | | 0.00 | 2.00 | 1.00 | | 1.99 | 0.01 | 2.00 | | 0.00 | 0.00 | 0.00 | |
| Final Sat.: | 0 | 3610 | 1615 | | 0 | 3610 | 1900 | | 3462 | 15 | 2842 | | 0 | 0 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.48 | 0.24 | | 0.00 | 0.33 | 0.00 | | 0.15 | 0.15 | 0.13 | | 0.00 | 0.00 | 0.00 | |
| Crit Moves: | | **** | | | | | | | | **** | | | | | | |
| Green/Cycle: | 0.00 | 0.72 | 0.72 | | 0.00 | 0.72 | 0.00 | | 0.22 | 0.22 | 0.22 | | 0.00 | 0.00 | 0.00 | |
| Volume/Cap: | 0.00 | 0.67 | 0.33 | | 0.00 | 0.46 | 0.00 | | 0.67 | 0.67 | 0.61 | | 0.00 | 0.00 | 0.00 | |
| Uniform Del: | 0.0 | 7.5 | 5.1 | | 0.0 | 5.9 | 0.0 | | 35.7 | 35.7 | 35.2 | | 0.0 | 0.0 | 0.0 | |
| IncremntDel: | 0.0 | 0.7 | 0.2 | | 0.0 | 0.1 | 0.0 | | 2.3 | 2.3 | 1.8 | | 0.0 | 0.0 | 0.0 | |
| 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: | 0.00 | 1.00 | 1.00 | | 0.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 0.00 | 0.00 | 0.00 | |
| Delay/Veh: | 0.0 | 8.2 | 5.3 | | 0.0 | 6.0 | 0.0 | | 38.0 | 38.0 | 37.0 | | 0.0 | 0.0 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 8.2 | 5.3 | | 0.0 | 6.0 | 0.0 | | 38.0 | 38.0 | 37.0 | | 0.0 | 0.0 | 0.0 | |
| LOS by Move: | A | A | A | | A | A | A | | D | D | D | | A | A | A | |
| HCM2kAvgQ: | 0 | 15 | 4 | | 0 | 8 | 0 | | 8 | 8 | 7 | | 0 | 0 | 0 | |

Note: Queue reported is the number of cars per lane.

PM Cum Reduced Hillside DevTue Jan 12, 2010 17:03:04 Page 100-1

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #98 East Bidwell St/ WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.749
Loss Time (sec): 6 Average Delay (sec/veh): 21.7
Optimal Cycle: 49 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Ignore | | | | Ignore | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1846 | 587 | | 0 | 1825 | 606 | | 0 | 0 | 0 | | 406 | 0 | 870 | |
| Growth Adj: | 1.00 | 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 | 1846 | 587 | | 0 | 1825 | 606 | | 0 | 0 | 0 | | 406 | 0 | 870 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 0 | 1964 | 0 | | 0 | 1941 | 0 | | 0 | 0 | 0 | | 432 | 0 | 926 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 1964 | 0 | | 0 | 1941 | 0 | | 0 | 0 | 0 | | 432 | 0 | 926 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 1964 | 0 | | 0 | 1941 | 0 | | 0 | 0 | 0 | | 432 | 0 | 926 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.91 | 1.00 | | 1.00 | 0.91 | 1.00 | | 1.00 | 1.00 | 1.00 | | 0.59 | 1.00 | 0.75 | |
| Lanes: | 0.00 | 3.00 | 1.00 | | 0.00 | 3.00 | 1.00 | | 0.00 | 0.00 | 0.00 | | 2.00 | 0.00 | 2.00 | |
| Final Sat.: | 0 | 5187 | 1900 | | 0 | 5187 | 1900 | | 0 | 0 | 0 | | 2241 | 0 | 2842 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.38 | 0.00 | | 0.00 | 0.37 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.19 | 0.00 | 0.33 | |
| Crit Moves: | | **** | | | | | | | | | | | | | **** | |
| Green/Cycle: | 0.00 | 0.51 | 0.00 | | 0.00 | 0.51 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.43 | 0.00 | 0.43 | |
| Volume/Cap: | 0.00 | 0.75 | 0.00 | | 0.00 | 0.74 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.44 | 0.00 | 0.75 | |
| Uniform Del: | 0.0 | 19.7 | 0.0 | | 0.0 | 19.6 | 0.0 | | 0.0 | 0.0 | 0.0 | | 19.8 | 0.0 | 23.7 | |
| IncremntDel: | 0.0 | 1.2 | 0.0 | | 0.0 | 1.2 | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.3 | 0.0 | 2.6 | |
| 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: | 0.00 | 1.00 | 0.00 | | 0.00 | 1.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 1.00 | 0.00 | 1.00 | |
| Delay/Veh: | 0.0 | 20.9 | 0.0 | | 0.0 | 20.7 | 0.0 | | 0.0 | 0.0 | 0.0 | | 20.1 | 0.0 | 26.3 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 20.9 | 0.0 | | 0.0 | 20.7 | 0.0 | | 0.0 | 0.0 | 0.0 | | 20.1 | 0.0 | 26.3 | |
| LOS by Move: | A | C | A | | A | C | A | | A | A | A | | C | A | C | |
| HCM2kAvgQ: | 0 | 17 | 0 | | 0 | 17 | 0 | | 0 | 0 | 0 | | 5 | 0 | 15 | |

Note: Queue reported is the number of cars per lane.

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PM Cum Reduced Hillside DevTue Jan 12, 2010 17:03:04 Page 101-1

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #99 East Bidwell St/ EB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.769
Loss Time (sec): 6 Average Delay (sec/veh): 21.4
Optimal Cycle: 52 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Ignore | | | | Ignore | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 3 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1740 | 945 | | 0 | 1917 | 314 | | 694 | 0 | 406 | | 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 | 1740 | 945 | | 0 | 1917 | 314 | | 694 | 0 | 406 | | 0 | 0 | 0 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 0 | 1851 | 0 | | 0 | 2039 | 0 | | 738 | 0 | 432 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 1851 | 0 | | 0 | 2039 | 0 | | 738 | 0 | 432 | | 0 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 1851 | 0 | | 0 | 2039 | 0 | | 738 | 0 | 432 | | 0 | 0 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.91 | 1.00 | | 1.00 | 0.91 | 1.00 | | 0.59 | 1.00 | 0.75 | | 1.00 | 1.00 | 1.00 | |
| Lanes: | 0.00 | 3.00 | 1.00 | | 0.00 | 3.00 | 1.00 | | 2.00 | 0.00 | 2.00 | | 0.00 | 0.00 | 0.00 | |
| Final Sat.: | 0 | 5187 | 1900 | | 0 | 5187 | 1900 | | 2241 | 0 | 2842 | | 0 | 0 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.36 | 0.00 | | 0.00 | 0.39 | 0.00 | | 0.33 | 0.00 | 0.15 | | 0.00 | 0.00 | 0.00 | |
| Crit Moves: | | | | | | **** | | | **** | | | | | | | |
| Green/Cycle: | 0.00 | 0.51 | 0.00 | | 0.00 | 0.51 | 0.00 | | 0.43 | 0.00 | 0.43 | | 0.00 | 0.00 | 0.00 | |
| Volume/Cap: | 0.00 | 0.70 | 0.00 | | 0.00 | 0.77 | 0.00 | | 0.77 | 0.00 | 0.35 | | 0.00 | 0.00 | 0.00 | |
| Uniform Del: | 0.0 | 18.6 | 0.0 | | 0.0 | 19.7 | 0.0 | | 24.3 | 0.0 | 19.3 | | 0.0 | 0.0 | 0.0 | |
| IncremntDel: | 0.0 | 0.8 | 0.0 | | 0.0 | 1.4 | 0.0 | | 3.8 | 0.0 | 0.2 | | 0.0 | 0.0 | 0.0 | |
| 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: | 0.00 | 1.00 | 0.00 | | 0.00 | 1.00 | 0.00 | | 1.00 | 0.00 | 1.00 | | 0.00 | 0.00 | 0.00 | |
| Delay/Veh: | 0.0 | 19.4 | 0.0 | | 0.0 | 21.1 | 0.0 | | 28.2 | 0.0 | 19.4 | | 0.0 | 0.0 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 19.4 | 0.0 | | 0.0 | 21.1 | 0.0 | | 28.2 | 0.0 | 19.4 | | 0.0 | 0.0 | 0.0 | |
| LOS by Move: | A | B | A | | A | C | A | | C | A | B | | A | A | A | |
| HCM2kAvgQ: | 0 | 15 | 0 | | 0 | 18 | 0 | | 12 | 0 | 5 | | 0 | 0 | 0 | |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #100 El Dorado Hills Blvd/ WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.676
Loss Time (sec): 0 Average Delay (sec/veh): 0.3
Optimal Cycle: 44 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 3297 | 0 | 0 | 1200 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 3297 | 0 | 0 | 1200 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 0 | 3507 | 0 | 0 | 1277 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 3507 | 0 | 0 | 1277 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 3507 | 0 | 0 | 1277 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 0.91 | 1.00 | 1.00 | 0.91 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 0.00 | 3.00 | 0.00 | 0.00 | 3.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 0 | 5187 | 0 | 0 | 5187 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.68 | 0.00 | 0.00 | 0.25 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | | **** | | | | | | | | | | | | | | |
| Green/Cycle: | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Volume/Cap: | 0.00 | 0.68 | 0.00 | 0.00 | 0.25 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Uniform Del: | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| IncremntDel: | 0.0 | 0.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 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 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay Adj: | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 0.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 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 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A | A |
| HCM2kAvgQ: | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Note: Queue reported is the number of cars per lane.





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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #101 El Dorado Hills Blvd/ EB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.749
Loss Time (sec): 6 Average Delay (sec/veh): 4.0
Optimal Cycle: 49 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Ignore | | | | Ignore | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 3 | 0 | 1 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 3132 | 246 | 105 | 1100 | 0 | 0 | 0 | 0 | 0 | 1171 | 0 | 0 | 0 | 791 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 3132 | 246 | 105 | 1100 | 0 | 0 | 0 | 0 | 0 | 1171 | 0 | 0 | 0 | 791 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.00 | 0.94 | 0.94 | 0.94 | 0.00 | 0.94 |
| PHF Volume: | 0 | 3332 | 262 | 112 | 1170 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 3332 | 262 | 112 | 1170 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| FinalVolume: | 0 | 3332 | 262 | 112 | 1170 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.97 | 0.91 | 0.85 | 0.95 | 0.91 | 1.00 | 1.00 | 1.00 | 0.88 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 2.00 | 3.00 | 1.00 | 1.00 | 3.00 | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 1.00 |
| Final Sat.: | 3686 | 5187 | 1615 | 1805 | 5187 | 0 | 0 | 0 | 3344 | 0 | 0 | 1900 | 0 | 0 | 0 | 1900 |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.64 | 0.16 | 0.06 | 0.23 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | | **** | | **** | | | | | | | | | | | | |
| Green/Cycle: | 0.00 | 0.86 | 0.86 | 0.08 | 0.94 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Volume/Cap: | 0.00 | 0.75 | 0.19 | 0.75 | 0.24 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Uniform Del: | 0.0 | 2.8 | 1.2 | 44.9 | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| IncremntDel: | 0.0 | 0.7 | 0.1 | 18.8 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 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 | 0.0 | 0.0 | 0.0 | 0.0 |
| Delay Adj: | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 3.6 | 1.3 | 63.7 | 0.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 3.6 | 1.3 | 63.7 | 0.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | A | A | A | E | A | A | A | A | A | A | A | A | A | A | A | A |
| HCM2kAvgQ: | 0 | 14 | 1 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Note: Queue reported is the number of cars per lane.

PM Cum Reduced Hillside DevTue Jan 12, 2010 17:03:05 Page 104-1

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #102 Sunrise Rd/ Jackson Hwy-SR16

Cycle (sec): 100 Critical Vol./Cap. (X): 0.832
Loss Time (sec): 12 Average Delay (sec/veh): 30.2
Optimal Cycle: 85 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 3 | 0 | 1 | 2 | 0 3 | 0 | 1 | 2 | 0 2 | 0 | 1 | 2 | 0 2 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 4 | 421 | 235 | | 114 | 1231 | 103 | | 109 | 1426 | 15 | | 193 | 719 | 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: | 4 | 421 | 235 | | 114 | 1231 | 103 | | 109 | 1426 | 15 | | 193 | 719 | 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: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 4 | 448 | 250 | | 121 | 1310 | 110 | | 116 | 1517 | 16 | | 205 | 765 | 55 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 4 | 448 | 250 | | 121 | 1310 | 110 | | 116 | 1517 | 16 | | 205 | 765 | 55 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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 | 448 | 250 | | 121 | 1310 | 110 | | 116 | 1517 | 16 | | 205 | 765 | 55 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.91 | 0.85 | | 0.92 | 0.91 | 0.85 | | 0.92 | 0.95 | 0.85 | | 0.92 | 0.95 | 0.85 | |
| Lanes: | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 2.00 | 1.00 | | 2.00 | 2.00 | 1.00 | |
| Final Sat.: | 3502 | 5187 | 1615 | | 3502 | 5187 | 1615 | | 3502 | 3610 | 1615 | | 3502 | 3610 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.09 | 0.15 | | 0.03 | 0.25 | 0.07 | | 0.03 | 0.42 | 0.01 | | 0.06 | 0.21 | 0.03 | |
| Crit Moves: | **** | | | | | **** | | | | **** | | | **** | | | |
| Green/Cycle: | 0.00 | 0.22 | 0.29 | | 0.08 | 0.30 | 0.38 | | 0.08 | 0.50 | 0.51 | | 0.07 | 0.50 | 0.58 | |
| Volume/Cap: | 0.83 | 0.39 | 0.53 | | 0.43 | 0.83 | 0.18 | | 0.43 | 0.83 | 0.02 | | 0.83 | 0.43 | 0.06 | |
| Uniform Del: | 49.9 | 32.9 | 29.4 | | 43.8 | 32.5 | 20.5 | | 44.0 | 21.1 | 12.3 | | 45.9 | 16.0 | 9.2 | |
| IncremntDel: | 275.3 | 0.2 | 1.1 | | 1.0 | 4.0 | 0.1 | | 1.1 | 3.4 | 0.0 | | 20.8 | 0.2 | 0.0 | |
| 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: | 325.2 | 33.2 | 30.5 | | 44.8 | 36.4 | 20.7 | | 45.1 | 24.6 | 12.3 | | 66.7 | 16.2 | 9.2 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 325.2 | 33.2 | 30.5 | | 44.8 | 36.4 | 20.7 | | 45.1 | 24.6 | 12.3 | | 66.7 | 16.2 | 9.2 | |
| LOS by Move: | F | C | C | | D | D | C | | D | C | B | | E | B | A | |
| HCM2kAvgQ: | 0 | 4 | 6 | | 2 | 14 | 2 | | 2 | 23 | 0 | | 4 | 8 | 1 | |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #103 Grant Line Rd/ Jackson Rd- SR16

Cycle (sec): 100 Critical Vol./Cap. (X): 0.610
Loss Time (sec): 12 Average Delay (sec/veh): 26.2
Optimal Cycle: 49 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 2 | 0 | 1 | 2 | 0 2 | 0 | 2 | 2 | 0 2 | 0 | 2 | 2 | 0 2 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 186 | 761 | 81 | | 1 | 743 | 83 | | 132 | 793 | 171 | | 91 | 398 | 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: | 186 | 761 | 81 | | 1 | 743 | 83 | | 132 | 793 | 171 | | 91 | 398 | 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: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 198 | 810 | 86 | | 1 | 790 | 88 | | 140 | 844 | 182 | | 97 | 423 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 198 | 810 | 86 | | 1 | 790 | 88 | | 140 | 844 | 182 | | 97 | 423 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 198 | 810 | 86 | | 1 | 790 | 88 | | 140 | 844 | 182 | | 97 | 423 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.95 | 0.85 | | 0.92 | 0.95 | 0.75 | | 0.92 | 0.95 | 0.75 | | 0.92 | 0.95 | 1.00 | |
| Lanes: | 2.00 | 2.00 | 1.00 | | 2.00 | 2.00 | 2.00 | | 2.00 | 2.00 | 2.00 | | 2.00 | 2.00 | 1.00 | |
| Final Sat.: | 3502 | 3610 | 1615 | | 3502 | 3610 | 2842 | | 3502 | 3610 | 2842 | | 3502 | 3610 | 1900 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.06 | 0.22 | 0.05 | | 0.00 | 0.22 | 0.03 | | 0.04 | 0.23 | 0.06 | | 0.03 | 0.12 | 0.00 | |
| Crit Moves: | **** | | | | | **** | | | | **** | | | **** | | | |
| Green/Cycle: | 0.09 | 0.45 | 0.50 | | 0.00 | 0.36 | 0.47 | | 0.11 | 0.38 | 0.48 | | 0.05 | 0.32 | 0.00 | |
| Volume/Cap: | 0.61 | 0.50 | 0.11 | | 0.50 | 0.61 | 0.07 | | 0.37 | 0.61 | 0.13 | | 0.61 | 0.37 | 0.00 | |
| Uniform Del: | 43.6 | 19.4 | 13.4 | | 50.0 | 26.3 | 14.6 | | 41.3 | 24.8 | 14.7 | | 46.9 | 26.2 | 0.0 | |
| IncremntDel: | 3.4 | 0.2 | 0.1 | | 119.7 | 0.9 | 0.0 | | 0.6 | 0.8 | 0.0 | | 6.8 | 0.2 | 0.0 | |
| 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 | 0.00 | |
| Delay/Veh: | 47.0 | 19.7 | 13.5 | | 169.7 | 27.2 | 14.6 | | 41.9 | 25.6 | 14.7 | | 53.6 | 26.4 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 47.0 | 19.7 | 13.5 | | 169.7 | 27.2 | 14.6 | | 41.9 | 25.6 | 14.7 | | 53.6 | 26.4 | 0.0 | |
| LOS by Move: | D | B | B | | F | C | B | | D | C | B | | D | C | A | |
| HCM2kAvgQ: | 4 | 9 | 1 | | 0 | 10 | 1 | | 2 | 11 | 2 | | 2 | 5 | 0 | |

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #104 Oak Ave Pkwy/ WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.686
Loss Time (sec): 6 Average Delay (sec/veh): 12.5
Optimal Cycle: 41 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Permitted | | | Permitted | | | Permitted | | | Permitted | | |
| Rights: | Ignore | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 2 | 0 | 1 | 0 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 1565 | 324 | 0 | 1113 | 723 | 0 | 0 | 0 | 361 | 0 | 164 |
| Growth Adj: | 1.00 | 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 | 1565 | 324 | 0 | 1113 | 723 | 0 | 0 | 0 | 361 | 0 | 164 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.00 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 0 | 1665 | 0 | 0 | 1184 | 769 | 0 | 0 | 0 | 384 | 0 | 174 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 1665 | 0 | 0 | 1184 | 769 | 0 | 0 | 0 | 384 | 0 | 174 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 1665 | 0 | 0 | 1184 | 769 | 0 | 0 | 0 | 384 | 0 | 174 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 0.85 | 1.00 | 1.00 | 1.00 | 0.60 | 1.00 | 0.75 |
| Lanes: | 0.00 | 2.00 | 1.00 | 0.00 | 2.00 | 1.00 | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 2.00 |
| Final Sat.: | 0 | 3610 | 1900 | 0 | 3610 | 1615 | 0 | 0 | 0 | 2278 | 0 | 2842 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.46 | 0.00 | 0.00 | 0.33 | 0.48 | 0.00 | 0.00 | 0.00 | 0.17 | 0.00 | 0.06 |
| Crit Moves: | | | | | | **** | | | | **** | | |
| Green/Cycle: | 0.00 | 0.69 | 0.00 | 0.00 | 0.69 | 0.69 | 0.00 | 0.00 | 0.00 | 0.25 | 0.00 | 0.25 |
| Volume/Cap: | 0.00 | 0.66 | 0.00 | 0.00 | 0.47 | 0.69 | 0.00 | 0.00 | 0.00 | 0.69 | 0.00 | 0.25 |
| Uniform Del: | 0.0 | 8.7 | 0.0 | 0.0 | 7.0 | 8.9 | 0.0 | 0.0 | 0.0 | 34.2 | 0.0 | 30.3 |
| IncremntDel: | 0.0 | 0.7 | 0.0 | 0.0 | 0.1 | 1.8 | 0.0 | 0.0 | 0.0 | 3.5 | 0.0 | 0.2 |
| 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: | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 |
| Delay/Veh: | 0.0 | 9.4 | 0.0 | 0.0 | 7.1 | 10.7 | 0.0 | 0.0 | 0.0 | 37.8 | 0.0 | 30.5 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 9.4 | 0.0 | 0.0 | 7.1 | 10.7 | 0.0 | 0.0 | 0.0 | 37.8 | 0.0 | 30.5 |
| LOS by Move: | A | A | A | A | A | B | A | A | A | D | A | C |
| HCM2kAvgQ: | 0 | 15 | 0 | 0 | 8 | 13 | 0 | 0 | 0 | 7 | 0 | 3 |

Note: Queue reported is the number of cars per lane.





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Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #105 Oak Ave Pkwy/ EB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.829
Loss Time (sec): 6 Average Delay (sec/veh): 28.1
Optimal Cycle: 65 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Permitted | | | Permitted | | | Permitted | | | Permitted | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 2 | 0 | 1 | 2 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 844 | 395 | 0 | 953 | 131 | 1044 | 0 | 227 | 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 | 844 | 395 | 0 | 953 | 131 | 1044 | 0 | 227 | 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: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 0 | 898 | 420 | 0 | 1014 | 139 | 1111 | 0 | 241 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 898 | 420 | 0 | 1014 | 139 | 1111 | 0 | 241 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 898 | 420 | 0 | 1014 | 139 | 1111 | 0 | 241 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 0.95 | 0.85 | 1.00 | 0.95 | 0.85 | 0.59 | 1.00 | 0.75 | 1.00 | 1.00 | 1.00 |
| Lanes: | 0.00 | 2.00 | 1.00 | 0.00 | 2.00 | 1.00 | 2.00 | 0.00 | 2.00 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 0 | 3610 | 1615 | 0 | 3610 | 1615 | 2226 | 0 | 2842 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.25 | 0.26 | 0.00 | 0.28 | 0.09 | 0.50 | 0.00 | 0.08 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | | | | | **** | | **** | | | | | |
| Green/Cycle: | 0.00 | 0.34 | 0.34 | 0.00 | 0.34 | 0.34 | 0.60 | 0.00 | 0.60 | 0.00 | 0.00 | 0.00 |
| Volume/Cap: | 0.00 | 0.73 | 0.77 | 0.00 | 0.83 | 0.25 | 0.83 | 0.00 | 0.14 | 0.00 | 0.00 | 0.00 |
| Uniform Del: | 0.0 | 29.1 | 29.6 | 0.0 | 30.4 | 23.9 | 15.9 | 0.0 | 8.7 | 0.0 | 0.0 | 0.0 |
| IncremntDel: | 0.0 | 2.4 | 6.5 | 0.0 | 4.9 | 0.2 | 4.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 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: | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 31.5 | 36.1 | 0.0 | 35.3 | 24.2 | 20.3 | 0.0 | 8.7 | 0.0 | 0.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 31.5 | 36.1 | 0.0 | 35.3 | 24.2 | 20.3 | 0.0 | 8.7 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | A | C | D | A | D | C | C | A | A | A | A | A |
| HCM2kAvgQ: | 0 | 13 | 12 | 0 | 16 | 3 | 17 | 0 | 2 | 0 | 0 | 0 |

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #106 Empire Ranch Rd/ WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.545
Loss Time (sec): 6 Average Delay (sec/veh): 15.9
Optimal Cycle: 30 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1454 | 464 | | 0 | 1477 | 305 | | 0 | 0 | 0 | | 328 | 0 | 553 | |
| Growth Adj: | 1.00 | 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 | 1454 | 464 | | 0 | 1477 | 305 | | 0 | 0 | 0 | | 328 | 0 | 553 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 0 | 1547 | 494 | | 0 | 1571 | 324 | | 0 | 0 | 0 | | 349 | 0 | 588 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 1547 | 494 | | 0 | 1571 | 324 | | 0 | 0 | 0 | | 349 | 0 | 588 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 0 | 1547 | 494 | | 0 | 1571 | 324 | | 0 | 0 | 0 | | 349 | 0 | 588 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.91 | 0.85 | | 1.00 | 0.91 | 0.85 | | 1.00 | 1.00 | 1.00 | | 0.59 | 1.00 | 0.75 | |
| Lanes: | 0.00 | 3.00 | 1.00 | | 0.00 | 3.00 | 1.00 | | 0.00 | 0.00 | 0.00 | | 2.00 | 0.00 | 2.00 | |
| Final Sat.: | 0 | 5187 | 1615 | | 0 | 5187 | 1615 | | 0 | 0 | 0 | | 2245 | 0 | 2842 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.30 | 0.31 | | 0.00 | 0.30 | 0.20 | | 0.00 | 0.00 | 0.00 | | 0.16 | 0.00 | 0.21 | |
| Crit Moves: | | | **** | | | | | | | | | | | | **** | |
| Green/Cycle: | 0.00 | 0.56 | 0.56 | | 0.00 | 0.56 | 0.56 | | 0.00 | 0.00 | 0.00 | | 0.38 | 0.00 | 0.38 | |
| Volume/Cap: | 0.00 | 0.53 | 0.55 | | 0.00 | 0.54 | 0.36 | | 0.00 | 0.00 | 0.00 | | 0.41 | 0.00 | 0.55 | |
| Uniform Del: | 0.0 | 13.8 | 13.9 | | 0.0 | 13.9 | 12.1 | | 0.0 | 0.0 | 0.0 | | 22.8 | 0.0 | 24.3 | |
| IncremntDel: | 0.0 | 0.2 | 0.7 | | 0.0 | 0.2 | 0.2 | | 0.0 | 0.0 | 0.0 | | 0.3 | 0.0 | 0.6 | |
| 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: | 0.00 | 1.00 | 1.00 | | 0.00 | 1.00 | 1.00 | | 0.00 | 0.00 | 0.00 | | 1.00 | 0.00 | 1.00 | |
| Delay/Veh: | 0.0 | 14.0 | 14.6 | | 0.0 | 14.1 | 12.3 | | 0.0 | 0.0 | 0.0 | | 23.1 | 0.0 | 24.9 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 14.0 | 14.6 | | 0.0 | 14.1 | 12.3 | | 0.0 | 0.0 | 0.0 | | 23.1 | 0.0 | 24.9 | |
| LOS by Move: | A | B | B | | A | B | B | | A | A | A | | C | A | C | |
| HCM2kAvgQ: | 0 | 11 | 9 | | 0 | 10 | 5 | | 0 | 0 | 0 | | 4 | 0 | 8 | |

Note: Queue reported is the number of cars per lane.





Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #107 Empire Ranch Rd/ EB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.522
Loss Time (sec): 6 Average Delay (sec/veh): 18.5
Optimal Cycle: 28 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Ignore | | | | Ignore | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 3 | 0 | 1 | 2 | 0 | 0 | 0 | 2 | |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1321 | 337 | | 0 | 1053 | 752 | | 597 | 0 | 280 | | 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 | 1321 | 337 | | 0 | 1053 | 752 | | 597 | 0 | 280 | | 0 | 0 | 0 | |
| User Adj: | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Volume: | 0 | 1242 | 0 | | 0 | 990 | 0 | | 561 | 0 | 263 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 1242 | 0 | | 0 | 990 | 0 | | 561 | 0 | 263 | | 0 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 1242 | 0 | | 0 | 990 | 0 | | 561 | 0 | 263 | | 0 | 0 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.91 | 1.00 | | 1.00 | 0.91 | 1.00 | | 0.59 | 1.00 | 0.75 | | 1.00 | 1.00 | 1.00 | |
| Lanes: | 0.00 | 3.00 | 1.00 | | 0.00 | 3.00 | 1.00 | | 2.00 | 0.00 | 2.00 | | 0.00 | 0.00 | 0.00 | |
| Final Sat.: | 0 | 5187 | 1900 | | 0 | 5187 | 1900 | | 2234 | 0 | 2842 | | 0 | 0 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.24 | 0.00 | | 0.00 | 0.19 | 0.00 | | 0.25 | 0.00 | 0.09 | | 0.00 | 0.00 | 0.00 | |
| Crit Moves: | | **** | | | | | | | **** | | | | | | | |
| Green/Cycle: | 0.00 | 0.46 | 0.00 | | 0.00 | 0.46 | 0.00 | | 0.48 | 0.00 | 0.48 | | 0.00 | 0.00 | 0.00 | |
| Volume/Cap: | 0.00 | 0.52 | 0.00 | | 0.00 | 0.42 | 0.00 | | 0.52 | 0.00 | 0.19 | | 0.00 | 0.00 | 0.00 | |
| Uniform Del: | 0.0 | 19.3 | 0.0 | | 0.0 | 18.1 | 0.0 | | 18.0 | 0.0 | 14.8 | | 0.0 | 0.0 | 0.0 | |
| IncremntDel: | 0.0 | 0.2 | 0.0 | | 0.0 | 0.1 | 0.0 | | 0.5 | 0.0 | 0.1 | | 0.0 | 0.0 | 0.0 | |
| 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: | 0.00 | 1.00 | 0.00 | | 0.00 | 1.00 | 0.00 | | 1.00 | 0.00 | 1.00 | | 0.00 | 0.00 | 0.00 | |
| Delay/Veh: | 0.0 | 19.5 | 0.0 | | 0.0 | 18.2 | 0.0 | | 18.4 | 0.0 | 14.9 | | 0.0 | 0.0 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 19.5 | 0.0 | | 0.0 | 18.2 | 0.0 | | 18.4 | 0.0 | 14.9 | | 0.0 | 0.0 | 0.0 | |
| LOS by Move: | A | B | A | | A | B | A | | B | A | B | | A | A | A | |
| HCM2kAvgQ: | 0 | 10 | 0 | | 0 | 7 | 0 | | 7 | 0 | 3 | | 0 | 0 | 0 | |

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #108 Silva Way/ WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.890
Loss Time (sec): 6 Average Delay (sec/veh): 25.1
Optimal Cycle: 88 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Ignore | | | | Ignore | | | | Include | | | | Ignore | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 | 2 | 0 1 | 0 | 0 | 2 | 0 1 | 0 | 0 | 0 | 0 0 | 2 | 0 | 0 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1722 | 0 | 0 | 694 | 286 | 0 | 0 | 0 | 695 | 0 | 259 | | | | |
| Growth Adj: | 1.00 | 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 | 1722 | 0 | 0 | 694 | 286 | 0 | 0 | 0 | 695 | 0 | 259 | | | | |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | | | | |
| PHF Adj: | 0.94 | 0.94 | 0.00 | 0.94 | 0.94 | 0.00 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.00 | | | | |
| PHF Volume: | 0 | 1832 | 0 | 0 | 738 | 0 | 0 | 0 | 0 | 739 | 0 | 0 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 0 | 1832 | 0 | 0 | 738 | 0 | 0 | 0 | 0 | 739 | 0 | 0 | | | | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | | | | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | | | | |
| FinalVolume: | 0 | 1832 | 0 | 0 | 738 | 0 | 0 | 0 | 0 | 739 | 0 | 0 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 0.59 | 1.00 | 1.00 | | | | |
| Lanes: | 0.00 | 2.00 | 1.00 | 0.00 | 2.00 | 1.00 | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 1.00 | | | | |
| Final Sat.: | 0 | 3610 | 1900 | 0 | 3610 | 1900 | 0 | 0 | 0 | 2248 | 0 | 1900 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.51 | 0.00 | 0.00 | 0.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.33 | 0.00 | 0.00 | | | | |
| Crit Moves: | | **** | | | | | | | | **** | | | | | | |
| Green/Cycle: | 0.00 | 0.57 | 0.00 | 0.00 | 0.57 | 0.00 | 0.00 | 0.00 | 0.00 | 0.37 | 0.00 | 0.00 | | | | |
| Volume/Cap: | 0.00 | 0.89 | 0.00 | 0.00 | 0.36 | 0.00 | 0.00 | 0.00 | 0.00 | 0.89 | 0.00 | 0.00 | | | | |
| Uniform Del: | 0.0 | 18.7 | 0.0 | 0.0 | 11.6 | 0.0 | 0.0 | 0.0 | 0.0 | 29.6 | 0.0 | 0.0 | | | | |
| IncremntDel: | 0.0 | 5.2 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 11.6 | 0.0 | 0.0 | | | | |
| 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: | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 0.00 | | | | |
| Delay/Veh: | 0.0 | 24.0 | 0.0 | 0.0 | 11.7 | 0.0 | 0.0 | 0.0 | 0.0 | 41.3 | 0.0 | 0.0 | | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| AdjDel/Veh: | 0.0 | 24.0 | 0.0 | 0.0 | 11.7 | 0.0 | 0.0 | 0.0 | 0.0 | 41.3 | 0.0 | 0.0 | | | | |
| LOS by Move: | A | C | A | A | B | A | A | A | A | D | A | A | | | | |
| HCM2kAvgQ: | 0 | 26 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | | | | |

Note: Queue reported is the number of cars per lane.





Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #109 Silva Way/ EB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.798
Loss Time (sec): 6 Average Delay (sec/veh): 23.6
Optimal Cycle: 58 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Ignore | | | | Ignore | | | | Ignore | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 | 2 | 0 1 | 0 | 0 | 2 | 0 1 | 2 | 0 | 0 | 0 1 | 0 | 0 | 0 | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1365 | 625 | 0 | 1245 | 0 | 732 | 0 | 126 | 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 | 1365 | 625 | 0 | 1245 | 0 | 732 | 0 | 126 | 0 | 0 | 0 | | | | |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.94 | 0.94 | 0.00 | 0.94 | 0.94 | 0.00 | 0.94 | 0.94 | 0.00 | 0.94 | 0.94 | 0.94 | | | | |
| PHF Volume: | 0 | 1452 | 0 | 0 | 1324 | 0 | 779 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 0 | 1452 | 0 | 0 | 1324 | 0 | 779 | 0 | 0 | 0 | 0 | 0 | | | | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | | | | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | | | | |
| FinalVolume: | 0 | 1452 | 0 | 0 | 1324 | 0 | 779 | 0 | 0 | 0 | 0 | 0 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 0.59 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Lanes: | 0.00 | 2.00 | 1.00 | 0.00 | 2.00 | 1.00 | 2.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | | | | |
| Final Sat.: | 0 | 3610 | 1900 | 0 | 3610 | 1900 | 2241 | 0 | 1900 | 0 | 0 | 0 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.40 | 0.00 | 0.00 | 0.37 | 0.00 | 0.35 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | | | |
| Crit Moves: | | **** | | | | | **** | | | | | | | | | |
| Green/Cycle: | 0.00 | 0.50 | 0.00 | 0.00 | 0.50 | 0.00 | 0.44 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | | | |
| Volume/Cap: | 0.00 | 0.80 | 0.00 | 0.00 | 0.73 | 0.00 | 0.80 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | | | |
| Uniform Del: | 0.0 | 20.6 | 0.0 | 0.0 | 19.4 | 0.0 | 24.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | |
| IncremntDel: | 0.0 | 2.6 | 0.0 | 0.0 | 1.5 | 0.0 | 4.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | |
| 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: | 0.00 | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | | | | |
| Delay/Veh: | 0.0 | 23.1 | 0.0 | 0.0 | 20.9 | 0.0 | 29.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| AdjDel/Veh: | 0.0 | 23.1 | 0.0 | 0.0 | 20.9 | 0.0 | 29.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | | | |
| LOS by Move: | A | C | A | A | C | A | C | A | A | A | A | A | | | | |
| HCM2kAvgQ: | 0 | 21 | 0 | 0 | 17 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | | | | |

Note: Queue reported is the number of cars per lane.

LEVEL OF SERVICE WORKSHEETS

# CUMULATIVE CONDITIONS
# NO FEDERAL ACTION (NF) ALTERNATIVE
# AM PEAK HOUR

Cumulative No Project AM

Impact Analysis Report
Level Of Service

| Intersection | Base LOS | Base Del/ Veh | Base V/ C | Future LOS | Future Del/ Veh | Future V/ C | Change in |
|---|---|---|---|---|---|---|---|
| # 1 Folsom Blvd/ Blue Ravine Rd | D | 50.2 | 0.984 | D | 50.2 | 0.984 | + 0.000 D/V |
| # 2 Sibly Street/ Blue Ravine Road | D | 52.4 | 1.018 | D | 52.4 | 1.018 | + 0.000 D/V |
| # 3 Oak Avenue Parkway/ Blue Ravin | D | 35.6 | 0.842 | D | 35.6 | 0.842 | + 0.000 D/V |
| # 4 Empire Ranch Road/ Natoma Stre | C | 25.7 | 0.856 | C | 25.7 | 0.856 | + 0.000 D/V |
| # 5 Oak Avenue Parkway/ Riley Stre | B | 19.5 | 0.702 | B | 19.5 | 0.702 | + 0.000 D/V |
| # 6 Oak Avenue Parkway/ East Bidwe | C | 31.9 | 0.720 | C | 31.9 | 0.720 | + 0.000 D/V |
| # 7 East Bidwell St/Nesmith Ct | C | 24.2 | 0.848 | C | 24.2 | 0.848 | + 0.000 D/V |
| # 8 East Bidwell St/Scholar Way | B | 12.6 | 0.553 | B | 12.6 | 0.553 | + 0.000 D/V |
| # 9 East Bidwell St/Power Center D | A | 7.1 | 0.547 | A | 7.1 | 0.547 | + 0.000 D/V |
| # 10 Broadstone Pkwy/ East Bidwell | C | 27.7 | 0.650 | C | 27.7 | 0.650 | + 0.000 D/V |
| # 11 Empire Ranch Road/ Broadstone | C | 20.5 | 0.623 | C | 20.5 | 0.623 | + 0.000 D/V |
| # 12 Oak Avenue Prky / Haverhill Dr | B | 15.2 | 0.596 | B | 15.2 | 0.596 | + 0.000 D/V |
| # 13 Oak Avenue Prky / Haldion Wy | B | 14.3 | 0.614 | B | 14.3 | 0.614 | + 0.000 D/V |
| # 14 Folsom Blvd/ Iron Point Road | C | 20.3 | 0.857 | C | 20.3 | 0.857 | + 0.000 D/V |
| # 15 Prairie City Rd/ Iron Point Rd | C | 24.7 | 0.686 | C | 24.7 | 0.686 | + 0.000 D/V |
| # 16 Grover Rd/ Iron Point Rd | B | 19.1 | 0.449 | B | 19.1 | 0.449 | + 0.000 D/V |
| # 17 McAdoo Dr/ Iron Point Rd | C | 21.1 | 0.505 | C | 21.1 | 0.505 | + 0.000 D/V |
| # 18 Oak Ave Pkwy/ Iron Point Rd | C | 32.7 | 0.716 | C | 32.7 | 0.716 | + 0.000 D/V |
| # 19 Rowberry Dr/ Iron Point Rd | C | 25.0 | 0.551 | C | 25.0 | 0.551 | + 0.000 D/V |
| # 20 Broadstone Pkwy/ Iron Point Rd | B | 18.2 | 0.320 | B | 18.2 | 0.320 | + 0.000 D/V |
| # 21 East Bidwell St/ Iron Point Rd | C | 29.6 | 0.794 | C | 29.6 | 0.794 | + 0.000 D/V |
| # 22 Cavitt Dr/ Iron Point Rd | B | 13.3 | 0.375 | B | 13.3 | 0.375 | + 0.000 D/V |
| # 23 Serpa Way / Iron Point Rd | C | 24.1 | 0.587 | C | 24.1 | 0.587 | + 0.000 D/V |
| # 24 Empire Ranch Road/ Iron Point | E | 73.2 | 1.053 | E | 73.2 | 1.053 | + 0.000 D/V |

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Cumulative No Project AM

| Intersection | Base LOS | Base Del/ Veh | Base V/ C | Future LOS | Future Del/ Veh | Future V/ C | Change in |
|---|---|---|---|---|---|---|---|
| # 25 Prairie City Rd/ High School | C | 34.7 | 0.904 | C | 34.7 | 0.904 | + 0.000 D/V |
| # 26 East Bidwell St / Placerville | F | 194.2 | 1.319 | F | 194.2 | 1.319 | + 0.000 D/V |
| # 27 Prairie City Rd/ White Rock Rd | D | 37.2 | 1.019 | D | 37.2 | 1.019 | + 0.000 D/V |
| # 28 Scott Rd (South)/ White Rock R | C | 34.4 | 1.029 | C | 34.4 | 1.029 | + 0.000 D/V |
| # 29 Scott Rd (North)/ White Rock R | D | 35.1 | 0.874 | D | 35.1 | 0.874 | + 0.000 D/V |
| # 30 Placerville Rd/ White Rock Rd | B | 10.5 | 0.572 | B | 10.5 | 0.572 | + 0.000 D/V |
| # 31 Empire Ranch Rd/ North Rd | B | 13.6 | 0.330 | B | 13.6 | 0.330 | + 0.000 D/V |
| # 32 Prairie City Rd/ Easton Valley | C | 29.6 | 0.716 | C | 29.6 | 0.716 | + 0.000 D/V |
| # 33 Oak Ave Pkwy/ Easton Valley Pk | C | 33.1 | 0.833 | C | 33.1 | 0.833 | + 0.000 D/V |
| # 34 RowberryDr/ Easton Valley Pkwy | C | 21.3 | 0.488 | C | 21.3 | 0.488 | + 0.000 D/V |
| # 35 1st/ Easton Valley Pkwy | C | 24.6 | 0.533 | C | 24.6 | 0.533 | + 0.000 D/V |
| # 36 2nd St/ Easton Valley Pkwy | C | 23.8 | 0.481 | C | 23.8 | 0.481 | + 0.000 D/V |
| # 37 3rd St/ Easton Valley Pkwy | C | 21.0 | 0.331 | C | 21.0 | 0.331 | + 0.000 D/V |
| # 38 Scott Rd (North)/ Easton Valle | C | 31.0 | 0.686 | C | 31.0 | 0.686 | + 0.000 D/V |
| # 39 Placerville Rd / Easton Valley | C | 24.4 | 0.279 | C | 24.4 | 0.279 | + 0.000 D/V |
| # 40 4th St/ Easton Valley Pkwy | C | 23.6 | 0.364 | C | 23.6 | 0.364 | + 0.000 D/V |
| # 41 Hillside Dr/ Easton Valley Pkw | B | 13.7 | 0.324 | B | 13.7 | 0.324 | + 0.000 D/V |
| # 42 Empire Ranch Rd/ Easton Valley | C | 20.3 | 0.323 | C | 20.3 | 0.323 | + 0.000 D/V |
| # 43 Prairie City Rd/Middle Rd | A | 5.5 | 0.463 | A | 5.5 | 0.463 | + 0.000 D/V |
| # 44 Oak Ave Pkwy/Middle Rd | B | 11.9 | 0.373 | B | 11.9 | 0.373 | + 0.000 D/V |
| # 45 Scott Rd (North)/ Street "B" | C | 25.4 | 0.664 | C | 25.4 | 0.664 | + 0.000 D/V |
| # 46 Placerville Drive/Street "B" | B | 14.0 | 0.262 | B | 14.0 | 0.262 | + 0.000 D/V |
| # 47 Prairie City Rd/Street "A" | A | 8.2 | 0.638 | A | 8.2 | 0.638 | + 0.000 D/V |
| # 48 Oak Ave Pkwy/Street "A" | C | 21.3 | 0.529 | C | 21.3 | 0.529 | + 0.000 D/V |
| # 49 2nd St/Street "A" | B | 19.2 | 0.288 | B | 19.2 | 0.288 | + 0.000 D/V |
| # 50 Scott Rd (North)/ Street "A" | B | 19.2 | 0.498 | B | 19.2 | 0.498 | + 0.000 D/V |

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Cumulative No Project AM

| Intersection | Base LOS | Base Del/ Veh | Base V/ C | Future LOS | Future Del/ Veh | Future V/ C | Change in |
|---|---|---|---|---|---|---|---|
| # 51 East Rd/Street "A" | A | 8.3 | 0.154 | A | 8.3 | 0.154 | + 0.000 V/C |
| # 52 Placerville Rd/ Street "A" | C | 20.1 | 0.437 | C | 20.1 | 0.437 | + 0.000 D/V |
| # 53 Empire Ranch Rd/Street "A" | B | 13.5 | 0.337 | B | 13.5 | 0.337 | + 0.000 D/V |
| # 54 Scott Rd (North)/South Rd | B | 14.7 | 0.455 | B | 14.7 | 0.455 | + 0.000 D/V |
| # 55 Oak Ave Pkwy/ White Rock Rd | C | 24.6 | 0.935 | C | 24.6 | 0.935 | + 0.000 D/V |
| # 56 Empire Ranch Rd/ White Rock Rd | C | 24.3 | 0.861 | C | 24.3 | 0.861 | + 0.000 D/V |
| # 57 Hazel Blvd/ Gold Country | E | xxxxx | 0.992 | E | xxxxx | 0.992 | + 0.000 V/C |
| # 58 Hazel Ave/ Folsom Blvd | C | xxxxx | 0.766 | C | xxxxx | 0.766 | + 0.000 V/C |
| # 59 Grant Line Rd/ White Rock Rd | F | xxxxx | 1.032 | F | xxxxx | 1.032 | + 0.000 V/C |
| # 60 Grant Line Rd/ Sunrise Rd | D | xxxxx | 0.823 | D | xxxxx | 0.823 | + 0.000 V/C |
| # 61 Hazel Ave/ Easton Valley Pkwy | A | xxxxx | 0.439 | A | xxxxx | 0.439 | + 0.000 V/C |
| # 62 Aerojet Road/ Easton Valley Pk | A | xxxxx | 0.386 | A | xxxxx | 0.386 | + 0.000 V/C |
| # 63 Alabama Ave/ Easton Valley Pkw | A | xxxxx | 0.382 | A | xxxxx | 0.382 | + 0.000 V/C |
| # 64 Glenborough Rd/ Easton Valley | A | xxxxx | 0.376 | A | xxxxx | 0.376 | + 0.000 V/C |
| # 65 Sunrise Blvd/ White Rock Rd | B | xxxxx | 0.642 | B | xxxxx | 0.642 | + 0.000 V/C |
| # 66 Fitzgerald Road / White Rock R | A | xxxxx | 0.310 | A | xxxxx | 0.310 | + 0.000 V/C |
| # 67 Sunrise Blvd/ Douglas Rd | C | xxxxx | 0.714 | C | xxxxx | 0.714 | + 0.000 V/C |
| # 68 Grant Line Rd/ Douglas Rd | C | xxxxx | 0.755 | C | xxxxx | 0.755 | + 0.000 V/C |
| # 69 Grant Line Rd/ Kiefer Boulevar | D | xxxxx | 0.862 | D | xxxxx | 0.862 | + 0.000 V/C |
| # 70 Rancho Cordova Pkwy/ Easton Va | C | xxxxx | 0.706 | C | xxxxx | 0.706 | + 0.000 V/C |
| # 71 Rancho Cordova Pkwy/ White Roc | F | xxxxx | 1.005 | F | xxxxx | 1.005 | + 0.000 V/C |
| # 72 International Drive/White Rock | A | xxxxx | 0.441 | A | xxxxx | 0.441 | + 0.000 V/C |
| # 73 Rio Del Oro Prky/ White Rock R | A | xxxxx | 0.539 | A | xxxxx | 0.539 | + 0.000 V/C |
| # 74 Villagio Prky/ White Rock Rd | A | xxxxx | 0.401 | A | xxxxx | 0.401 | + 0.000 V/C |
| # 75 Sunrise Rd/ International Dr | C | xxxxx | 0.741 | C | xxxxx | 0.741 | + 0.000 V/C |

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Cumulative No Project AM

| Intersection | Base LOS | Base Del/ Veh | Base V/ C | Future LOS | Future Del/ Veh | Future V/ C | Change in |
|---|---|---|---|---|---|---|---|
| # 76 Villagio Prky/Americanos Blvd | A | xxxxx | 0.574 | A | xxxxx | 0.574 | + 0.000 V/C |
| # 77 Grant Line Rd/Centenial | D | xxxxx | 0.886 | D | xxxxx | 0.886 | + 0.000 V/C |
| # 78 Villagio Prky/ Rancho Cordova | C | 28.1 | 0.684 | C | 28.1 | 0.684 | + 0.000 D/V |
| # 79 Rancho Cordova Pkwy/ Douglas R | A | xxxxx | 0.497 | A | xxxxx | 0.497 | + 0.000 V/C |
| # 80 Americanos Blvd/ Douglas Rd | C | 22.8 | 0.492 | C | 22.8 | 0.492 | + 0.000 D/V |
| # 81 Grant Line Rd/ Chrysanthy Blvd | D | xxxxx | 0.899 | D | xxxxx | 0.899 | + 0.000 V/C |
| # 82 Grant Line Rd/ Rancho Cordova | A | xxxxx | 0.547 | A | xxxxx | 0.547 | + 0.000 V/C |
| # 83 White Rock Rd/ Carson Crossing | F | 90.5 | 1.203 | F | 90.5 | 1.203 | + 0.000 D/V |
| # 84 White Rock Rd/ Stonebriar Rd | B | 15.8 | 0.396 | B | 15.8 | 0.396 | + 0.000 D/V |
| # 85 White Rock Rd/ Windfield Way | C | 24.5 | 0.659 | C | 24.5 | 0.659 | + 0.000 D/V |
| # 86 White Rock Rd/ Latrobe Rd | D | 38.0 | 0.866 | D | 38.0 | 0.866 | + 0.000 D/V |
| # 87 White Rock Rd/ Valley View Pkw | D | 43.1 | 0.979 | D | 43.1 | 0.979 | + 0.000 D/V |
| # 88 El Dorado Hills Blvd/Serrano P | D | 36.7 | 0.937 | D | 36.7 | 0.937 | + 0.000 D/V |
| # 89 El Dorado Hills Blvd/Saratoga | C | 31.0 | 0.840 | C | 31.0 | 0.840 | + 0.000 D/V |
| # 90 El Dorado Hills Blvd/Park Driv | C | 24.8 | 0.773 | C | 24.8 | 0.773 | + 0.000 D/V |
| # 91 Latrobe Rd/ Town Center Blvd | C | 34.4 | 1.004 | C | 34.4 | 1.004 | + 0.000 D/V |
| # 92 Hazel Blvd/ Tributary- WB US 5 | D | 41.9 | 1.029 | D | 41.9 | 1.029 | + 0.000 D/V |
| # 93 Hazel Ave/ EB US-50 Ramps | D | 37.0 | 0.965 | D | 37.0 | 0.965 | + 0.000 D/V |
| # 94 Folsom Blvd/ WB US 50 Ramps | A | 6.2 | 0.541 | A | 6.2 | 0.541 | + 0.000 D/V |
| # 95 Folsom Blvd/ EB US 50 Ramps | C | 25.0 | 0.675 | C | 25.0 | 0.675 | + 0.000 D/V |
| # 96 Prairie City/ WB US 50 Ramps | D | 38.8 | 1.000 | D | 38.8 | 1.000 | + 0.000 D/V |
| # 97 Prairie City/ EB US 50 Ramps | C | 21.3 | 0.846 | C | 21.3 | 0.846 | + 0.000 D/V |
| # 98 East Bidwell St/ WB US 50 Ramp | C | 27.3 | 0.842 | C | 27.3 | 0.842 | + 0.000 D/V |
| # 99 East Bidwell St/ EB US 50 Ramp | B | 17.5 | 0.747 | B | 17.5 | 0.747 | + 0.000 D/V |
| #100 El Dorado Hills Blvd/ WB US 50 | A | 0.0 | 0.436 | A | 0.0 | 0.436 | + 0.000 D/V |
| #101 El Dorado Hills Blvd/ EB US 50 | A | 3.8 | 0.405 | A | 3.8 | 0.405 | + 0.000 D/V |

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AM Cumulative No Federal AcFri May 8, 2009 17:29:23 Page 2-5

Cumulative No Project AM

| Intersection | Base LOS | Base Del/ Veh | Base V/ C | Future LOS | Future Del/ Veh | Future V/ C | Change in |
|---|---|---|---|---|---|---|---|
| #102 Sunrise Rd/ Jackson Hwy-SR16 | C | 29.4 | 0.810 | C | 29.4 | 0.810 | + 0.000 D/V |
| #103 Grant Line Rd/ Jackson Rd- SR1 | C | 24.2 | 0.431 | C | 24.2 | 0.431 | + 0.000 D/V |
| #104 Oak Ave Pkwy/ WB US 50 Ramps | B | 16.5 | 0.746 | B | 16.5 | 0.746 | + 0.000 D/V |
| #105 Oak Ave Pkwy/ EB US 50 Ramps | C | 27.6 | 0.853 | C | 27.6 | 0.853 | + 0.000 D/V |
| #106 Empire Ranch Rd/ WB US 50 Ramp | B | 14.7 | 0.597 | B | 14.7 | 0.597 | + 0.000 D/V |
| #107 Empire Ranch Rd/ EB US 50 Ramp | B | 15.2 | 0.416 | B | 15.2 | 0.416 | + 0.000 D/V |
| #108 Silva Way/ WB US 50 Ramps | D | 35.3 | 0.946 | D | 35.3 | 0.946 | + 0.000 D/V |
| #109 Silva Way/ EB US 50 Ramps | A | 8.0 | 0.712 | A | 8.0 | 0.712 | + 0.000 D/V |





AM Cumulative No Federal AcFri May 8, 2009 17:29:23 Page 3-1

Cumulative No Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #1 Folsom Blvd/ Blue Ravine Rd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.984
Loss Time (sec): 15 Average Delay (sec/veh): 50.2
Optimal Cycle: 180 Level Of Service: D

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 2 | 0 | 1 | 1 | 0 2 | 0 | 1 | 1 | 0 1 | 0 | 1 | 2 | 0 1 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 292 | 1210 | 71 | | 263 | 1620 | 53 | | 34 | 53 | 50 | | 412 | 260 | 277 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 292 | 1210 | 71 | | 263 | 1620 | 53 | | 34 | 53 | 50 | | 412 | 260 | 277 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 328 | 1360 | 80 | | 296 | 1820 | 60 | | 38 | 60 | 56 | | 463 | 292 | 311 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 328 | 1360 | 80 | | 296 | 1820 | 60 | | 38 | 60 | 56 | | 463 | 292 | 311 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 328 | 1360 | 80 | | 296 | 1820 | 60 | | 38 | 60 | 56 | | 463 | 292 | 311 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.95 | 0.85 | | 0.95 | 0.95 | 0.85 | | 0.95 | 1.00 | 0.85 | | 0.92 | 1.00 | 0.85 | |
| Lanes: | 1.00 | 2.00 | 1.00 | | 1.00 | 2.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 2.00 | 1.00 | 1.00 | |
| Final Sat.: | 1805 | 3610 | 1615 | | 1805 | 3610 | 1615 | | 1805 | 1900 | 1615 | | 3502 | 1900 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.18 | 0.38 | 0.05 | | 0.16 | 0.50 | 0.04 | | 0.02 | 0.03 | 0.03 | | 0.13 | 0.15 | 0.19 | |
| Crit Moves: | **** | | | | | **** | | | **** | | | | | **** | | |
| Green/Cycle: | 0.18 | 0.49 | 0.63 | | 0.21 | 0.51 | 0.53 | | 0.02 | 0.03 | 0.22 | | 0.14 | 0.16 | 0.37 | |
| Volume/Cap: | 0.98 | 0.77 | 0.08 | | 0.77 | 0.98 | 0.07 | | 0.98 | 0.92 | 0.16 | | 0.92 | 0.98 | 0.52 | |
| Delay/Veh: | 93.5 | 27.7 | 8.7 | | 54.2 | 45.9 | 13.6 | | 196.5 | 142 | 38.1 | | 72.9 | 98.1 | 30.6 | |
| 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: | 93.5 | 27.7 | 8.7 | | 54.2 | 45.9 | 13.6 | | 196.5 | 142 | 38.1 | | 72.9 | 98.1 | 30.6 | |
| LOS by Move: | F | C | A | | D | D | B | | F | F | D | | E | F | C | |
| HCM2kAvgQ: | 13 | 21 | 1 | | 12 | 41 | 1 | | 3 | 4 | 2 | | 9 | 12 | 8 | |

Note: Queue reported is the number of cars per lane.

AM Cumulative No Federal AcFri May 8, 2009 17:29:23 Page 4-1

Cumulative No Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #2 Sibly Street/ Blue Ravine Road

Cycle (sec): 100 Critical Vol./Cap. (X): 1.018
Loss Time (sec): 12 Average Delay (sec/veh): 52.4
Optimal Cycle: 180 Level Of Service: D

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Ovl | | | Ovl | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 | 0 | 2 | 0 | 1 | 1 | 0 | 2 | 0 | 2 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 537 | 641 | 283 | 41 | 929 | 289 | 217 | 267 | 339 | 589 | 438 | 40 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 537 | 641 | 283 | 41 | 929 | 289 | 217 | 267 | 339 | 589 | 438 | 40 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 603 | 720 | 318 | 46 | 1044 | 325 | 244 | 300 | 381 | 662 | 492 | 45 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 603 | 720 | 318 | 46 | 1044 | 325 | 244 | 300 | 381 | 662 | 492 | 45 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 603 | 720 | 318 | 46 | 1044 | 325 | 244 | 300 | 381 | 662 | 492 | 45 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.95 | 0.85 | 0.95 | 0.95 | 0.85 | 0.92 | 0.95 | 0.85 | 0.92 | 0.94 | 0.94 |
| Lanes: | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 | 2.00 | 1.83 | 0.17 |
| Final Sat.: | 1805 | 3610 | 1615 | 1805 | 3610 | 1615 | 3502 | 3610 | 1615 | 3502 | 3265 | 298 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.33 | 0.20 | 0.20 | 0.03 | 0.29 | 0.20 | 0.07 | 0.08 | 0.24 | 0.19 | 0.15 | 0.15 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green/Cycle: | 0.33 | 0.54 | 0.73 | 0.07 | 0.28 | 0.37 | 0.08 | 0.08 | 0.41 | 0.19 | 0.18 | 0.25 |
| Volume/Cap: | 1.02 | 0.37 | 0.27 | 0.37 | 1.02 | 0.55 | 0.82 | 1.02 | 0.58 | 1.02 | 0.82 | 0.60 |
| Delay/Veh: | 75.0 | 13.2 | 4.7 | 46.2 | 68.4 | 26.0 | 61.9 | 103 | 24.0 | 80.5 | 47.7 | 34.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 75.0 | 13.2 | 4.7 | 46.2 | 68.4 | 26.0 | 61.9 | 103 | 24.0 | 80.5 | 47.7 | 34.0 |
| LOS by Move: | E | B | A | D | E | C | E | F | C | F | D | C |
| HCM2kAvgQ: | 24 | 6 | 3 | 2 | 24 | 8 | 4 | 6 | 8 | 13 | 9 | 7 |

Note: Queue reported is the number of cars per lane.





AM Cumulative No Federal AcFri May 8, 2009 17:29:23 Page 5-1

Cumulative No Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #3 Oak Avenue Parkway/ Blue Ravine Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.842
Loss Time (sec): 12 Average Delay (sec/veh): 35.6
Optimal Cycle: 88 Level Of Service: D

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Include | | | Ignore | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 | 0 | 3 | 0 | 1 | 1 | 0 | 2 | 1 | 0 | 2 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 207 | 619 | 315 | 39 | 1106 | 51 | 20 | 284 | 142 | 846 | 930 | 56 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 207 | 619 | 315 | 39 | 1106 | 51 | 20 | 284 | 142 | 846 | 930 | 56 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | 0.00 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.00 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 233 | 696 | 0 | 44 | 1243 | 57 | 22 | 319 | 0 | 951 | 1045 | 63 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 233 | 696 | 0 | 44 | 1243 | 57 | 22 | 319 | 0 | 951 | 1045 | 63 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 233 | 696 | 0 | 44 | 1243 | 57 | 22 | 319 | 0 | 951 | 1045 | 63 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.91 | 1.00 | 0.95 | 0.90 | 0.90 | 0.92 | 0.95 | 1.00 | 0.92 | 0.94 | 0.94 |
| Lanes: | 1.00 | 3.00 | 1.00 | 1.00 | 2.87 | 0.13 | 2.00 | 2.00 | 1.00 | 2.00 | 1.89 | 0.11 |
| Final Sat.: | 1805 | 5187 | 1900 | 1805 | 4924 | 227 | 3502 | 3610 | 1900 | 3502 | 3374 | 203 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.13 | 0.13 | 0.00 | 0.02 | 0.25 | 0.25 | 0.01 | 0.09 | 0.00 | 0.27 | 0.31 | 0.31 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green/Cycle: | 0.15 | 0.38 | 0.00 | 0.07 | 0.30 | 0.30 | 0.01 | 0.10 | 0.00 | 0.32 | 0.42 | 0.42 |
| Volume/Cap: | 0.84 | 0.35 | 0.00 | 0.35 | 0.84 | 0.84 | 0.74 | 0.84 | 0.00 | 0.84 | 0.74 | 0.74 |
| Delay/Veh: | 61.4 | 22.1 | 0.0 | 46.1 | 37.2 | 37.2 | 114.1 | 59.5 | 0.0 | 37.4 | 26.5 | 26.5 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 61.4 | 22.1 | 0.0 | 46.1 | 37.2 | 37.2 | 114.1 | 59.5 | 0.0 | 37.4 | 26.5 | 26.5 |
| LOS by Move: | E | C | A | D | D | D | F | E | A | D | C | C |
| HCM2kAvgQ: | 7 | 5 | 0 | 2 | 16 | 16 | 0 | 5 | 0 | 17 | 16 | 16 |

Note: Queue reported is the number of cars per lane.

AM Cumulative No Federal AcFri May 8, 2009 17:29:23 Page 6-1

Cumulative No Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #4 Empire Ranch Road/ Natoma Street

Cycle (sec): 100 Critical Vol./Cap. (X): 0.856
Loss Time (sec): 9 Average Delay (sec/veh): 25.7
Optimal Cycle: 84 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Ovl | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 590 | 118 | 0 | | 0 | 280 | 12 | | 27 | 0 | 994 | | 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: | 590 | 118 | 0 | | 0 | 280 | 12 | | 27 | 0 | 994 | | 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: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 663 | 133 | 0 | | 0 | 315 | 13 | | 30 | 0 | 1117 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 663 | 133 | 0 | | 0 | 315 | 13 | | 30 | 0 | 1117 | | 0 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 663 | 133 | 0 | | 0 | 315 | 13 | | 30 | 0 | 1117 | | 0 | 0 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.95 | 1.00 | | 1.00 | 0.95 | 0.85 | | 0.87 | 1.00 | 0.85 | | 1.00 | 1.00 | 1.00 | |
| Lanes: | 1.00 | 2.00 | 0.00 | | 0.00 | 2.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 0.00 | 0.00 | 0.00 | |
| Final Sat.: | 1805 | 3610 | 0 | | 0 | 3610 | 1615 | | 1644 | 1900 | 1615 | | 0 | 0 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.37 | 0.04 | 0.00 | | 0.00 | 0.09 | 0.01 | | 0.02 | 0.00 | 0.69 | | 0.00 | 0.00 | 0.00 | |
| Crit Moves: | **** | | | | | **** | | | | | **** | | | | | |
| Green/Cycle: | 0.43 | 0.53 | 0.00 | | 0.00 | 0.10 | 0.10 | | 0.38 | 0.00 | 0.81 | | 0.00 | 0.00 | 0.00 | |
| Volume/Cap: | 0.86 | 0.07 | 0.00 | | 0.00 | 0.86 | 0.08 | | 0.05 | 0.00 | 0.86 | | 0.00 | 0.00 | 0.00 | |
| Delay/Veh: | 35.0 | 11.4 | 0.0 | | 0.0 | 61.8 | 40.9 | | 19.7 | 0.0 | 11.7 | | 0.0 | 0.0 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 35.0 | 11.4 | 0.0 | | 0.0 | 61.8 | 40.9 | | 19.7 | 0.0 | 11.7 | | 0.0 | 0.0 | 0.0 | |
| LOS by Move: | D | B | A | | A | E | D | | B | A | B | | A | A | A | |
| HCM2kAvgQ: | 20 | 1 | 0 | | 0 | 8 | 0 | | 1 | 0 | 24 | | 0 | 0 | 0 | |

Note: Queue reported is the number of cars per lane.





AM Cumulative No Federal AcFri May 8, 2009 17:29:23 Page 7-1

Cumulative No Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #5 Oak Avenue Parkway/ Riley Street

Cycle (sec): 100 Critical Vol./Cap. (X): 0.702
Loss Time (sec): 12 Average Delay (sec/veh): 19.5
Optimal Cycle: 60 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 2 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 108 | 938 | 35 | | 9 | 1183 | 157 | | 187 | 5 | 161 | | 39 | 13 | 3 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 108 | 938 | 35 | | 9 | 1183 | 157 | | 187 | 5 | 161 | | 39 | 13 | 3 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 121 | 1054 | 39 | | 10 | 1329 | 176 | | 210 | 6 | 181 | | 44 | 15 | 3 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 121 | 1054 | 39 | | 10 | 1329 | 176 | | 210 | 6 | 181 | | 44 | 15 | 3 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 121 | 1054 | 39 | | 10 | 1329 | 176 | | 210 | 6 | 181 | | 44 | 15 | 3 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.91 | 0.91 | | 0.95 | 0.93 | 0.93 | | 0.95 | 1.00 | 0.85 | | 0.95 | 0.97 | 0.97 | |
| Lanes: | 1.00 | 2.89 | 0.11 | | 1.00 | 1.77 | 0.23 | | 1.00 | 1.00 | 1.00 | | 1.00 | 0.81 | 0.19 | |
| Final Sat.: | 1805 | 4975 | 186 | | 1805 | 3130 | 415 | | 1805 | 1900 | 1615 | | 1805 | 1501 | 346 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.07 | 0.21 | 0.21 | | 0.01 | 0.42 | 0.42 | | 0.12 | 0.00 | 0.11 | | 0.02 | 0.01 | 0.01 | |
| Crit Moves: | **** | | | | | **** | | | **** | | | | | **** | | |
| Green/Cycle: | 0.10 | 0.68 | 0.68 | | 0.02 | 0.60 | 0.60 | | 0.17 | 0.15 | 0.15 | | 0.03 | 0.01 | 0.01 | |
| Volume/Cap: | 0.70 | 0.31 | 0.31 | | 0.31 | 0.70 | 0.70 | | 0.70 | 0.02 | 0.76 | | 0.76 | 0.70 | 0.70 | |
| Delay/Veh: | 56.1 | 6.5 | 6.5 | | 53.9 | 14.7 | 14.7 | | 46.7 | 36.5 | 54.1 | | 91.6 | 111 | 110.8 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 56.1 | 6.5 | 6.5 | | 53.9 | 14.7 | 14.7 | | 46.7 | 36.5 | 54.1 | | 91.6 | 111 | 110.8 | |
| LOS by Move: | E | A | A | | D | B | B | | D | D | D | | F | F | F | |
| HCM2kAvgQ: | 4 | 5 | 5 | | 0 | 17 | 17 | | 8 | 0 | 7 | | 3 | 2 | 2 | |

Note: Queue reported is the number of cars per lane.

Cumulative No Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #6 Oak Avenue Parkway/ East Bidwell Street

Cycle (sec): 100 Critical Vol./Cap. (X): 0.720
Loss Time (sec): 12 Average Delay (sec/veh): 31.9
Optimal Cycle: 62 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ignore | | | | Ignore | | | | Ignore | | | | Ignore | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 187 | 400 | 594 | | 790 | 812 | 63 | | 53 | 1048 | 165 | | 208 | 961 | 521 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 187 | 400 | 594 | | 790 | 812 | 63 | | 53 | 1048 | 165 | | 208 | 961 | 521 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.00 | |
| PHF Volume: | 210 | 449 | 0 | | 888 | 912 | 0 | | 60 | 1178 | 0 | | 234 | 1080 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 210 | 449 | 0 | | 888 | 912 | 0 | | 60 | 1178 | 0 | | 234 | 1080 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| FinalVolume: | 210 | 449 | 0 | | 888 | 912 | 0 | | 60 | 1178 | 0 | | 234 | 1080 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.91 | 1.00 | | 0.92 | 0.91 | 1.00 | | 0.92 | 0.91 | 1.00 | | 0.92 | 0.91 | 1.00 | |
| Lanes: | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | |
| Final Sat.: | 3502 | 5187 | 1900 | | 3502 | 5187 | 1900 | | 3502 | 5187 | 1900 | | 3502 | 5187 | 1900 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.06 | 0.09 | 0.00 | | 0.25 | 0.18 | 0.00 | | 0.02 | 0.23 | 0.00 | | 0.07 | 0.21 | 0.00 | |
| Crit Moves: | | **** | | | **** | | | | | **** | | | **** | | | |
| Green/Cycle: | 0.12 | 0.12 | 0.00 | | 0.35 | 0.35 | 0.00 | | 0.03 | 0.32 | 0.00 | | 0.09 | 0.38 | 0.00 | |
| Volume/Cap: | 0.50 | 0.72 | 0.00 | | 0.72 | 0.50 | 0.00 | | 0.55 | 0.72 | 0.00 | | 0.72 | 0.55 | 0.00 | |
| Delay/Veh: | 42.1 | 46.5 | 0.0 | | 30.2 | 25.7 | 0.0 | | 53.8 | 31.9 | 0.0 | | 51.8 | 24.9 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 42.1 | 46.5 | 0.0 | | 30.2 | 25.7 | 0.0 | | 53.8 | 31.9 | 0.0 | | 51.8 | 24.9 | 0.0 | |
| LOS by Move: | D | D | A | | C | C | A | | D | C | A | | D | C | A | |
| HCM2kAvgQ: | 3 | 5 | 0 | | 12 | 8 | 0 | | 2 | 13 | 0 | | 4 | 9 | 0 | |

Note: Queue reported is the number of cars per lane.





Cumulative No Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #7 East Bidwell St/Nesmith Ct

Cycle (sec): 100 Critical Vol./Cap. (X): 0.848
Loss Time (sec): 12 Average Delay (sec/veh): 24.2
Optimal Cycle: 90 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Split Phase | | | | Split Phase | | | |
| Rights: | Ovl | | | | Include | | | | Include | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 3 | 0 1 | 2 | 0 | 2 | 1 0 | 0 | 0 | 1! | 0 0 | 1 | 1 | 0 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 43 | 1336 | 598 | | 962 | 1564 | 42 | | 20 | 1 | 13 | | 222 | 1 | 331 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 43 | 1336 | 598 | | 962 | 1564 | 42 | | 20 | 1 | 13 | | 222 | 1 | 331 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 48 | 1501 | 672 | | 1081 | 1757 | 47 | | 22 | 1 | 15 | | 249 | 1 | 372 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 48 | 1501 | 672 | | 1081 | 1757 | 47 | | 22 | 1 | 15 | | 249 | 1 | 372 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 48 | 1501 | 672 | | 1081 | 1757 | 47 | | 22 | 1 | 15 | | 249 | 1 | 372 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.91 | 0.85 | | 0.92 | 0.91 | 0.91 | | 0.92 | 0.92 | 0.92 | | 0.95 | 0.95 | 0.85 | |
| Lanes: | 1.00 | 3.00 | 1.00 | | 2.00 | 2.92 | 0.08 | | 0.59 | 0.03 | 0.38 | | 1.99 | 0.01 | 1.00 | |
| Final Sat.: | 1805 | 5187 | 1615 | | 3502 | 5031 | 135 | | 1029 | 51 | 669 | | 3605 | 16 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.29 | 0.42 | | 0.31 | 0.35 | 0.35 | | 0.02 | 0.02 | 0.02 | | 0.07 | 0.07 | 0.23 | |
| Crit Moves: | | | **** | | **** | | | | | **** | | | **** | | | |
| Green/Cycle: | 0.06 | 0.41 | 0.49 | | 0.36 | 0.72 | 0.72 | | 0.03 | 0.03 | 0.03 | | 0.08 | 0.08 | 0.45 | |
| Volume/Cap: | 0.49 | 0.71 | 0.85 | | 0.85 | 0.49 | 0.49 | | 0.85 | 0.85 | 0.85 | | 0.85 | 0.85 | 0.52 | |
| Delay/Veh: | 49.6 | 25.7 | 30.8 | | 34.8 | 6.2 | 6.2 | | 127.2 | 127 | 127.2 | | 65.3 | 65.3 | 20.6 | |
| 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: | 49.6 | 25.7 | 30.8 | | 34.8 | 6.2 | 6.2 | | 127.2 | 127 | 127.2 | | 65.3 | 65.3 | 20.6 | |
| LOS by Move: | D | C | C | | C | A | A | | F | F | F | | E | E | C | |
| HCM2kAvgQ: | 2 | 15 | 21 | | 18 | 9 | 9 | | 1 | 1 | 1 | | 4 | 4 | 8 | |

Note: Queue reported is the number of cars per lane.

AM Cumulative No Federal AcFri May 8, 2009 17:29:23 Page 10-1

Cumulative No Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #8 East Bidwell St/Scholar Way

Cycle (sec): 100 Critical Vol./Cap. (X): 0.553
Loss Time (sec): 12 Average Delay (sec/veh): 12.6
Optimal Cycle: 44 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ignore | | | | Ignore | | | | Ignore | | | | Ignore | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 1 | 0 | 2 | 0 1 | 1 | 0 | 2 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 39 | 1685 | 265 | | 79 | 1619 | 105 | | 141 | 18 | 0 | | 93 | 27 | 146 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 39 | 1685 | 265 | | 79 | 1619 | 105 | | 141 | 18 | 0 | | 93 | 27 | 146 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.00 | |
| PHF Volume: | 44 | 1893 | 0 | | 89 | 1819 | 0 | | 158 | 20 | 0 | | 104 | 30 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 44 | 1893 | 0 | | 89 | 1819 | 0 | | 158 | 20 | 0 | | 104 | 30 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| FinalVolume: | 44 | 1893 | 0 | | 89 | 1819 | 0 | | 158 | 20 | 0 | | 104 | 30 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.91 | 1.00 | | 0.92 | 0.91 | 1.00 | | 0.95 | 0.95 | 1.00 | | 0.95 | 0.95 | 1.00 | |
| Lanes: | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 1.00 | 2.00 | 1.00 | | 1.00 | 2.00 | 1.00 | |
| Final Sat.: | 3502 | 5187 | 1900 | | 3502 | 5187 | 1900 | | 1805 | 3610 | 1900 | | 1805 | 3610 | 1900 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.37 | 0.00 | | 0.03 | 0.35 | 0.00 | | 0.09 | 0.01 | 0.00 | | 0.06 | 0.01 | 0.00 | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.02 | 0.66 | 0.00 | | 0.05 | 0.68 | 0.00 | | 0.16 | 0.02 | 0.00 | | 0.16 | 0.02 | 0.00 | |
| Volume/Cap: | 0.51 | 0.55 | 0.00 | | 0.55 | 0.51 | 0.00 | | 0.55 | 0.37 | 0.00 | | 0.37 | 0.55 | 0.00 | |
| Delay/Veh: | 53.5 | 9.3 | 0.0 | | 50.8 | 7.9 | 0.0 | | 41.1 | 52.8 | 0.0 | | 38.4 | 60.6 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 53.5 | 9.3 | 0.0 | | 50.8 | 7.9 | 0.0 | | 41.1 | 52.8 | 0.0 | | 38.4 | 60.6 | 0.0 | |
| LOS by Move: | D | A | A | | D | A | A | | D | D | A | | D | E | A | |
| HCM2kAvgQ: | 1 | 12 | 0 | | 2 | 10 | 0 | | 4 | 0 | 0 | | 3 | 1 | 0 | |

Note: Queue reported is the number of cars per lane.





AM Cumulative No Federal AcFri May 8, 2009 17:29:23 Page 11-1

Cumulative No Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #9 East Bidwell St/Power Center Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.547
Loss Time (sec): 12 Average Delay (sec/veh): 7.1
Optimal Cycle: 44 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Split Phase | | | | Split Phase | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 3 | 0 1 | 1 | 0 | 3 | 0 1 | 1 | 1 | 0 | 0 1 | 0 | 1 | 0 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 13 | 1930 | 81 | | 20 | 1701 | 23 | | 44 | 6 | 42 | | 45 | 3 | 38 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 13 | 1930 | 81 | | 20 | 1701 | 23 | | 44 | 6 | 42 | | 45 | 3 | 38 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 15 | 2169 | 91 | | 22 | 1911 | 26 | | 49 | 7 | 47 | | 51 | 3 | 43 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 15 | 2169 | 91 | | 22 | 1911 | 26 | | 49 | 7 | 47 | | 51 | 3 | 43 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 15 | 2169 | 91 | | 22 | 1911 | 26 | | 49 | 7 | 47 | | 51 | 3 | 43 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.91 | 0.85 | | 0.95 | 0.91 | 0.85 | | 0.96 | 0.96 | 0.85 | | 0.96 | 0.96 | 0.85 | |
| Lanes: | 1.00 | 3.00 | 1.00 | | 1.00 | 3.00 | 1.00 | | 1.76 | 0.24 | 1.00 | | 0.94 | 0.06 | 1.00 | |
| Final Sat.: | 1805 | 5187 | 1615 | | 1805 | 5187 | 1615 | | 3204 | 437 | 1615 | | 1701 | 113 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.42 | 0.06 | | 0.01 | 0.37 | 0.02 | | 0.02 | 0.02 | 0.03 | | 0.03 | 0.03 | 0.03 | |
| Crit Moves: | | **** | | | **** | | | | | | **** | | **** | | | |
| Green/Cycle: | 0.02 | 0.76 | 0.82 | | 0.02 | 0.77 | 0.81 | | 0.04 | 0.04 | 0.06 | | 0.05 | 0.05 | 0.08 | |
| Volume/Cap: | 0.48 | 0.55 | 0.07 | | 0.55 | 0.48 | 0.02 | | 0.40 | 0.40 | 0.53 | | 0.55 | 0.55 | 0.34 | |
| Delay/Veh: | 60.1 | 4.9 | 1.8 | | 62.9 | 4.3 | 1.9 | | 48.8 | 48.8 | 51.6 | | 52.4 | 52.4 | 45.4 | |
| 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: | 60.1 | 4.9 | 1.8 | | 62.9 | 4.3 | 1.9 | | 48.8 | 48.8 | 51.6 | | 52.4 | 52.4 | 45.4 | |
| LOS by Move: | E | A | A | | E | A | A | | D | D | D | | D | D | D | |
| HCM2kAvgQ: | 1 | 10 | 1 | | 1 | 8 | 0 | | 1 | 1 | 1 | | 2 | 2 | 1 | |

Note: Queue reported is the number of cars per lane.

AM Cumulative No Federal AcFri May 8, 2009 17:29:23 Page 12-1

Cumulative No Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #10 Broadstone Pkwy/ East Bidwell St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.650
Loss Time (sec): 12 Average Delay (sec/veh): 27.7
Optimal Cycle: 53 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ignore | | | | Ignore | | | | Ignore | | | | Ignore | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 15 | 816 | 5 | | 245 | 1153 | 132 | | 156 | 933 | 32 | | 47 | 1231 | 144 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 15 | 816 | 5 | | 245 | 1153 | 132 | | 156 | 933 | 32 | | 47 | 1231 | 144 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.00 | |
| PHF Volume: | 17 | 917 | 0 | | 275 | 1296 | 0 | | 175 | 1048 | 0 | | 53 | 1383 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 17 | 917 | 0 | | 275 | 1296 | 0 | | 175 | 1048 | 0 | | 53 | 1383 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| FinalVolume: | 17 | 917 | 0 | | 275 | 1296 | 0 | | 175 | 1048 | 0 | | 53 | 1383 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.91 | 1.00 | | 0.92 | 0.91 | 1.00 | | 0.92 | 0.91 | 1.00 | | 0.92 | 0.91 | 1.00 | |
| Lanes: | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | |
| Final Sat.: | 3502 | 5187 | 1900 | | 3502 | 5187 | 1900 | | 3502 | 5187 | 1900 | | 3502 | 5187 | 1900 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.18 | 0.00 | | 0.08 | 0.25 | 0.00 | | 0.05 | 0.20 | 0.00 | | 0.02 | 0.27 | 0.00 | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.01 | 0.27 | 0.00 | | 0.12 | 0.39 | 0.00 | | 0.08 | 0.45 | 0.00 | | 0.03 | 0.41 | 0.00 | |
| Volume/Cap: | 0.65 | 0.65 | 0.00 | | 0.65 | 0.65 | 0.00 | | 0.65 | 0.45 | 0.00 | | 0.45 | 0.65 | 0.00 | |
| Delay/Veh: | 94.8 | 33.3 | 0.0 | | 45.5 | 25.9 | 0.0 | | 50.4 | 18.9 | 0.0 | | 50.0 | 24.4 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 94.8 | 33.3 | 0.0 | | 45.5 | 25.9 | 0.0 | | 50.4 | 18.9 | 0.0 | | 50.0 | 24.4 | 0.0 | |
| LOS by Move: | F | C | A | | D | C | A | | D | B | A | | D | C | A | |
| HCM2kAvgQ: | 0 | 9 | 0 | | 5 | 13 | 0 | | 3 | 8 | 0 | | 1 | 13 | 0 | |

Note: Queue reported is the number of cars per lane.





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Cumulative No Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #11 Empire Ranch Road/ Broadstone Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.623
Loss Time (sec): 12 Average Delay (sec/veh): 20.5
Optimal Cycle: 50 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Split Phase | | | | Split Phase | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 2 | 1 0 | 1 | 0 | 2 | 1 0 | 2 | 0 | 1 | 0 1 | 0 | 0 | 1! | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 116 | 719 | 3 | | 7 | 1299 | 101 | | 31 | 11 | 194 | | 15 | 22 | 18 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 116 | 719 | 3 | | 7 | 1299 | 101 | | 31 | 11 | 194 | | 15 | 22 | 18 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 130 | 808 | 3 | | 8 | 1460 | 113 | | 35 | 12 | 218 | | 17 | 25 | 20 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 130 | 808 | 3 | | 8 | 1460 | 113 | | 35 | 12 | 218 | | 17 | 25 | 20 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 130 | 808 | 3 | | 8 | 1460 | 113 | | 35 | 12 | 218 | | 17 | 25 | 20 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.91 | 0.91 | | 0.95 | 0.90 | 0.90 | | 0.92 | 1.00 | 0.85 | | 0.94 | 0.94 | 0.94 | |
| Lanes: | 1.00 | 2.99 | 0.01 | | 1.00 | 2.78 | 0.22 | | 2.00 | 1.00 | 1.00 | | 0.27 | 0.40 | 0.33 | |
| Final Sat.: | 1805 | 5160 | 22 | | 1805 | 4760 | 370 | | 3502 | 1900 | 1615 | | 489 | 717 | 587 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.07 | 0.16 | 0.16 | | 0.00 | 0.31 | 0.31 | | 0.01 | 0.01 | 0.13 | | 0.03 | 0.03 | 0.03 | |
| Crit Moves: | **** | | | | | **** | | | | | **** | | **** | | | |
| Green/Cycle: | 0.12 | 0.59 | 0.59 | | 0.02 | 0.49 | 0.49 | | 0.22 | 0.22 | 0.22 | | 0.06 | 0.06 | 0.06 | |
| Volume/Cap: | 0.62 | 0.26 | 0.26 | | 0.26 | 0.62 | 0.62 | | 0.05 | 0.03 | 0.62 | | 0.62 | 0.62 | 0.62 | |
| Delay/Veh: | 47.9 | 9.9 | 9.9 | | 53.3 | 19.1 | 19.1 | | 31.0 | 30.9 | 38.9 | | 57.9 | 57.9 | 57.9 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 47.9 | 9.9 | 9.9 | | 53.3 | 19.1 | 19.1 | | 31.0 | 30.9 | 38.9 | | 57.9 | 57.9 | 57.9 | |
| LOS by Move: | D | A | A | | D | B | B | | C | C | D | | E | E | E | |
| HCM2kAvgQ: | 4 | 4 | 4 | | 0 | 12 | 12 | | 0 | 0 | 7 | | 3 | 3 | 3 | |

Note: Queue reported is the number of cars per lane.

AM Cumulative No Federal AcFri May 8, 2009 17:29:23 Page 14-1

Cumulative No Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #12 Oak Avenue Prky / Haverhill Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.596
Loss Time (sec): 9 Average Delay (sec/veh): 15.2
Optimal Cycle: 41 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 1 | 1 0 | 1 | 0 | 1 | 1 0 | 0 | 0 | 1! | 0 0 | 0 | 0 | 1! | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 1 | 937 | 16 | | 85 | 1257 | 1 | | 1 | 20 | 4 | | 75 | 14 | 116 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 1 | 937 | 16 | | 85 | 1257 | 1 | | 1 | 20 | 4 | | 75 | 14 | 116 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 1 | 1053 | 18 | | 96 | 1412 | 1 | | 1 | 22 | 4 | | 84 | 16 | 130 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 1 | 1053 | 18 | | 96 | 1412 | 1 | | 1 | 22 | 4 | | 84 | 16 | 130 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 1 | 1053 | 18 | | 96 | 1412 | 1 | | 1 | 22 | 4 | | 84 | 16 | 130 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.95 | 0.95 | | 0.95 | 0.95 | 0.95 | | 0.97 | 0.97 | 0.97 | | 0.81 | 0.81 | 0.81 | |
| Lanes: | 1.00 | 1.97 | 0.03 | | 1.00 | 1.99 | 0.01 | | 0.04 | 0.80 | 0.16 | | 0.36 | 0.07 | 0.57 | |
| Final Sat.: | 1805 | 3539 | 60 | | 1805 | 3607 | 3 | | 74 | 1476 | 295 | | 562 | 105 | 869 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.30 | 0.30 | | 0.05 | 0.39 | 0.39 | | 0.02 | 0.02 | 0.02 | | 0.15 | 0.15 | 0.15 | |
| Crit Moves: | **** | | | | | **** | | | | | | | | **** | | |
| Green/Cycle: | 0.00 | 0.56 | 0.56 | | 0.10 | 0.66 | 0.66 | | 0.25 | 0.25 | 0.25 | | 0.25 | 0.25 | 0.25 | |
| Volume/Cap: | 0.60 | 0.53 | 0.53 | | 0.53 | 0.60 | 0.60 | | 0.06 | 0.06 | 0.06 | | 0.60 | 0.60 | 0.60 | |
| Delay/Veh: | 281.1 | 14.1 | 14.1 | | 45.9 | 10.1 | 10.1 | | 28.5 | 28.5 | 28.5 | | 35.5 | 35.5 | 35.5 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 281.1 | 14.1 | 14.1 | | 45.9 | 10.1 | 10.1 | | 28.5 | 28.5 | 28.5 | | 35.5 | 35.5 | 35.5 | |
| LOS by Move: | F | B | B | | D | B | B | | C | C | C | | D | D | D | |
| HCM2kAvgQ: | 0 | 11 | 11 | | 3 | 12 | 12 | | 1 | 1 | 1 | | 7 | 7 | 7 | |

Note: Queue reported is the number of cars per lane.





AM Cumulative No Federal AcFri May 8, 2009 17:29:23 Page 15-1

Cumulative No Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #13 Oak Avenue Prky / Haldion Wy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.614
Loss Time (sec): 9 Average Delay (sec/veh): 14.3
Optimal Cycle: 42 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 1 | 1 0 | 1 | 0 | 1 | 1 0 | 0 | 0 | 1! | 0 0 | 0 | 0 | 1! | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 43 | 916 | 76 | | 38 | 1257 | 10 | | 16 | 23 | 56 | | 111 | 5 | 32 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 43 | 916 | 76 | | 38 | 1257 | 10 | | 16 | 23 | 56 | | 111 | 5 | 32 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 48 | 1029 | 85 | | 43 | 1412 | 11 | | 18 | 26 | 63 | | 125 | 6 | 36 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 48 | 1029 | 85 | | 43 | 1412 | 11 | | 18 | 26 | 63 | | 125 | 6 | 36 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 48 | 1029 | 85 | | 43 | 1412 | 11 | | 18 | 26 | 63 | | 125 | 6 | 36 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.94 | 0.94 | | 0.95 | 0.95 | 0.95 | | 0.87 | 0.87 | 0.87 | | 0.64 | 0.64 | 0.64 | |
| Lanes: | 1.00 | 1.85 | 0.15 | | 1.00 | 1.98 | 0.02 | | 0.17 | 0.24 | 0.59 | | 0.75 | 0.03 | 0.22 | |
| Final Sat.: | 1805 | 3293 | 273 | | 1805 | 3578 | 28 | | 277 | 399 | 971 | | 910 | 41 | 262 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.31 | 0.31 | | 0.02 | 0.39 | 0.39 | | 0.06 | 0.06 | 0.06 | | 0.14 | 0.14 | 0.14 | |
| Crit Moves: | **** | | | | | **** | | | | | | | | **** | | |
| Green/Cycle: | 0.04 | 0.64 | 0.64 | | 0.05 | 0.64 | 0.64 | | 0.22 | 0.22 | 0.22 | | 0.22 | 0.22 | 0.22 | |
| Volume/Cap: | 0.61 | 0.49 | 0.49 | | 0.49 | 0.61 | 0.61 | | 0.29 | 0.29 | 0.29 | | 0.61 | 0.61 | 0.61 | |
| Delay/Veh: | 60.5 | 9.7 | 9.7 | | 50.7 | 11.0 | 11.0 | | 32.7 | 32.7 | 32.7 | | 39.1 | 39.1 | 39.1 | |
| 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: | 60.5 | 9.7 | 9.7 | | 50.7 | 11.0 | 11.0 | | 32.7 | 32.7 | 32.7 | | 39.1 | 39.1 | 39.1 | |
| LOS by Move: | E | A | A | | D | B | B | | C | C | C | | D | D | D | |
| HCM2kAvgQ: | 1 | 9 | 9 | | 1 | 13 | 13 | | 3 | 3 | 3 | | 6 | 6 | 6 | |

Note: Queue reported is the number of cars per lane.

Cumulative No Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #14 Folsom Blvd/ Iron Point Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.857
Loss Time (sec): 12 Average Delay (sec/veh): 20.3
Optimal Cycle: 93 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 2 | 0 1 | 1 | 0 | 2 | 0 0 | 0 | 0 | 0 | 0 0 | 2 | 0 | 0 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1526 | 419 | | 177 | 1986 | 0 | | 0 | 0 | 0 | | 425 | 0 | 90 | |
| Growth Adj: | 1.00 | 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 | 1526 | 419 | | 177 | 1986 | 0 | | 0 | 0 | 0 | | 425 | 0 | 90 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 0 | 1715 | 471 | | 199 | 2231 | 0 | | 0 | 0 | 0 | | 478 | 0 | 101 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 1715 | 471 | | 199 | 2231 | 0 | | 0 | 0 | 0 | | 478 | 0 | 101 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 0 | 1715 | 471 | | 199 | 2231 | 0 | | 0 | 0 | 0 | | 478 | 0 | 101 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.95 | 0.85 | | 0.95 | 0.95 | 1.00 | | 1.00 | 1.00 | 1.00 | | 0.92 | 1.00 | 0.85 | |
| Lanes: | 0.00 | 2.00 | 1.00 | | 1.00 | 2.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 2.00 | 0.00 | 1.00 | |
| Final Sat.: | 0 | 3610 | 1615 | | 1805 | 3610 | 0 | | 0 | 0 | 0 | | 3502 | 0 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.47 | 0.29 | | 0.11 | 0.62 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.14 | 0.00 | 0.06 | |
| Crit Moves: | **** | | | | | **** | | | | | | | **** | | | |
| Green/Cycle: | 0.00 | 0.59 | 0.74 | | 0.14 | 0.72 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.16 | 0.00 | 0.16 | |
| Volume/Cap: | 0.00 | 0.81 | 0.39 | | 0.81 | 0.86 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.86 | 0.00 | 0.39 | |
| Delay/Veh: | 0.0 | 18.9 | 4.8 | | 60.2 | 13.3 | 0.0 | | 0.0 | 0.0 | 0.0 | | 53.5 | 0.0 | 38.7 | |
| 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: | 0.0 | 18.9 | 4.8 | | 60.2 | 13.3 | 0.0 | | 0.0 | 0.0 | 0.0 | | 53.5 | 0.0 | 38.7 | |
| LOS by Move: | A | B | A | | E | B | A | | A | A | A | | D | A | D | |
| HCM2kAvgQ: | 0 | 22 | 5 | | 6 | 25 | 0 | | 0 | 0 | 0 | | 8 | 0 | 3 | |

Note: Queue reported is the number of cars per lane.





Cumulative No Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #15 Prairie City Rd/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.686
Loss Time (sec): 12 Average Delay (sec/veh): 24.7
Optimal Cycle: 58 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ignore | | | | Ignore | | | | Ignore | | | | Ignore | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 371 | 1060 | 196 | | 230 | 1721 | 8 | | 2 | 74 | 170 | | 218 | 515 | 500 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 371 | 1060 | 196 | | 230 | 1721 | 8 | | 2 | 74 | 170 | | 218 | 515 | 500 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.00 | |
| PHF Volume: | 417 | 1191 | 0 | | 258 | 1934 | 0 | | 2 | 83 | 0 | | 245 | 579 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 417 | 1191 | 0 | | 258 | 1934 | 0 | | 2 | 83 | 0 | | 245 | 579 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| FinalVolume: | 417 | 1191 | 0 | | 258 | 1934 | 0 | | 2 | 83 | 0 | | 245 | 579 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.91 | 1.00 | | 0.92 | 0.91 | 1.00 | | 0.92 | 0.91 | 1.00 | | 0.92 | 0.91 | 1.00 | |
| Lanes: | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | |
| Final Sat.: | 3502 | 5187 | 1900 | | 3502 | 5187 | 1900 | | 3502 | 5187 | 1900 | | 3502 | 5187 | 1900 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.12 | 0.23 | 0.00 | | 0.07 | 0.37 | 0.00 | | 0.00 | 0.02 | 0.00 | | 0.07 | 0.11 | 0.00 | |
| Crit Moves: | **** | | | | | **** | | | **** | | | | | **** | | |
| Green/Cycle: | 0.17 | 0.54 | 0.00 | | 0.17 | 0.54 | 0.00 | | 0.00 | 0.03 | 0.00 | | 0.13 | 0.16 | 0.00 | |
| Volume/Cap: | 0.69 | 0.42 | 0.00 | | 0.42 | 0.69 | 0.00 | | 0.69 | 0.53 | 0.00 | | 0.53 | 0.69 | 0.00 | |
| Delay/Veh: | 42.1 | 13.7 | 0.0 | | 37.3 | 17.4 | 0.0 | | 284.3 | 51.0 | 0.0 | | 41.5 | 41.9 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 42.1 | 13.7 | 0.0 | | 37.3 | 17.4 | 0.0 | | 284.3 | 51.0 | 0.0 | | 41.5 | 41.9 | 0.0 | |
| LOS by Move: | D | B | A | | D | B | A | | F | D | A | | D | D | A | |
| HCM2kAvgQ: | 6 | 8 | 0 | | 3 | 14 | 0 | | 0 | 1 | 0 | | 4 | 6 | 0 | |

Note: Queue reported is the number of cars per lane.

AM Cumulative No Federal AcFri May 8, 2009 17:29:23 Page 18-1

Cumulative No Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #16 Grover Rd/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.449
Loss Time (sec): 12 Average Delay (sec/veh): 19.1
Optimal Cycle: 38 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Control: | Split Phase | | | Split Phase | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 0 | 1! 0 | 0 | 1 0 | 0 1 | 0 | 1 0 | 3 0 | 1 | 1 0 | 2 1 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 93 | 19 | 13 | 95 | 52 | 86 | 19 | 559 | 122 | 39 | 1063 | 58 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 93 | 19 | 13 | 95 | 52 | 86 | 19 | 559 | 122 | 39 | 1063 | 58 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 104 | 21 | 15 | 107 | 58 | 97 | 21 | 628 | 137 | 44 | 1194 | 65 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 104 | 21 | 15 | 107 | 58 | 97 | 21 | 628 | 137 | 44 | 1194 | 65 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 104 | 21 | 15 | 107 | 58 | 97 | 21 | 628 | 137 | 44 | 1194 | 65 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.95 | 0.95 | 0.95 | 0.91 | 0.91 | 0.95 | 0.91 | 0.85 | 0.95 | 0.90 | 0.90 |
| Lanes: | 1.59 | 0.24 | 0.17 | 1.00 | 0.38 | 0.62 | 1.00 | 3.00 | 1.00 | 1.00 | 2.84 | 0.16 |
| Final Sat.: | 2870 | 436 | 298 | 1805 | 649 | 1074 | 1805 | 5187 | 1615 | 1805 | 4879 | 266 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.05 | 0.05 | 0.06 | 0.09 | 0.09 | 0.01 | 0.12 | 0.08 | 0.02 | 0.24 | 0.24 |
| Crit Moves: | | **** | | | **** | | **** | | | | **** | |
| Green/Cycle: | 0.11 | 0.11 | 0.11 | 0.20 | 0.20 | 0.20 | 0.03 | 0.48 | 0.48 | 0.10 | 0.54 | 0.54 |
| Volume/Cap: | 0.33 | 0.45 | 0.45 | 0.30 | 0.45 | 0.45 | 0.45 | 0.25 | 0.18 | 0.25 | 0.45 | 0.45 |
| Delay/Veh: | 41.7 | 42.8 | 42.8 | 34.5 | 36.1 | 36.1 | 54.6 | 15.7 | 15.1 | 42.7 | 13.8 | 13.8 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 41.7 | 42.8 | 42.8 | 34.5 | 36.1 | 36.1 | 54.6 | 15.7 | 15.1 | 42.7 | 13.8 | 13.8 |
| LOS by Move: | D | D | D | C | D | D | D | B | B | D | B | B |
| HCM2kAvgQ: | 2 | 3 | 3 | 3 | 5 | 5 | 1 | 4 | 2 | 1 | 8 | 8 |

Note: Queue reported is the number of cars per lane.





AM Cumulative No Federal AcFri May 8, 2009 17:29:23 Page 19-1

Cumulative No Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #17 McAdoo Dr/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.505
Loss Time (sec): 12 Average Delay (sec/veh): 21.1
Optimal Cycle: 41 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Control: | Permitted | | | Permitted | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 0 0 | 0 0 | 0 | 1 0 | 0 0 | 1 | 1 0 | 3 0 | 0 | 0 0 | 2 1 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 158 | 0 | 279 | 68 | 551 | 0 | 0 | 875 | 74 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 158 | 0 | 279 | 68 | 551 | 0 | 0 | 875 | 74 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 0 | 0 | 0 | 178 | 0 | 313 | 76 | 619 | 0 | 0 | 983 | 83 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 178 | 0 | 313 | 76 | 619 | 0 | 0 | 983 | 83 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 0 | 0 | 0 | 178 | 0 | 313 | 76 | 619 | 0 | 0 | 983 | 83 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 0.77 | 1.00 | 0.85 | 0.95 | 0.91 | 1.00 | 1.00 | 0.90 | 0.90 |
| Lanes: | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 3.00 | 0.00 | 0.00 | 2.77 | 0.23 |
| Final Sat.: | 0 | 0 | 0 | 1461 | 0 | 1615 | 1805 | 5187 | 0 | 0 | 4725 | 400 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.12 | 0.00 | 0.19 | 0.04 | 0.12 | 0.00 | 0.00 | 0.21 | 0.21 |
| Crit Moves: | | | | | | **** | **** | | | | **** | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | 0.38 | 0.00 | 0.38 | 0.08 | 0.50 | 0.00 | 0.00 | 0.41 | 0.41 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.32 | 0.00 | 0.51 | 0.51 | 0.24 | 0.00 | 0.00 | 0.51 | 0.51 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 21.9 | 0.0 | 24.2 | 46.6 | 14.5 | 0.0 | 0.0 | 22.0 | 22.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 21.9 | 0.0 | 24.2 | 46.6 | 14.5 | 0.0 | 0.0 | 22.0 | 22.0 |
| LOS by Move: | A | A | A | C | A | C | D | B | A | A | C | C |
| HCM2kAvgQ: | 0 | 0 | 0 | 4 | 0 | 8 | 2 | 4 | 0 | 0 | 9 | 9 |

Note: Queue reported is the number of cars per lane.

AM Cumulative No Federal AcFri May 8, 2009 17:29:23 Page 20-1

Cumulative No Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #18 Oak Ave Pkwy/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.716
Loss Time (sec): 12 Average Delay (sec/veh): 32.7
Optimal Cycle: 62 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ignore | | | | Ovl | | | | Ignore | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 2 | 0 1 | 2 | 0 | 2 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 377 | 790 | 440 | | 305 | 852 | 436 | | 135 | 520 | 252 | | 408 | 656 | 100 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 377 | 790 | 440 | | 305 | 852 | 436 | | 135 | 520 | 252 | | 408 | 656 | 100 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.00 | |
| PHF Volume: | 424 | 888 | 494 | | 343 | 957 | 0 | | 152 | 584 | 283 | | 458 | 737 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 424 | 888 | 494 | | 343 | 957 | 0 | | 152 | 584 | 283 | | 458 | 737 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| FinalVolume: | 424 | 888 | 494 | | 343 | 957 | 0 | | 152 | 584 | 283 | | 458 | 737 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.95 | 0.85 | | 0.92 | 0.95 | 1.00 | | 0.92 | 0.91 | 0.85 | | 0.92 | 0.91 | 1.00 | |
| Lanes: | 2.00 | 2.00 | 1.00 | | 2.00 | 2.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | |
| Final Sat.: | 3502 | 3610 | 1615 | | 3502 | 3610 | 1900 | | 3502 | 5187 | 1615 | | 3502 | 5187 | 1900 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.12 | 0.25 | 0.31 | | 0.10 | 0.27 | 0.00 | | 0.04 | 0.11 | 0.18 | | 0.13 | 0.14 | 0.00 | |
| Crit Moves: | **** | | | | | **** | | | | **** | | | **** | | | |
| Green/Cycle: | 0.17 | 0.39 | 0.57 | | 0.15 | 0.37 | 0.00 | | 0.08 | 0.16 | 0.33 | | 0.18 | 0.26 | 0.00 | |
| Volume/Cap: | 0.72 | 0.64 | 0.54 | | 0.64 | 0.72 | 0.00 | | 0.54 | 0.72 | 0.54 | | 0.72 | 0.54 | 0.00 | |
| Delay/Veh: | 43.4 | 26.0 | 14.0 | | 42.2 | 28.8 | 0.0 | | 46.5 | 43.0 | 28.6 | | 42.3 | 32.3 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 43.4 | 26.0 | 14.0 | | 42.2 | 28.8 | 0.0 | | 46.5 | 43.0 | 28.6 | | 42.3 | 32.3 | 0.0 | |
| LOS by Move: | D | C | B | | D | C | A | | D | D | C | | D | C | A | |
| HCM2kAvgQ: | 6 | 11 | 9 | | 5 | 13 | 0 | | 2 | 6 | 7 | | 7 | 7 | 0 | |

Note: Queue reported is the number of cars per lane.





AM Cumulative No Federal AcFri May 8, 2009 17:29:23 Page 21-1

Cumulative No Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #19 Rowberry Dr/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.551
Loss Time (sec): 12 Average Delay (sec/veh): 25.0
Optimal Cycle: 44 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Split Phase | | | | Split Phase | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Include | | | | Ovl | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 1 | 0 | 0 1 | 1 | 0 | 0 | 1 0 | 1 | 0 | 3 | 0 1 | 2 | 0 | 2 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 317 | 49 | 329 | | 15 | 80 | 42 | | 11 | 829 | 402 | | 351 | 859 | 13 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 317 | 49 | 329 | | 15 | 80 | 42 | | 11 | 829 | 402 | | 351 | 859 | 13 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 356 | 55 | 370 | | 17 | 90 | 47 | | 12 | 931 | 452 | | 394 | 965 | 15 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 356 | 55 | 370 | | 17 | 90 | 47 | | 12 | 931 | 452 | | 394 | 965 | 15 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 356 | 55 | 370 | | 17 | 90 | 47 | | 12 | 931 | 452 | | 394 | 965 | 15 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.96 | 0.96 | 0.85 | | 0.95 | 0.95 | 0.95 | | 0.95 | 0.91 | 0.85 | | 0.92 | 0.91 | 0.91 | |
| Lanes: | 1.73 | 0.27 | 1.00 | | 1.00 | 0.66 | 0.34 | | 1.00 | 3.00 | 1.00 | | 2.00 | 2.96 | 0.04 | |
| Final Sat.: | 3153 | 487 | 1615 | | 1805 | 1181 | 620 | | 1805 | 5187 | 1615 | | 3502 | 5099 | 77 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.11 | 0.11 | 0.23 | | 0.01 | 0.08 | 0.08 | | 0.01 | 0.18 | 0.28 | | 0.11 | 0.19 | 0.19 | |
| Crit Moves: | | | **** | | | **** | | | | **** | | | **** | | | |
| Green/Cycle: | 0.21 | 0.21 | 0.42 | | 0.14 | 0.14 | 0.14 | | 0.02 | 0.33 | 0.54 | | 0.20 | 0.51 | 0.51 | |
| Volume/Cap: | 0.54 | 0.54 | 0.55 | | 0.07 | 0.55 | 0.55 | | 0.37 | 0.55 | 0.52 | | 0.55 | 0.37 | 0.37 | |
| Delay/Veh: | 35.8 | 35.8 | 23.1 | | 37.6 | 42.8 | 42.8 | | 55.3 | 28.1 | 15.4 | | 36.6 | 14.8 | 14.8 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 35.8 | 35.8 | 23.1 | | 37.6 | 42.8 | 42.8 | | 55.3 | 28.1 | 15.4 | | 36.6 | 14.8 | 14.8 | |
| LOS by Move: | D | D | C | | D | D | D | | E | C | B | | D | B | B | |
| HCM2kAvgQ: | 5 | 5 | 8 | | 0 | 5 | 5 | | 0 | 8 | 9 | | 6 | 6 | 6 | |

Note: Queue reported is the number of cars per lane.

AM Cumulative No Federal AcFri May 8, 2009 17:29:23 Page 22-1

Cumulative No Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #20 Broadstone Pkwy/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.320
Loss Time (sec): 12 Average Delay (sec/veh): 18.2
Optimal Cycle: 32 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Split Phase | | | | Split Phase | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Ignore | | | | Include | | | | Ignore | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 1 | 0 | 0 1 | 2 | 0 | 1 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 7 | 6 | 11 | | 47 | 40 | 611 | | 379 | 734 | 55 | | 114 | 594 | 6 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 7 | 6 | 11 | | 47 | 40 | 611 | | 379 | 734 | 55 | | 114 | 594 | 6 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.00 | |
| PHF Volume: | 8 | 7 | 12 | | 53 | 45 | 0 | | 426 | 825 | 62 | | 128 | 667 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 8 | 7 | 12 | | 53 | 45 | 0 | | 426 | 825 | 62 | | 128 | 667 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| FinalVolume: | 8 | 7 | 12 | | 53 | 45 | 0 | | 426 | 825 | 62 | | 128 | 667 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.97 | 0.97 | 0.85 | | 0.92 | 1.00 | 1.00 | | 0.92 | 0.91 | 0.85 | | 0.92 | 0.91 | 1.00 | |
| Lanes: | 1.08 | 0.92 | 1.00 | | 2.00 | 1.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | |
| Final Sat.: | 1993 | 1708 | 1615 | | 3502 | 1900 | 1900 | | 3502 | 5187 | 1615 | | 3502 | 5187 | 1900 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.01 | | 0.02 | 0.02 | 0.00 | | 0.12 | 0.16 | 0.04 | | 0.04 | 0.13 | 0.00 | |
| Crit Moves: | | | **** | | | **** | | | **** | | | | | **** | | |
| Green/Cycle: | 0.02 | 0.02 | 0.02 | | 0.07 | 0.07 | 0.00 | | 0.38 | 0.64 | 0.64 | | 0.15 | 0.40 | 0.00 | |
| Volume/Cap: | 0.17 | 0.17 | 0.32 | | 0.20 | 0.32 | 0.00 | | 0.32 | 0.25 | 0.06 | | 0.25 | 0.32 | 0.00 | |
| Delay/Veh: | 48.7 | 48.7 | 52.8 | | 43.9 | 45.2 | 0.0 | | 22.0 | 7.9 | 6.9 | | 38.1 | 20.6 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 48.7 | 48.7 | 52.8 | | 43.9 | 45.2 | 0.0 | | 22.0 | 7.9 | 6.9 | | 38.1 | 20.6 | 0.0 | |
| LOS by Move: | D | D | D | | D | D | A | | C | A | A | | D | C | A | |
| HCM2kAvgQ: | 0 | 0 | 1 | | 1 | 2 | 0 | | 5 | 4 | 1 | | 2 | 5 | 0 | |

Note: Queue reported is the number of cars per lane.





AM Cumulative No Federal AcFri May 8, 2009 17:29:23 Page 23-1

Cumulative No Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #21 East Bidwell St/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.794
Loss Time (sec): 12 Average Delay (sec/veh): 29.6
Optimal Cycle: 76 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ignore | | | | Ignore | | | | Ovl | | | | Ignore | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 188 | 1631 | 314 | | 565 | 1228 | 72 | | 90 | 268 | 235 | | 190 | 391 | 509 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 188 | 1631 | 314 | | 565 | 1228 | 72 | | 90 | 268 | 235 | | 190 | 391 | 509 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.00 | |
| PHF Volume: | 211 | 1833 | 0 | | 635 | 1380 | 0 | | 101 | 301 | 264 | | 213 | 439 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 211 | 1833 | 0 | | 635 | 1380 | 0 | | 101 | 301 | 264 | | 213 | 439 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| FinalVolume: | 211 | 1833 | 0 | | 635 | 1380 | 0 | | 101 | 301 | 264 | | 213 | 439 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.91 | 1.00 | | 0.92 | 0.91 | 1.00 | | 0.92 | 0.91 | 0.85 | | 0.92 | 0.91 | 1.00 | |
| Lanes: | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | |
| Final Sat.: | 3502 | 5187 | 1900 | | 3502 | 5187 | 1900 | | 3502 | 5187 | 1615 | | 3502 | 5187 | 1900 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.06 | 0.35 | 0.00 | | 0.18 | 0.27 | 0.00 | | 0.03 | 0.06 | 0.16 | | 0.06 | 0.08 | 0.00 | |
| Crit Moves: | | **** | | | **** | | | | | | **** | | **** | | | |
| Green/Cycle: | 0.12 | 0.44 | 0.00 | | 0.23 | 0.55 | 0.00 | | 0.05 | 0.13 | 0.25 | | 0.08 | 0.15 | 0.00 | |
| Volume/Cap: | 0.48 | 0.79 | 0.00 | | 0.79 | 0.48 | 0.00 | | 0.55 | 0.45 | 0.64 | | 0.79 | 0.55 | 0.00 | |
| Delay/Veh: | 41.6 | 25.8 | 0.0 | | 41.9 | 14.0 | 0.0 | | 49.7 | 40.7 | 36.7 | | 60.3 | 39.9 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 41.6 | 25.8 | 0.0 | | 41.9 | 14.0 | 0.0 | | 49.7 | 40.7 | 36.7 | | 60.3 | 39.9 | 0.0 | |
| LOS by Move: | D | C | A | | D | B | A | | D | D | D | | E | D | A | |
| HCM2kAvgQ: | 3 | 17 | 0 | | 10 | 9 | 0 | | 2 | 3 | 7 | | 4 | 5 | 0 | |

Note: Queue reported is the number of cars per lane.

AM Cumulative No Federal AcFri May 8, 2009 17:29:23 Page 24-1

Cumulative No Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #22 Cavitt Dr/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.375
Loss Time (sec): 12 Average Delay (sec/veh): 13.3
Optimal Cycle: 34 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 1 | 0 | 0 1 | 1 | 1 | 0 | 0 1 | 1 | 0 | 3 | 0 1 | 1 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 96 | 8 | 33 | | 124 | 18 | 81 | | 16 | 1027 | 121 | | 54 | 1066 | 133 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 96 | 8 | 33 | | 124 | 18 | 81 | | 16 | 1027 | 121 | | 54 | 1066 | 133 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 108 | 9 | 37 | | 139 | 20 | 91 | | 18 | 1154 | 136 | | 61 | 1198 | 149 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 108 | 9 | 37 | | 139 | 20 | 91 | | 18 | 1154 | 136 | | 61 | 1198 | 149 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 108 | 9 | 37 | | 139 | 20 | 91 | | 18 | 1154 | 136 | | 61 | 1198 | 149 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.55 | 0.55 | 0.85 | | 0.57 | 0.57 | 0.85 | | 0.95 | 0.91 | 0.85 | | 0.95 | 0.91 | 0.85 | |
| Lanes: | 1.85 | 0.15 | 1.00 | | 1.75 | 0.25 | 1.00 | | 1.00 | 3.00 | 1.00 | | 1.00 | 3.00 | 1.00 | |
| Final Sat.: | 1915 | 160 | 1615 | | 1895 | 275 | 1615 | | 1805 | 5187 | 1615 | | 1805 | 5187 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.06 | 0.06 | 0.02 | | 0.07 | 0.07 | 0.06 | | 0.01 | 0.22 | 0.08 | | 0.03 | 0.23 | 0.09 | |
| Crit Moves: | | | | | | **** | | | | **** | | | **** | | | |
| Green/Cycle: | 0.20 | 0.20 | 0.20 | | 0.20 | 0.20 | 0.20 | | 0.03 | 0.59 | 0.59 | | 0.09 | 0.66 | 0.66 | |
| Volume/Cap: | 0.29 | 0.29 | 0.12 | | 0.37 | 0.37 | 0.29 | | 0.35 | 0.37 | 0.14 | | 0.37 | 0.35 | 0.14 | |
| Delay/Veh: | 34.6 | 34.6 | 33.2 | | 35.4 | 35.4 | 34.7 | | 51.9 | 10.7 | 9.1 | | 44.3 | 7.8 | 6.6 | |
| 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: | 34.6 | 34.6 | 33.2 | | 35.4 | 35.4 | 34.7 | | 51.9 | 10.7 | 9.1 | | 44.3 | 7.8 | 6.6 | |
| LOS by Move: | C | C | C | | D | D | C | | D | B | A | | D | A | A | |
| HCM2kAvgQ: | 2 | 2 | 1 | | 3 | 3 | 3 | | 1 | 7 | 2 | | 2 | 6 | 2 | |

Note: Queue reported is the number of cars per lane.





AM Cumulative No Federal AcFri May 8, 2009 17:29:23 Page 25-1

Cumulative No Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #23 Serpa Way / Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.587
Loss Time (sec): 12 Average Delay (sec/veh): 24.1
Optimal Cycle: 47 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Include | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 1 | 0 1 | 2 | 0 | 0 | 1 0 | 1 | 0 | 3 | 0 1 | 1 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 303 | 7 | 101 | | 128 | 17 | 44 | | 28 | 740 | 402 | | 204 | 914 | 175 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 303 | 7 | 101 | | 128 | 17 | 44 | | 28 | 740 | 402 | | 204 | 914 | 175 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 340 | 8 | 113 | | 144 | 19 | 49 | | 31 | 831 | 452 | | 229 | 1027 | 197 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 340 | 8 | 113 | | 144 | 19 | 49 | | 31 | 831 | 452 | | 229 | 1027 | 197 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 340 | 8 | 113 | | 144 | 19 | 49 | | 31 | 831 | 452 | | 229 | 1027 | 197 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 1.00 | 0.85 | | 0.92 | 0.89 | 0.89 | | 0.95 | 0.91 | 0.85 | | 0.95 | 0.91 | 0.85 | |
| Lanes: | 1.00 | 1.00 | 1.00 | | 2.00 | 0.28 | 0.72 | | 1.00 | 3.00 | 1.00 | | 1.00 | 3.00 | 1.00 | |
| Final Sat.: | 1805 | 1900 | 1615 | | 3502 | 472 | 1222 | | 1805 | 5187 | 1615 | | 1805 | 5187 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.19 | 0.00 | 0.07 | | 0.04 | 0.04 | 0.04 | | 0.02 | 0.16 | 0.28 | | 0.13 | 0.20 | 0.12 | |
| Crit Moves: | **** | | | | | **** | | | | **** | | | **** | | | |
| Green/Cycle: | 0.32 | 0.04 | 0.25 | | 0.35 | 0.07 | 0.07 | | 0.04 | 0.27 | 0.59 | | 0.22 | 0.45 | 0.80 | |
| Volume/Cap: | 0.59 | 0.12 | 0.28 | | 0.12 | 0.59 | 0.59 | | 0.44 | 0.59 | 0.47 | | 0.59 | 0.44 | 0.15 | |
| Delay/Veh: | 29.9 | 47.4 | 30.5 | | 21.8 | 52.7 | 52.7 | | 51.2 | 32.1 | 11.8 | | 37.5 | 19.0 | 2.2 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 29.9 | 47.4 | 30.5 | | 21.8 | 52.7 | 52.7 | | 51.2 | 32.1 | 11.8 | | 37.5 | 19.0 | 2.2 | |
| LOS by Move: | C | D | C | | C | D | D | | D | C | B | | D | B | A | |
| HCM2kAvgQ: | 9 | 0 | 3 | | 2 | 3 | 3 | | 1 | 8 | 8 | | 6 | 7 | 1 | |

Note: Queue reported is the number of cars per lane.

Cumulative No Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #24 Empire Ranch Road/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 1.053
Loss Time (sec): 12 Average Delay (sec/veh): 73.2
Optimal Cycle: 180 Level Of Service: E

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Ovl | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 0 | 3 0 | 1 | 1 0 | 3 0 | 1 | 1 0 | 1 1 | 0 | 1 0 | 1 1 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 317 | 624 | 111 | 451 | 1204 | 25 | 112 | 610 | 313 | 267 | 867 | 285 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 317 | 624 | 111 | 451 | 1204 | 25 | 112 | 610 | 313 | 267 | 867 | 285 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 356 | 701 | 125 | 507 | 1353 | 28 | 126 | 685 | 352 | 300 | 974 | 320 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 356 | 701 | 125 | 507 | 1353 | 28 | 126 | 685 | 352 | 300 | 974 | 320 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 356 | 701 | 125 | 507 | 1353 | 28 | 126 | 685 | 352 | 300 | 974 | 320 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.91 | 0.85 | 0.95 | 0.91 | 0.85 | 0.95 | 0.90 | 0.90 | 0.95 | 0.91 | 0.91 |
| Lanes: | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 | 1.00 | 1.32 | 0.68 | 1.00 | 1.51 | 0.49 |
| Final Sat.: | 1805 | 5187 | 1615 | 1805 | 5187 | 1615 | 1805 | 2264 | 1162 | 1805 | 2616 | 860 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.20 | 0.14 | 0.08 | 0.28 | 0.26 | 0.02 | 0.07 | 0.30 | 0.30 | 0.17 | 0.37 | 0.37 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green/Cycle: | 0.19 | 0.14 | 0.30 | 0.29 | 0.25 | 0.32 | 0.07 | 0.29 | 0.29 | 0.16 | 0.37 | 0.37 |
| Volume/Cap: | 1.05 | 0.96 | 0.26 | 0.96 | 1.05 | 0.05 | 0.99 | 1.05 | 1.05 | 1.05 | 0.99 | 0.99 |
| Delay/Veh: | 104.3 | 65.7 | 26.9 | 63.0 | 78.1 | 23.7 | 124.2 | 79.5 | 79.5 | 110.2 | 54.3 | 54.3 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 104.3 | 65.7 | 26.9 | 63.0 | 78.1 | 23.7 | 124.2 | 79.5 | 79.5 | 110.2 | 54.3 | 54.3 |
| LOS by Move: | F | E | C | E | E | C | F | E | E | F | D | D |
| HCM2kAvgQ: | 15 | 10 | 3 | 17 | 20 | 1 | 5 | 22 | 22 | 12 | 23 | 23 |

Note: Queue reported is the number of cars per lane.





Cumulative No Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #25 Prairie City Rd/ High School

Cycle (sec): 100 Critical Vol./Cap. (X): 0.904
Loss Time (sec): 12 Average Delay (sec/veh): 34.7
Optimal Cycle: 112 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 2 0 | 2 | 1 0 | 2 0 | 2 | 1 0 | 2 0 | 0 | 1 1 | 1 0 | 0 | 1 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 904 | 1321 | 119 | 414 | 1119 | 533 | 159 | 3 | 197 | 97 | 1 | 105 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 904 | 1321 | 119 | 414 | 1119 | 533 | 159 | 3 | 197 | 97 | 1 | 105 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 1016 | 1484 | 134 | 465 | 1257 | 599 | 179 | 3 | 221 | 109 | 1 | 118 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 1016 | 1484 | 134 | 465 | 1257 | 599 | 179 | 3 | 221 | 109 | 1 | 118 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 1016 | 1484 | 134 | 465 | 1257 | 599 | 179 | 3 | 221 | 109 | 1 | 118 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.90 | 0.90 | 0.92 | 0.87 | 0.87 | 0.92 | 0.85 | 0.85 | 0.95 | 0.85 | 0.85 |
| Lanes: | 2.00 | 2.75 | 0.25 | 2.00 | 2.03 | 0.97 | 2.00 | 0.03 | 1.97 | 1.00 | 0.02 | 1.98 |
| Final Sat.: | 3502 | 4701 | 424 | 3502 | 3345 | 1593 | 3502 | 49 | 3189 | 1805 | 31 | 3203 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.29 | 0.32 | 0.32 | 0.13 | 0.38 | 0.38 | 0.05 | 0.07 | 0.07 | 0.06 | 0.04 | 0.04 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green/Cycle: | 0.32 | 0.52 | 0.52 | 0.22 | 0.42 | 0.42 | 0.08 | 0.08 | 0.08 | 0.07 | 0.06 | 0.06 |
| Volume/Cap: | 0.90 | 0.61 | 0.61 | 0.61 | 0.90 | 0.90 | 0.61 | 0.90 | 0.90 | 0.90 | 0.61 | 0.61 |
| Delay/Veh: | 42.8 | 17.4 | 17.4 | 36.7 | 33.5 | 33.5 | 48.1 | 78.7 | 78.7 | 99.7 | 51.5 | 51.5 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 42.8 | 17.4 | 17.4 | 36.7 | 33.5 | 33.5 | 48.1 | 78.7 | 78.7 | 99.7 | 51.5 | 51.5 |
| LOS by Move: | D | B | B | D | C | C | D | E | E | F | D | D |
| HCM2kAvgQ: | 14 | 12 | 12 | 6 | 21 | 21 | 4 | 6 | 6 | 6 | 3 | 3 |

Note: Queue reported is the number of cars per lane.

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AM Cumulative No Federal AcFri May 8, 2009 17:29:23                 Page 28-1
-------------------------------------------------------------------------------
                          Cumulative No Project AM
-------------------------------------------------------------------------------
                       Level Of Service Computation Report
              2000 HCM Unsignalized Method (Base Volume Alternative)
*******************************************************************************
Intersection #26 East Bidwell St / Placerville Rd
*******************************************************************************
Average Delay (sec/veh):     19.2       Worst Case Level Of Service: F[194.2]
*******************************************************************************
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  2  1  0    0  0  3  0  0    0  0  0  0  0    0  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0 2008    50     0 1614     0     0    0     0     0    0   402
Growth Adj:  1.00 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 2008    50     0 1614     0     0    0     0     0    0   402
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.89 0.89  0.89  0.89 0.89  0.89  0.89 0.89  0.89  0.89 0.89  0.89
PHF Volume:     0 2256    56     0 1813     0     0    0     0     0    0   452
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0 2256    56     0 1813     0     0    0     0     0    0   452
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx   6.9
FollowUpTim:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   780
Potent Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   342
Move Cap.:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   342
Volume/Cap:  xxxx xxxx  xxxx  xxxx xxxx  xxxx  xxxx xxxx  xxxx  xxxx xxxx  1.32
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx  21.5
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx 194.2
LOS by Move:     *    *     *     *    *     *     *    *     *     *    *     F
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:      *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx           xxxxxx            194.2
ApproachLOS:         *                *                *                F
*******************************************************************************
Note: Queue reported is the number of cars per lane.
*******************************************************************************
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AM Cumulative No Federal AcFri May 8, 2009 17:29:23                 Page 29-1
-------------------------------------------------------------------------------
                          Cumulative No Project AM
-------------------------------------------------------------------------------
                       Level Of Service Computation Report
              2000 HCM Operations Method (Base Volume Alternative)
*******************************************************************************
Intersection #27 Prairie City Rd/ White Rock Rd
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap. (X):         1.019
Loss Time (sec):      12                Average Delay (sec/veh):        37.2
Optimal Cycle:       180                Level Of Service:                  D
*******************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase       Protected        Protected
Rights:           Include          Ovl              Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
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
Lanes:        0  0  1! 0  0    1  1  0  0  2    2  0  2  0  1    1  0  3  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0   244    0   708  1159 2061     0     0 2073   148
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     0   244    0   708  1159 2061     0     0 2073   148
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.89 0.89  0.89  0.89 0.89  0.89  0.89 0.89  0.89  0.89 0.89  0.89
PHF Volume:     0    0     0   274    0   796  1302 2316     0     0 2329   166
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0    0     0   274    0   796  1302 2316     0     0 2329   166
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
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:    0    0     0   274    0   796  1302 2316     0     0 2329   166
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  1.00 1.00  1.00  0.95 1.00  0.75  0.92 0.95  1.00  1.00 0.91  0.85
Lanes:       0.00 1.00  0.00  2.00 0.00  2.00  2.00 2.00  1.00  1.00 3.00  1.00
Final Sat.:     0 1900     0  3618    0  2842  3502 3610  1900  1900 5187  1615
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00  0.00  0.08 0.00  0.28  0.37 0.64  0.00  0.00 0.45  0.10
Crit Moves:                   ****              ****                    ****
Green/Cycle: 0.00 0.00  0.00  0.07 0.00  0.44  0.36 0.81  0.00  0.00 0.44  0.44
Volume/Cap:  0.00 0.00  0.00  1.02 0.00  0.64  1.02 0.80  0.00  0.00 1.02  0.23
Delay/Veh:    0.0  0.0   0.0 106.1  0.0  22.9  61.8  6.9   0.0   0.0 51.7  17.6
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:   0.0  0.0   0.0 106.1  0.0  22.9  61.8  6.9   0.0   0.0 51.7  17.6
LOS by Move:    A    A     A     F    A     C     E    A     A     A    D     B
HCM2kAvgQ:      0    0     0     6    0    11    22   19     0     0   32     3
*******************************************************************************
Note: Queue reported is the number of cars per lane.
*******************************************************************************
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AM Cumulative No Federal AcFri May 8, 2009 17:29:23 Page 30-1

Cumulative No Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #28 Scott Rd (South)/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 1.029
Loss Time (sec): 9 Average Delay (sec/veh): 34.4
Optimal Cycle: 180 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Permitted | | | Permitted | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Include | | | Ovl | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 2 0 | 0 | 0 1 | 0 0 | 0 | 0 0 | 0 0 | 2 | 0 1 | 1 0 | 3 | 0 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 534 | 0 | 297 | 0 | 0 | 0 | 0 | 2033 | 445 | 64 | 2110 | 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: | 534 | 0 | 297 | 0 | 0 | 0 | 0 | 2033 | 445 | 64 | 2110 | 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: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 600 | 0 | 334 | 0 | 0 | 0 | 0 | 2284 | 500 | 72 | 2371 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 600 | 0 | 334 | 0 | 0 | 0 | 0 | 2284 | 500 | 72 | 2371 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 600 | 0 | 334 | 0 | 0 | 0 | 0 | 2284 | 500 | 72 | 2371 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.60 | 1.00 | 0.85 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 0.85 | 0.95 | 0.91 | 1.00 |
| Lanes: | 2.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 | 1.00 | 1.00 | 3.00 | 0.00 |
| Final Sat.: | 2274 | 0 | 1615 | 0 | 0 | 0 | 0 | 3610 | 1615 | 1805 | 5187 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.26 | 0.00 | 0.21 | 0.00 | 0.00 | 0.00 | 0.00 | 0.63 | 0.31 | 0.04 | 0.46 | 0.00 |
| Crit Moves: | **** | | | | | | | **** | | **** | | |
| Green/Cycle: | 0.26 | 0.00 | 0.30 | 0.00 | 0.00 | 0.00 | 0.00 | 0.61 | 0.61 | 0.04 | 0.65 | 0.00 |
| Volume/Cap: | 1.03 | 0.00 | 0.70 | 0.00 | 0.00 | 0.00 | 0.00 | 1.03 | 0.50 | 1.03 | 0.70 | 0.00 |
| Delay/Veh: | 82.1 | 0.0 | 35.9 | 0.0 | 0.0 | 0.0 | 0.0 | 46.2 | 11.2 | 164.0 | 11.7 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 82.1 | 0.0 | 35.9 | 0.0 | 0.0 | 0.0 | 0.0 | 46.2 | 11.2 | 164.0 | 11.7 | 0.0 |
| LOS by Move: | F | A | D | A | A | A | A | D | B | F | B | A |
| HCM2kAvgQ: | 15 | 0 | 10 | 0 | 0 | 0 | 0 | 44 | 8 | 3 | 17 | 0 |

Note: Queue reported is the number of cars per lane.





AM Cumulative No Federal AcFri May 8, 2009 17:29:23 Page 31-1

Cumulative No Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #29 Scott Rd (North)/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.874
Loss Time (sec): 12 Average Delay (sec/veh): 35.1
Optimal Cycle: 99 Level Of Service: D

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Split Phase | | | Split Phase | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Ovl | | | Ovl | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 1 | 0 | 0 1 | 1 1 | 0 | 0 2 | 2 0 | 2 | 0 1 | 1 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 570 | 163 | 71 | 150 | 164 | 677 | 651 | 1059 | 580 | 72 | 1090 | 80 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 570 | 163 | 71 | 150 | 164 | 677 | 651 | 1059 | 580 | 72 | 1090 | 80 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 640 | 183 | 80 | 169 | 184 | 761 | 731 | 1190 | 652 | 81 | 1225 | 90 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 640 | 183 | 80 | 169 | 184 | 761 | 731 | 1190 | 652 | 81 | 1225 | 90 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 640 | 183 | 80 | 169 | 184 | 761 | 731 | 1190 | 652 | 81 | 1225 | 90 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.96 | 0.96 | 0.85 | 0.98 | 0.98 | 0.75 | 0.92 | 0.95 | 0.85 | 0.95 | 0.91 | 0.85 |
| Lanes: | 1.56 | 0.44 | 1.00 | 1.00 | 1.00 | 2.00 | 2.00 | 2.00 | 1.00 | 1.00 | 3.00 | 1.00 |
| Final Sat.: | 2846 | 814 | 1615 | 1856 | 1856 | 2842 | 3502 | 3610 | 1615 | 1805 | 5187 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.23 | 0.23 | 0.05 | 0.09 | 0.10 | 0.27 | 0.21 | 0.33 | 0.40 | 0.04 | 0.24 | 0.06 |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | |
| Green/Cycle: | 0.26 | 0.26 | 0.32 | 0.11 | 0.11 | 0.35 | 0.24 | 0.45 | 0.71 | 0.06 | 0.27 | 0.38 |
| Volume/Cap: | 0.87 | 0.87 | 0.16 | 0.80 | 0.87 | 0.76 | 0.87 | 0.74 | 0.57 | 0.74 | 0.87 | 0.15 |
| Delay/Veh: | 44.7 | 44.7 | 24.6 | 53.2 | 62.3 | 32.0 | 46.7 | 24.5 | 8.0 | 68.7 | 41.3 | 20.2 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 44.7 | 44.7 | 24.6 | 53.2 | 62.3 | 32.0 | 46.7 | 24.5 | 8.0 | 68.7 | 41.3 | 20.2 |
| LOS by Move: | D | D | C | D | E | C | D | C | A | E | D | C |
| HCM2kAvgQ: | 15 | 15 | 2 | 5 | 6 | 12 | 11 | 15 | 9 | 3 | 14 | 2 |

Note: Queue reported is the number of cars per lane.

AM Cumulative No Federal AcFri May 8, 2009 17:29:23 Page 32-1

Cumulative No Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #30 Placerville Rd/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.572
Loss Time (sec): 12 Average Delay (sec/veh): 10.5
Optimal Cycle: 46 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Control: | Split Phase | | | Split Phase | | | Protected | | | Protected | | |
| Rights: | Include | | | Ovl | | | Ovl | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 0 0 | 1! 0 | 0 | 1 1 | 0 0 | 1 | 1 0 | 2 0 | 1 | 1 0 | 3 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 336 | 0 | 17 | 5 | 1281 | 0 | 0 | 1188 | 222 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 336 | 0 | 17 | 5 | 1281 | 0 | 0 | 1188 | 222 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 0 | 0 | 0 | 378 | 0 | 19 | 6 | 1439 | 0 | 0 | 1335 | 249 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 378 | 0 | 19 | 6 | 1439 | 0 | 0 | 1335 | 249 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 0 | 0 | 0 | 378 | 0 | 19 | 6 | 1439 | 0 | 0 | 1335 | 249 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 0.85 | 0.95 | 0.95 | 1.00 | 1.00 | 0.91 | 0.85 |
| Lanes: | 0.00 | 1.00 | 0.00 | 2.00 | 0.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 3.00 | 1.00 |
| Final Sat.: | 0 | 1900 | 0 | 3618 | 0 | 1615 | 1805 | 3610 | 1900 | 1900 | 5187 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.10 | 0.00 | 0.01 | 0.00 | 0.40 | 0.00 | 0.00 | 0.26 | 0.15 |
| Crit Moves: | | | | **** | | | | **** | | **** | | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | 0.18 | 0.00 | 0.19 | 0.01 | 0.70 | 0.00 | 0.00 | 0.69 | 0.87 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.57 | 0.00 | 0.06 | 0.37 | 0.57 | 0.00 | 0.00 | 0.37 | 0.18 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 38.5 | 0.0 | 33.2 | 64.2 | 7.9 | 0.0 | 0.0 | 6.6 | 1.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 38.5 | 0.0 | 33.2 | 64.2 | 7.9 | 0.0 | 0.0 | 6.6 | 1.0 |
| LOS by Move: | A | A | A | D | A | C | E | A | A | A | A | A |
| HCM2kAvgQ: | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 11 | 0 | 0 | 6 | 1 |

Note: Queue reported is the number of cars per lane.





AM Cumulative No Federal AcFri May 8, 2009 17:29:24 Page 33-1

Cumulative No Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #31 Empire Ranch Rd/ North Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.330
Loss Time (sec): 12 Average Delay (sec/veh): 13.6
Optimal Cycle: 32 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Ovl | | | Ovl | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 2 0 | 3 0 | 1 | 2 0 | 3 0 | 1 | 2 0 | 1 0 | 1 | 2 0 | 1 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 39 | 550 | 34 | 150 | 1041 | 279 | 132 | 3 | 18 | 30 | 4 | 84 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 39 | 550 | 34 | 150 | 1041 | 279 | 132 | 3 | 18 | 30 | 4 | 84 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 44 | 618 | 38 | 169 | 1170 | 313 | 148 | 3 | 20 | 34 | 4 | 94 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 44 | 618 | 38 | 169 | 1170 | 313 | 148 | 3 | 20 | 34 | 4 | 94 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 44 | 618 | 38 | 169 | 1170 | 313 | 148 | 3 | 20 | 34 | 4 | 94 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.91 | 0.85 | 0.92 | 0.91 | 0.85 | 0.92 | 1.00 | 0.85 | 0.92 | 1.00 | 0.85 |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 |
| Final Sat.: | 3502 | 5187 | 1615 | 3502 | 5187 | 1615 | 3502 | 1900 | 1615 | 3502 | 1900 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.12 | 0.02 | 0.05 | 0.23 | 0.19 | 0.04 | 0.00 | 0.01 | 0.01 | 0.00 | 0.06 |
| Crit Moves: | **** | | | | **** | | **** | | | | | **** |
| Green/Cycle: | 0.04 | 0.51 | 0.65 | 0.21 | 0.68 | 0.81 | 0.13 | 0.02 | 0.06 | 0.13 | 0.03 | 0.24 |
| Volume/Cap: | 0.33 | 0.23 | 0.04 | 0.23 | 0.33 | 0.24 | 0.33 | 0.07 | 0.20 | 0.07 | 0.08 | 0.24 |
| Delay/Veh: | 48.3 | 13.5 | 6.4 | 33.2 | 6.6 | 2.3 | 40.1 | 48.3 | 45.5 | 37.9 | 47.6 | 31.1 |
| 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: | 48.3 | 13.5 | 6.4 | 33.2 | 6.6 | 2.3 | 40.1 | 48.3 | 45.5 | 37.9 | 47.6 | 31.1 |
| LOS by Move: | D | B | A | C | A | A | D | D | D | D | D | C |
| HCM2kAvgQ: | 1 | 4 | 0 | 2 | 5 | 2 | 2 | 0 | 1 | 0 | 0 | 2 |

Note: Queue reported is the number of cars per lane.

AM Cumulative No Federal AcFri May 8, 2009 17:29:24 Page 34-1

Cumulative No Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #32 Prairie City Rd/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.716
Loss Time (sec): 12 Average Delay (sec/veh): 29.6
Optimal Cycle: 62 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 185 | 1087 | 474 | | 178 | 728 | 167 | | 283 | 526 | 70 | | 149 | 926 | 302 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 185 | 1087 | 474 | | 178 | 728 | 167 | | 283 | 526 | 70 | | 149 | 926 | 302 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 208 | 1221 | 533 | | 200 | 818 | 188 | | 318 | 591 | 79 | | 167 | 1040 | 339 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 208 | 1221 | 533 | | 200 | 818 | 188 | | 318 | 591 | 79 | | 167 | 1040 | 339 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 208 | 1221 | 533 | | 200 | 818 | 188 | | 318 | 591 | 79 | | 167 | 1040 | 339 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.91 | 0.85 | | 0.92 | 0.91 | 0.85 | | 0.92 | 0.91 | 0.85 | | 0.92 | 0.91 | 0.85 | |
| Lanes: | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | |
| Final Sat.: | 3502 | 5187 | 1615 | | 3502 | 5187 | 1615 | | 3502 | 5187 | 1615 | | 3502 | 5187 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.06 | 0.24 | 0.33 | | 0.06 | 0.16 | 0.12 | | 0.09 | 0.11 | 0.05 | | 0.05 | 0.20 | 0.21 | |
| Crit Moves: | | | **** | | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.13 | 0.39 | 0.51 | | 0.08 | 0.34 | 0.47 | | 0.13 | 0.29 | 0.42 | | 0.12 | 0.28 | 0.36 | |
| Volume/Cap: | 0.46 | 0.60 | 0.64 | | 0.72 | 0.46 | 0.25 | | 0.72 | 0.40 | 0.12 | | 0.40 | 0.72 | 0.58 | |
| Delay/Veh: | 41.0 | 24.5 | 19.4 | | 53.5 | 25.7 | 16.0 | | 47.5 | 28.9 | 18.0 | | 41.3 | 34.2 | 27.5 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 41.0 | 24.5 | 19.4 | | 53.5 | 25.7 | 16.0 | | 47.5 | 28.9 | 18.0 | | 41.3 | 34.2 | 27.5 | |
| LOS by Move: | D | C | B | | D | C | B | | D | C | B | | D | C | C | |
| HCM2kAvgQ: | 3 | 11 | 12 | | 3 | 7 | 3 | | 5 | 5 | 1 | | 2 | 10 | 8 | |

Note: Queue reported is the number of cars per lane.





AM Cumulative No Federal AcFri May 8, 2009 17:29:24 Page 35-1

Cumulative No Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #33 Oak Ave Pkwy/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.833
Loss Time (sec): 12 Average Delay (sec/veh): 33.1
Optimal Cycle: 85 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 2 | 0 1 | 2 | 0 | 2 | 0 1 | 2 | 0 | 2 | 0 1 | 2 | 0 | 2 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 281 | 467 | 101 | | 270 | 514 | 707 | | 430 | 553 | 131 | | 72 | 486 | 192 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 281 | 467 | 101 | | 270 | 514 | 707 | | 430 | 553 | 131 | | 72 | 486 | 192 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 316 | 525 | 113 | | 303 | 578 | 794 | | 483 | 621 | 147 | | 81 | 546 | 216 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 316 | 525 | 113 | | 303 | 578 | 794 | | 483 | 621 | 147 | | 81 | 546 | 216 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 316 | 525 | 113 | | 303 | 578 | 794 | | 483 | 621 | 147 | | 81 | 546 | 216 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.95 | 0.85 | | 0.92 | 0.95 | 0.85 | | 0.92 | 0.95 | 0.85 | | 0.92 | 0.95 | 0.85 | |
| Lanes: | 2.00 | 2.00 | 1.00 | | 2.00 | 2.00 | 1.00 | | 2.00 | 2.00 | 1.00 | | 2.00 | 2.00 | 1.00 | |
| Final Sat.: | 3502 | 3610 | 1615 | | 3502 | 3610 | 1615 | | 3502 | 3610 | 1615 | | 3502 | 3610 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.09 | 0.15 | 0.07 | | 0.09 | 0.16 | 0.49 | | 0.14 | 0.17 | 0.09 | | 0.02 | 0.15 | 0.13 | |
| Crit Moves: | **** | | | | | | **** | | **** | | | | | **** | | |
| Green/Cycle: | 0.11 | 0.33 | 0.37 | | 0.20 | 0.42 | 0.59 | | 0.17 | 0.31 | 0.41 | | 0.04 | 0.18 | 0.38 | |
| Volume/Cap: | 0.83 | 0.44 | 0.19 | | 0.44 | 0.38 | 0.83 | | 0.83 | 0.56 | 0.22 | | 0.56 | 0.83 | 0.35 | |
| Delay/Veh: | 58.3 | 26.2 | 21.2 | | 35.6 | 19.9 | 22.9 | | 50.4 | 29.8 | 19.0 | | 52.1 | 48.5 | 22.5 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 58.3 | 26.2 | 21.2 | | 35.6 | 19.9 | 22.9 | | 50.4 | 29.8 | 19.0 | | 52.1 | 48.5 | 22.5 | |
| LOS by Move: | E | C | C | | D | B | C | | D | C | B | | D | D | C | |
| HCM2kAvgQ: | 5 | 6 | 2 | | 4 | 6 | 19 | | 8 | 8 | 3 | | 1 | 9 | 5 | |

Note: Queue reported is the number of cars per lane.

Cumulative No Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #34 RowberryDr/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.488
Loss Time (sec): 12 Average Delay (sec/veh): 21.3
Optimal Cycle: 40 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Control: | Split Phase | | | Split Phase | | | Protected | | | Protected | | |
| Rights: | Include | | | Ovl | | | Ovl | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 0 0 | 1! 0 | 0 | 1 1 | 0 0 | 1 | 2 0 | 2 0 | 1 | 1 0 | 2 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 4 | 5 | 7 | 436 | 2 | 207 | 359 | 563 | 2 | 3 | 539 | 400 |
| Growth Adj: | 1.00 | 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 | 5 | 7 | 436 | 2 | 207 | 359 | 563 | 2 | 3 | 539 | 400 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 4 | 6 | 8 | 490 | 2 | 233 | 403 | 633 | 2 | 3 | 606 | 449 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 4 | 6 | 8 | 490 | 2 | 233 | 403 | 633 | 2 | 3 | 606 | 449 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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 | 6 | 8 | 490 | 2 | 233 | 403 | 633 | 2 | 3 | 606 | 449 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.93 | 0.93 | 0.93 | 0.95 | 0.95 | 0.85 | 0.92 | 0.95 | 0.85 | 0.95 | 0.95 | 0.85 |
| Lanes: | 0.25 | 0.31 | 0.44 | 1.99 | 0.01 | 1.00 | 2.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 442 | 552 | 773 | 3605 | 17 | 1615 | 3502 | 3610 | 1615 | 1805 | 3610 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.01 | 0.01 | 0.14 | 0.14 | 0.14 | 0.12 | 0.18 | 0.00 | 0.00 | 0.17 | 0.28 |
| Crit Moves: | **** | | | **** | | | **** | | | | **** | |
| Green/Cycle: | 0.02 | 0.02 | 0.02 | 0.28 | 0.28 | 0.52 | 0.24 | 0.57 | 0.60 | 0.01 | 0.34 | 0.62 |
| Volume/Cap: | 0.49 | 0.49 | 0.49 | 0.49 | 0.49 | 0.28 | 0.49 | 0.31 | 0.00 | 0.31 | 0.49 | 0.45 |
| Delay/Veh: | 58.2 | 58.2 | 58.2 | 30.5 | 30.5 | 13.9 | 33.4 | 11.1 | 8.2 | 64.5 | 26.1 | 10.2 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 58.2 | 58.2 | 58.2 | 30.5 | 30.5 | 13.9 | 33.4 | 11.1 | 8.2 | 64.5 | 26.1 | 10.2 |
| LOS by Move: | E | E | E | C | C | B | C | B | A | E | C | B |
| HCM2kAvgQ: | 1 | 1 | 1 | 6 | 6 | 4 | 5 | 5 | 0 | 0 | 7 | 7 |

Note: Queue reported is the number of cars per lane.





Cumulative No Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #35 1st/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.533
Loss Time (sec): 12 Average Delay (sec/veh): 24.6
Optimal Cycle: 43 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Ovl | | | Include | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 0 | 0 1 | 0 | 1 0 | 1 0 | 1 | 1 0 | 2 1 | 0 | 1 0 | 3 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 194 | 54 | 0 | 103 | 38 | 203 | 342 | 473 | 98 | 0 | 523 | 174 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 194 | 54 | 0 | 103 | 38 | 203 | 342 | 473 | 98 | 0 | 523 | 174 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 218 | 61 | 0 | 116 | 43 | 228 | 384 | 531 | 110 | 0 | 588 | 196 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 218 | 61 | 0 | 116 | 43 | 228 | 384 | 531 | 110 | 0 | 588 | 196 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 218 | 61 | 0 | 116 | 43 | 228 | 384 | 531 | 110 | 0 | 588 | 196 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 0.85 | 0.95 | 0.89 | 0.89 | 1.00 | 0.91 | 0.85 |
| Lanes: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.49 | 0.51 | 1.00 | 3.00 | 1.00 |
| Final Sat.: | 1805 | 1900 | 0 | 1805 | 1900 | 1615 | 1805 | 4185 | 867 | 1900 | 5187 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.12 | 0.03 | 0.00 | 0.06 | 0.02 | 0.14 | 0.21 | 0.13 | 0.13 | 0.00 | 0.11 | 0.12 |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | |
| Green/Cycle: | 0.23 | 0.09 | 0.00 | 0.18 | 0.04 | 0.44 | 0.40 | 0.61 | 0.61 | 0.00 | 0.21 | 0.39 |
| Volume/Cap: | 0.53 | 0.36 | 0.00 | 0.36 | 0.53 | 0.32 | 0.53 | 0.21 | 0.21 | 0.00 | 0.53 | 0.31 |
| Delay/Veh: | 35.4 | 44.1 | 0.0 | 36.7 | 53.7 | 18.4 | 23.7 | 8.7 | 8.7 | 0.0 | 35.5 | 21.3 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 35.4 | 44.1 | 0.0 | 36.7 | 53.7 | 18.4 | 23.7 | 8.7 | 8.7 | 0.0 | 35.5 | 21.3 |
| LOS by Move: | D | D | A | D | D | B | C | A | A | A | D | C |
| HCM2kAvgQ: | 6 | 2 | 0 | 3 | 2 | 5 | 9 | 3 | 3 | 0 | 6 | 4 |

Note: Queue reported is the number of cars per lane.

AM Cumulative No Federal AcFri May 8, 2009 17:29:24 Page 38-1

Cumulative No Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #36 2nd St/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.481
Loss Time (sec): 12 Average Delay (sec/veh): 23.8
Optimal Cycle: 40 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 0 | 0 | 1 0 | 2 0 | 1 0 | 1 | 1 0 | 2 | 1 0 | 1 0 | 2 | 1 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 68 | 0 | 169 | 47 | 134 | 218 | 392 | 0 | 0 | 566 | 280 |
| Growth Adj: | 1.00 | 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 | 68 | 0 | 169 | 47 | 134 | 218 | 392 | 0 | 0 | 566 | 280 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 0 | 76 | 0 | 190 | 53 | 151 | 245 | 440 | 0 | 0 | 636 | 315 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 76 | 0 | 190 | 53 | 151 | 245 | 440 | 0 | 0 | 636 | 315 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 0 | 76 | 0 | 190 | 53 | 151 | 245 | 440 | 0 | 0 | 636 | 315 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 0.92 | 1.00 | 0.85 | 0.95 | 0.91 | 0.91 | 1.00 | 0.86 | 0.86 |
| Lanes: | 1.00 | 1.00 | 0.00 | 2.00 | 1.00 | 1.00 | 1.00 | 3.00 | 0.00 | 1.00 | 2.01 | 0.99 |
| Final Sat.: | 1900 | 1900 | 0 | 3502 | 1900 | 1615 | 1805 | 5187 | 0 | 1900 | 3297 | 1631 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.04 | 0.00 | 0.05 | 0.03 | 0.09 | 0.14 | 0.08 | 0.00 | 0.00 | 0.19 | 0.19 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green/Cycle: | 0.00 | 0.08 | 0.00 | 0.11 | 0.20 | 0.20 | 0.28 | 0.68 | 0.00 | 0.00 | 0.40 | 0.40 |
| Volume/Cap: | 0.00 | 0.48 | 0.00 | 0.48 | 0.14 | 0.47 | 0.48 | 0.12 | 0.00 | 0.00 | 0.48 | 0.48 |
| Delay/Veh: | 0.0 | 46.0 | 0.0 | 42.5 | 33.4 | 36.7 | 30.5 | 5.5 | 0.0 | 0.0 | 22.4 | 22.4 |
| 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: | 0.0 | 46.0 | 0.0 | 42.5 | 33.4 | 36.7 | 30.5 | 5.5 | 0.0 | 0.0 | 22.4 | 22.4 |
| LOS by Move: | A | D | A | D | C | D | C | A | A | A | C | C |
| HCM2kAvgQ: | 0 | 3 | 0 | 3 | 1 | 5 | 6 | 2 | 0 | 0 | 8 | 8 |

Note: Queue reported is the number of cars per lane.





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Cumulative No Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #37 3rd St/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.331
Loss Time (sec): 12 Average Delay (sec/veh): 21.0
Optimal Cycle: 32 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Ovl | | | Include | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 0 | 1 | 0 1 | 2 0 | 1 | 0 1 | 1 0 | 2 | 1 0 | 1 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 37 | 6 | 61 | 185 | 4 | 123 | 49 | 557 | 33 | 59 | 735 | 162 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 37 | 6 | 61 | 185 | 4 | 123 | 49 | 557 | 33 | 59 | 735 | 162 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 42 | 7 | 69 | 208 | 4 | 138 | 55 | 626 | 37 | 66 | 826 | 182 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 42 | 7 | 69 | 208 | 4 | 138 | 55 | 626 | 37 | 66 | 826 | 182 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 42 | 7 | 69 | 208 | 4 | 138 | 55 | 626 | 37 | 66 | 826 | 182 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 1.00 | 0.85 | 0.92 | 1.00 | 0.85 | 0.95 | 0.90 | 0.90 | 0.95 | 0.91 | 0.85 |
| Lanes: | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 1.00 | 2.83 | 0.17 | 1.00 | 3.00 | 1.00 |
| Final Sat.: | 1805 | 1900 | 1615 | 3502 | 1900 | 1615 | 1805 | 4858 | 288 | 1805 | 5187 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.00 | 0.04 | 0.06 | 0.00 | 0.09 | 0.03 | 0.13 | 0.13 | 0.04 | 0.16 | 0.11 |
| Crit Moves: | | | **** | **** | | | **** | | | | **** | |
| Green/Cycle: | 0.09 | 0.13 | 0.13 | 0.18 | 0.22 | 0.31 | 0.09 | 0.45 | 0.45 | 0.13 | 0.48 | 0.66 |
| Volume/Cap: | 0.25 | 0.03 | 0.33 | 0.33 | 0.01 | 0.28 | 0.33 | 0.29 | 0.29 | 0.29 | 0.33 | 0.17 |
| Delay/Veh: | 43.1 | 38.2 | 40.6 | 36.1 | 30.8 | 26.4 | 43.7 | 17.7 | 17.7 | 40.3 | 16.1 | 6.6 |
| 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: | 43.1 | 38.2 | 40.6 | 36.1 | 30.8 | 26.4 | 43.7 | 17.7 | 17.7 | 40.3 | 16.1 | 6.6 |
| LOS by Move: | D | D | D | D | C | C | D | B | B | D | B | A |
| HCM2kAvgQ: | 1 | 0 | 2 | 3 | 0 | 3 | 2 | 5 | 5 | 2 | 5 | 2 |

Note: Queue reported is the number of cars per lane.

Cumulative No Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #38 Scott Rd (North)/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.686
Loss Time (sec): 12 Average Delay (sec/veh): 31.0
Optimal Cycle: 57 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 317 | 841 | 88 | | 494 | 1184 | 395 | | 599 | 100 | 104 | | 121 | 245 | 92 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 317 | 841 | 88 | | 494 | 1184 | 395 | | 599 | 100 | 104 | | 121 | 245 | 92 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 356 | 945 | 99 | | 555 | 1330 | 444 | | 673 | 112 | 117 | | 136 | 275 | 103 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 356 | 945 | 99 | | 555 | 1330 | 444 | | 673 | 112 | 117 | | 136 | 275 | 103 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 356 | 945 | 99 | | 555 | 1330 | 444 | | 673 | 112 | 117 | | 136 | 275 | 103 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.91 | 0.85 | | 0.92 | 0.91 | 0.85 | | 0.92 | 0.91 | 0.85 | | 0.92 | 0.91 | 0.85 | |
| Lanes: | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | |
| Final Sat.: | 3502 | 5187 | 1615 | | 3502 | 5187 | 1615 | | 3502 | 5187 | 1615 | | 3502 | 5187 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.10 | 0.18 | 0.06 | | 0.16 | 0.26 | 0.27 | | 0.19 | 0.02 | 0.07 | | 0.04 | 0.05 | 0.06 | |
| Crit Moves: | **** | | | | | **** | | | **** | | | | | **** | | |
| Green/Cycle: | 0.15 | 0.28 | 0.51 | | 0.24 | 0.37 | 0.65 | | 0.28 | 0.13 | 0.28 | | 0.23 | 0.08 | 0.32 | |
| Volume/Cap: | 0.69 | 0.65 | 0.12 | | 0.65 | 0.69 | 0.42 | | 0.69 | 0.17 | 0.26 | | 0.17 | 0.69 | 0.20 | |
| Delay/Veh: | 44.2 | 32.8 | 12.9 | | 35.9 | 27.4 | 8.5 | | 34.1 | 39.0 | 28.5 | | 31.0 | 49.8 | 24.9 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 44.2 | 32.8 | 12.9 | | 35.9 | 27.4 | 8.5 | | 34.1 | 39.0 | 28.5 | | 31.0 | 49.8 | 24.9 | |
| LOS by Move: | D | C | B | | D | C | A | | C | D | C | | C | D | C | |
| HCM2kAvgQ: | 5 | 9 | 1 | | 8 | 12 | 6 | | 10 | 1 | 3 | | 2 | 3 | 2 | |

Note: Queue reported is the number of cars per lane.





Cumulative No Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #39 Placerville Rd / Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.279
Loss Time (sec): 12 Average Delay (sec/veh): 24.4
Optimal Cycle: 30 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Ovl | | | | Include | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 0 | 1 0 | 1 | 0 | 1 | 0 1 | 2 | 0 | 2 | 1 0 | 1 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 45 | 75 | 22 | | 22 | 32 | 18 | | 290 | 247 | 30 | | 20 | 206 | 134 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 45 | 75 | 22 | | 22 | 32 | 18 | | 290 | 247 | 30 | | 20 | 206 | 134 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 51 | 84 | 25 | | 25 | 36 | 20 | | 326 | 278 | 34 | | 22 | 231 | 151 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 51 | 84 | 25 | | 25 | 36 | 20 | | 326 | 278 | 34 | | 22 | 231 | 151 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 51 | 84 | 25 | | 25 | 36 | 20 | | 326 | 278 | 34 | | 22 | 231 | 151 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.97 | 0.97 | | 0.95 | 1.00 | 0.85 | | 0.92 | 0.90 | 0.90 | | 0.95 | 0.91 | 0.85 | |
| Lanes: | 1.00 | 0.77 | 0.23 | | 1.00 | 1.00 | 1.00 | | 2.00 | 2.68 | 0.32 | | 1.00 | 3.00 | 1.00 | |
| Final Sat.: | 1805 | 1419 | 416 | | 1805 | 1900 | 1615 | | 3502 | 4551 | 553 | | 1805 | 5187 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.06 | 0.06 | | 0.01 | 0.02 | 0.01 | | 0.09 | 0.06 | 0.06 | | 0.01 | 0.04 | 0.09 | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | | **** | |
| Green/Cycle: | 0.16 | 0.21 | 0.21 | | 0.05 | 0.11 | 0.44 | | 0.33 | 0.51 | 0.51 | | 0.10 | 0.28 | 0.33 | |
| Volume/Cap: | 0.18 | 0.28 | 0.28 | | 0.28 | 0.18 | 0.03 | | 0.28 | 0.12 | 0.12 | | 0.12 | 0.16 | 0.28 | |
| Delay/Veh: | 36.9 | 33.3 | 33.3 | | 47.6 | 41.2 | 16.0 | | 24.6 | 12.6 | 12.6 | | 40.9 | 26.8 | 24.7 | |
| 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: | 36.9 | 33.3 | 33.3 | | 47.6 | 41.2 | 16.0 | | 24.6 | 12.6 | 12.6 | | 40.9 | 26.8 | 24.7 | |
| LOS by Move: | D | C | C | | D | D | B | | C | B | B | | D | C | C | |
| HCM2kAvgQ: | 1 | 3 | 3 | | 1 | 1 | 0 | | 4 | 2 | 2 | | 1 | 2 | 3 | |

Note: Queue reported is the number of cars per lane.

AM Cumulative No Federal AcFri May 8, 2009 17:29:24 Page 42-1

Cumulative No Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #40 4th St/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.364
Loss Time (sec): 12 Average Delay (sec/veh): 23.6
Optimal Cycle: 34 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Ovl | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 0 | 1 0 | 1 | 0 | 1 | 0 1 | 1 | 0 | 1 | 1 0 | 1 | 0 | 1 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 280 | 22 | | 6 | 7 | 9 | | 15 | 267 | 9 | | 31 | 351 | 49 | |
| Growth Adj: | 1.00 | 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 | 280 | 22 | | 6 | 7 | 9 | | 15 | 267 | 9 | | 31 | 351 | 49 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 0 | 315 | 25 | | 7 | 8 | 10 | | 17 | 300 | 10 | | 35 | 394 | 55 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 315 | 25 | | 7 | 8 | 10 | | 17 | 300 | 10 | | 35 | 394 | 55 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 0 | 315 | 25 | | 7 | 8 | 10 | | 17 | 300 | 10 | | 35 | 394 | 55 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.99 | 0.99 | | 0.95 | 1.00 | 0.85 | | 0.95 | 0.95 | 0.95 | | 0.95 | 0.93 | 0.93 | |
| Lanes: | 1.00 | 0.93 | 0.07 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.93 | 0.07 | | 1.00 | 1.75 | 0.25 | |
| Final Sat.: | 1900 | 1742 | 137 | | 1805 | 1900 | 1615 | | 1805 | 3475 | 117 | | 1805 | 3111 | 434 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.18 | 0.18 | | 0.00 | 0.00 | 0.01 | | 0.01 | 0.09 | 0.09 | | 0.02 | 0.13 | 0.13 | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.00 | 0.50 | 0.50 | | 0.01 | 0.51 | 0.53 | | 0.03 | 0.31 | 0.31 | | 0.07 | 0.35 | 0.35 | |
| Volume/Cap: | 0.00 | 0.36 | 0.36 | | 0.36 | 0.01 | 0.01 | | 0.36 | 0.28 | 0.28 | | 0.28 | 0.36 | 0.36 | |
| Delay/Veh: | 0.0 | 15.7 | 15.7 | | 60.9 | 12.2 | 11.0 | | 52.7 | 26.5 | 26.5 | | 45.5 | 24.5 | 24.5 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 15.7 | 15.7 | | 60.9 | 12.2 | 11.0 | | 52.7 | 26.5 | 26.5 | | 45.5 | 24.5 | 24.5 | |
| LOS by Move: | A | B | B | | E | B | B | | D | C | C | | D | C | C | |
| HCM2kAvgQ: | 0 | 6 | 6 | | 1 | 0 | 0 | | 1 | 4 | 4 | | 1 | 5 | 5 | |

Note: Queue reported is the number of cars per lane.





AM Cumulative No Federal AcFri May 8, 2009 17:29:24 Page 43-1

Cumulative No Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #41 Hillside Dr/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.324
Loss Time (sec): 9 Average Delay (sec/veh): 13.7
Optimal Cycle: 26 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Ovl | | | | Include | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 0 | 0 0 | 1 | 0 | 0 | 0 1 | 1 | 0 | 1 | 0 0 | 0 | 0 | 1 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | | 31 | 0 | 61 | | 129 | 156 | 0 | | 0 | 330 | 106 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 0 | 0 | 0 | | 31 | 0 | 61 | | 129 | 156 | 0 | | 0 | 330 | 106 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 0 | 0 | 0 | | 35 | 0 | 69 | | 145 | 175 | 0 | | 0 | 371 | 119 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 0 | 0 | | 35 | 0 | 69 | | 145 | 175 | 0 | | 0 | 371 | 119 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 0 | 0 | | 35 | 0 | 69 | | 145 | 175 | 0 | | 0 | 371 | 119 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 1.00 | 1.00 | | 0.95 | 1.00 | 0.85 | | 0.95 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.85 | |
| Lanes: | 0.00 | 0.00 | 0.00 | | 1.00 | 0.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 0.00 | 1.00 | 1.00 | |
| Final Sat.: | 0 | 0 | 0 | | 1805 | 0 | 1615 | | 1805 | 1900 | 0 | | 0 | 1900 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | | 0.02 | 0.00 | 0.04 | | 0.08 | 0.09 | 0.00 | | 0.00 | 0.20 | 0.07 | |
| Crit Moves: | | | | | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | | 0.06 | 0.00 | 0.31 | | 0.25 | 0.85 | 0.00 | | 0.00 | 0.60 | 0.66 | |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | | 0.32 | 0.00 | 0.14 | | 0.32 | 0.11 | 0.00 | | 0.00 | 0.32 | 0.11 | |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | | 46.8 | 0.0 | 25.2 | | 31.2 | 1.3 | 0.0 | | 0.0 | 10.0 | 6.2 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | | 46.8 | 0.0 | 25.2 | | 31.2 | 1.3 | 0.0 | | 0.0 | 10.0 | 6.2 | |
| LOS by Move: | A | A | A | | D | A | C | | C | A | A | | A | A | A | |
| HCM2kAvgQ: | 0 | 0 | 0 | | 1 | 0 | 2 | | 4 | 1 | 0 | | 0 | 5 | 1 | |

Note: Queue reported is the number of cars per lane.

AM Cumulative No Federal AcFri May 8, 2009 17:29:24 Page 44-1

Cumulative No Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #42 Empire Ranch Rd/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.323
Loss Time (sec): 12 Average Delay (sec/veh): 20.3
Optimal Cycle: 32 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Split Phase | | | | Split Phase | | | |
| Rights: | Include | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 2 | 1 0 | 1 | 0 | 3 | 0 1 | 1 | 1 | 0 | 0 1 | 0 | 1 | 0 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 21 | 396 | 28 | | 150 | 654 | 285 | | 92 | 40 | 11 | | 30 | 54 | 135 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 21 | 396 | 28 | | 150 | 654 | 285 | | 92 | 40 | 11 | | 30 | 54 | 135 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 24 | 445 | 31 | | 169 | 735 | 320 | | 103 | 45 | 12 | | 34 | 61 | 152 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 24 | 445 | 31 | | 169 | 735 | 320 | | 103 | 45 | 12 | | 34 | 61 | 152 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 24 | 445 | 31 | | 169 | 735 | 320 | | 103 | 45 | 12 | | 34 | 61 | 152 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.90 | 0.90 | | 0.95 | 0.91 | 0.85 | | 0.97 | 0.97 | 0.85 | | 0.86 | 0.86 | 0.86 | |
| Lanes: | 1.00 | 2.80 | 0.20 | | 1.00 | 3.00 | 1.00 | | 1.39 | 0.61 | 1.00 | | 0.36 | 0.64 | 1.00 | |
| Final Sat.: | 1805 | 4796 | 339 | | 1805 | 5187 | 1615 | | 2558 | 1112 | 1615 | | 581 | 1046 | 1627 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.09 | 0.09 | | 0.09 | 0.14 | 0.20 | | 0.04 | 0.04 | 0.01 | | 0.06 | 0.06 | 0.09 | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | **** | | | |
| Green/Cycle: | 0.04 | 0.29 | 0.29 | | 0.29 | 0.53 | 0.66 | | 0.12 | 0.12 | 0.17 | | 0.18 | 0.18 | 0.47 | |
| Volume/Cap: | 0.30 | 0.32 | 0.32 | | 0.32 | 0.27 | 0.30 | | 0.32 | 0.32 | 0.05 | | 0.32 | 0.32 | 0.20 | |
| Delay/Veh: | 48.4 | 28.2 | 28.2 | | 28.3 | 12.8 | 7.5 | | 40.3 | 40.3 | 34.9 | | 36.0 | 36.0 | 15.7 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 48.4 | 28.2 | 28.2 | | 28.3 | 12.8 | 7.5 | | 40.3 | 40.3 | 34.9 | | 36.0 | 36.0 | 15.7 | |
| LOS by Move: | D | C | C | | C | B | A | | D | D | C | | D | D | B | |
| HCM2kAvgQ: | 1 | 4 | 4 | | 4 | 4 | 4 | | 2 | 2 | 0 | | 3 | 3 | 3 | |

Note: Queue reported is the number of cars per lane.





AM Cumulative No Federal AcFri May 8, 2009 17:29:24 Page 45-1

Cumulative No Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #43 Prairie City Rd/Middle Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.463
Loss Time (sec): 9 Average Delay (sec/veh): 5.5
Optimal Cycle: 32 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 2 | 1 0 | 1 | 0 | 3 | 0 0 | 0 | 0 | 0 | 0 0 | 1 | 0 | 0 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1628 | 6 | | 10 | 991 | 0 | | 0 | 0 | 0 | | 6 | 0 | 96 | |
| Growth Adj: | 1.00 | 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 | 1628 | 6 | | 10 | 991 | 0 | | 0 | 0 | 0 | | 6 | 0 | 96 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 0 | 1829 | 7 | | 11 | 1113 | 0 | | 0 | 0 | 0 | | 7 | 0 | 108 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 1829 | 7 | | 11 | 1113 | 0 | | 0 | 0 | 0 | | 7 | 0 | 108 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 0 | 1829 | 7 | | 11 | 1113 | 0 | | 0 | 0 | 0 | | 7 | 0 | 108 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.91 | 0.91 | | 0.95 | 0.91 | 1.00 | | 1.00 | 1.00 | 1.00 | | 0.89 | 1.00 | 0.85 | |
| Lanes: | 0.00 | 2.99 | 0.01 | | 1.00 | 3.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 1.00 | 0.00 | 1.00 | |
| Final Sat.: | 0 | 5163 | 19 | | 1805 | 5187 | 0 | | 0 | 0 | 0 | | 1683 | 0 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.35 | 0.35 | | 0.01 | 0.21 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.07 | |
| Crit Moves: | | **** | | | **** | | | | | | | | | | **** | |
| Green/Cycle: | 0.00 | 0.77 | 0.77 | | 0.01 | 0.78 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.13 | 0.00 | 0.14 | |
| Volume/Cap: | 0.00 | 0.46 | 0.46 | | 0.46 | 0.28 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.03 | 0.00 | 0.46 | |
| Delay/Veh: | 0.0 | 4.3 | 4.3 | | 62.3 | 3.1 | 0.0 | | 0.0 | 0.0 | 0.0 | | 38.0 | 0.0 | 40.7 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 4.3 | 4.3 | | 62.3 | 3.1 | 0.0 | | 0.0 | 0.0 | 0.0 | | 38.0 | 0.0 | 40.7 | |
| LOS by Move: | A | A | A | | E | A | A | | A | A | A | | D | A | D | |
| HCM2kAvgQ: | 0 | 7 | 7 | | 0 | 3 | 0 | | 0 | 0 | 0 | | 0 | 0 | 3 | |

Note: Queue reported is the number of cars per lane.

Cumulative No Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #44 Oak Ave Pkwy/Middle Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.373
Loss Time (sec): 12 Average Delay (sec/veh): 11.9
Optimal Cycle: 34 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Ovl | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 1 | 1 0 | 1 | 0 | 1 | 1 0 | 1 | 0 | 1 | 0 1 | 1 | 0 | 0 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 109 | 793 | 5 | | 15 | 686 | 17 | | 19 | 2 | 35 | | 9 | 6 | 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: | 109 | 793 | 5 | | 15 | 686 | 17 | | 19 | 2 | 35 | | 9 | 6 | 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: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 122 | 891 | 6 | | 17 | 771 | 19 | | 21 | 2 | 39 | | 10 | 7 | 42 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 122 | 891 | 6 | | 17 | 771 | 19 | | 21 | 2 | 39 | | 10 | 7 | 42 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 122 | 891 | 6 | | 17 | 771 | 19 | | 21 | 2 | 39 | | 10 | 7 | 42 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.95 | 0.95 | | 0.95 | 0.95 | 0.95 | | 0.95 | 1.00 | 0.85 | | 0.95 | 0.87 | 0.87 | |
| Lanes: | 1.00 | 1.99 | 0.01 | | 1.00 | 1.95 | 0.05 | | 1.00 | 1.00 | 1.00 | | 1.00 | 0.14 | 0.86 | |
| Final Sat.: | 1805 | 3584 | 23 | | 1805 | 3509 | 87 | | 1805 | 1900 | 1615 | | 1805 | 231 | 1424 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.07 | 0.25 | 0.25 | | 0.01 | 0.22 | 0.22 | | 0.01 | 0.00 | 0.02 | | 0.01 | 0.03 | 0.03 | |
| Crit Moves: | **** | | | | | **** | | | **** | | | | | **** | | |
| Green/Cycle: | 0.18 | 0.74 | 0.74 | | 0.03 | 0.59 | 0.59 | | 0.03 | 0.02 | 0.20 | | 0.09 | 0.08 | 0.08 | |
| Volume/Cap: | 0.37 | 0.33 | 0.33 | | 0.33 | 0.37 | 0.37 | | 0.37 | 0.06 | 0.12 | | 0.06 | 0.37 | 0.37 | |
| Delay/Veh: | 36.6 | 4.5 | 4.5 | | 51.6 | 11.0 | 11.0 | | 51.5 | 48.9 | 32.9 | | 41.7 | 45.6 | 45.6 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 36.6 | 4.5 | 4.5 | | 51.6 | 11.0 | 11.0 | | 51.5 | 48.9 | 32.9 | | 41.7 | 45.6 | 45.6 | |
| LOS by Move: | D | A | A | | D | B | B | | D | D | C | | D | D | D | |
| HCM2kAvgQ: | 3 | 5 | 5 | | 1 | 7 | 7 | | 1 | 0 | 1 | | 0 | 2 | 2 | |

Note: Queue reported is the number of cars per lane.





Cumulative No Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #45 Scott Rd (North)/ Street "B"

Cycle (sec): 100 Critical Vol./Cap. (X): 0.664
Loss Time (sec): 12 Average Delay (sec/veh): 25.4
Optimal Cycle: 55 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 3 | 0 1 | 1 | 0 | 3 | 0 1 | 1 | 0 | 0 | 1 0 | 1 | 0 | 0 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 23 | 969 | 40 | | 268 | 1141 | 1 | | 1 | 39 | 20 | | 31 | 28 | 275 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 23 | 969 | 40 | | 268 | 1141 | 1 | | 1 | 39 | 20 | | 31 | 28 | 275 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 26 | 1089 | 45 | | 301 | 1282 | 1 | | 1 | 44 | 22 | | 35 | 31 | 309 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 26 | 1089 | 45 | | 301 | 1282 | 1 | | 1 | 44 | 22 | | 35 | 31 | 309 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 26 | 1089 | 45 | | 301 | 1282 | 1 | | 1 | 44 | 22 | | 35 | 31 | 309 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.91 | 0.85 | | 0.95 | 0.91 | 0.85 | | 0.95 | 0.95 | 0.95 | | 0.95 | 0.86 | 0.86 | |
| Lanes: | 1.00 | 3.00 | 1.00 | | 1.00 | 3.00 | 1.00 | | 1.00 | 0.66 | 0.34 | | 1.00 | 0.09 | 0.91 | |
| Final Sat.: | 1805 | 5187 | 1615 | | 1805 | 5187 | 1615 | | 1805 | 1192 | 611 | | 1805 | 152 | 1490 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.21 | 0.03 | | 0.17 | 0.25 | 0.00 | | 0.00 | 0.04 | 0.04 | | 0.02 | 0.21 | 0.21 | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.03 | 0.32 | 0.32 | | 0.25 | 0.54 | 0.54 | | 0.00 | 0.21 | 0.21 | | 0.11 | 0.31 | 0.31 | |
| Volume/Cap: | 0.46 | 0.66 | 0.09 | | 0.66 | 0.46 | 0.00 | | 0.66 | 0.18 | 0.18 | | 0.18 | 0.66 | 0.66 | |
| Delay/Veh: | 53.5 | 30.7 | 24.1 | | 37.4 | 14.4 | 10.8 | | 373.8 | 33.0 | 33.0 | | 41.0 | 33.1 | 33.1 | |
| 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: | 53.5 | 30.7 | 24.1 | | 37.4 | 14.4 | 10.8 | | 373.8 | 33.0 | 33.0 | | 41.0 | 33.1 | 33.1 | |
| LOS by Move: | D | C | C | | D | B | B | | F | C | C | | D | C | C | |
| HCM2kAvgQ: | 1 | 10 | 1 | | 8 | 8 | 0 | | 0 | 2 | 2 | | 1 | 9 | 9 | |

Note: Queue reported is the number of cars per lane.

AM Cumulative No Federal AcFri May 8, 2009 17:29:24 Page 48-1

Cumulative No Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #46 Placerville Drive/Street "B"

Cycle (sec): 100 Critical Vol./Cap. (X): 0.262
Loss Time (sec): 12 Average Delay (sec/veh): 14.0
Optimal Cycle: 30 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 0 | 1 0 | 1 | 0 | 0 | 1 0 | 1 | 0 | 0 | 1 0 | 1 | 0 | 1 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 23 | 39 | 3 | | 23 | 27 | 22 | | 18 | 273 | 29 | | 6 | 249 | 55 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 23 | 39 | 3 | | 23 | 27 | 22 | | 18 | 273 | 29 | | 6 | 249 | 55 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 26 | 44 | 3 | | 26 | 30 | 25 | | 20 | 307 | 33 | | 7 | 280 | 62 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 26 | 44 | 3 | | 26 | 30 | 25 | | 20 | 307 | 33 | | 7 | 280 | 62 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 26 | 44 | 3 | | 26 | 30 | 25 | | 20 | 307 | 33 | | 7 | 280 | 62 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.99 | 0.99 | | 0.95 | 0.93 | 0.93 | | 0.95 | 0.99 | 0.99 | | 0.95 | 1.00 | 0.85 | |
| Lanes: | 1.00 | 0.93 | 0.07 | | 1.00 | 0.55 | 0.45 | | 1.00 | 0.90 | 0.10 | | 1.00 | 1.00 | 1.00 | |
| Final Sat.: | 1805 | 1745 | 134 | | 1805 | 977 | 796 | | 1805 | 1694 | 180 | | 1805 | 1900 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.03 | 0.03 | | 0.01 | 0.03 | 0.03 | | 0.01 | 0.18 | 0.18 | | 0.00 | 0.15 | 0.04 | |
| Crit Moves: | **** | | | | | **** | | | | **** | | | **** | | | |
| Green/Cycle: | 0.05 | 0.11 | 0.11 | | 0.06 | 0.12 | 0.12 | | 0.05 | 0.69 | 0.69 | | 0.01 | 0.66 | 0.72 | |
| Volume/Cap: | 0.26 | 0.23 | 0.23 | | 0.23 | 0.26 | 0.26 | | 0.22 | 0.26 | 0.26 | | 0.26 | 0.22 | 0.05 | |
| Delay/Veh: | 46.7 | 41.1 | 41.1 | | 45.6 | 40.7 | 40.7 | | 46.9 | 5.9 | 5.9 | | 54.1 | 7.0 | 4.1 | |
| 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: | 46.7 | 41.1 | 41.1 | | 45.6 | 40.7 | 40.7 | | 46.9 | 5.9 | 5.9 | | 54.1 | 7.0 | 4.1 | |
| LOS by Move: | D | D | D | | D | D | D | | D | A | A | | D | A | A | |
| HCM2kAvgQ: | 1 | 1 | 1 | | 1 | 2 | 2 | | 1 | 4 | 4 | | 0 | 3 | 1 | |

Note: Queue reported is the number of cars per lane.





AM Cumulative No Federal AcFri May 8, 2009 17:29:24 Page 49-1

Cumulative No Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #47 Prairie City Rd/Street "A"

Cycle (sec): 100 Critical Vol./Cap. (X): 0.638
Loss Time (sec): 12 Average Delay (sec/veh): 8.2
Optimal Cycle: 52 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 1 | 1 0 | 1 | 0 | 2 | 0 0 | 0 | 0 | 0 | 0 0 | 1 | 0 | 0 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1527 | 33 | | 41 | 957 | 0 | | 0 | 0 | 0 | | 46 | 0 | 107 | |
| Growth Adj: | 1.00 | 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 | 1527 | 33 | | 41 | 957 | 0 | | 0 | 0 | 0 | | 46 | 0 | 107 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 0 | 1716 | 37 | | 46 | 1075 | 0 | | 0 | 0 | 0 | | 52 | 0 | 120 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 1716 | 37 | | 46 | 1075 | 0 | | 0 | 0 | 0 | | 52 | 0 | 120 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 0 | 1716 | 37 | | 46 | 1075 | 0 | | 0 | 0 | 0 | | 52 | 0 | 120 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.95 | 0.95 | | 0.95 | 0.95 | 1.00 | | 1.00 | 1.00 | 1.00 | | 0.77 | 1.00 | 0.85 | |
| Lanes: | 0.00 | 1.96 | 0.04 | | 1.00 | 2.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 1.00 | 0.00 | 1.00 | |
| Final Sat.: | 0 | 3523 | 76 | | 1805 | 3610 | 0 | | 0 | 0 | 0 | | 1461 | 0 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.49 | 0.49 | | 0.03 | 0.30 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.04 | 0.00 | 0.07 | |
| Crit Moves: | | **** | | | **** | | | | | | | | | | **** | |
| Green/Cycle: | 0.00 | 0.76 | 0.76 | | 0.04 | 0.80 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.08 | 0.00 | 0.12 | |
| Volume/Cap: | 0.00 | 0.64 | 0.64 | | 0.64 | 0.37 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.46 | 0.00 | 0.64 | |
| Delay/Veh: | 0.0 | 6.0 | 6.0 | | 64.8 | 2.8 | 0.0 | | 0.0 | 0.0 | 0.0 | | 47.2 | 0.0 | 49.3 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 6.0 | 6.0 | | 64.8 | 2.8 | 0.0 | | 0.0 | 0.0 | 0.0 | | 47.2 | 0.0 | 49.3 | |
| LOS by Move: | A | A | A | | E | A | A | | A | A | A | | D | A | D | |
| HCM2kAvgQ: | 0 | 13 | 13 | | 2 | 5 | 0 | | 0 | 0 | 0 | | 2 | 0 | 4 | |

Note: Queue reported is the number of cars per lane.

Cumulative No Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #48 Oak Ave Pkwy/Street "A"

Cycle (sec): 100 Critical Vol./Cap. (X): 0.529
Loss Time (sec): 12 Average Delay (sec/veh): 21.3
Optimal Cycle: 43 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 1 | 1 0 | 1 | 0 | 1 | 1 0 | 1 | 0 | 0 | 1 0 | 1 | 0 | 0 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 21 | 746 | 126 | | 53 | 659 | 27 | | 70 | 94 | 44 | | 112 | 43 | 68 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 21 | 746 | 126 | | 53 | 659 | 27 | | 70 | 94 | 44 | | 112 | 43 | 68 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 24 | 838 | 142 | | 60 | 740 | 30 | | 79 | 106 | 49 | | 126 | 48 | 76 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 24 | 838 | 142 | | 60 | 740 | 30 | | 79 | 106 | 49 | | 126 | 48 | 76 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 24 | 838 | 142 | | 60 | 740 | 30 | | 79 | 106 | 49 | | 126 | 48 | 76 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.93 | 0.93 | | 0.95 | 0.94 | 0.94 | | 0.95 | 0.95 | 0.95 | | 0.95 | 0.91 | 0.91 | |
| Lanes: | 1.00 | 1.71 | 0.29 | | 1.00 | 1.92 | 0.08 | | 1.00 | 0.68 | 0.32 | | 1.00 | 0.39 | 0.61 | |
| Final Sat.: | 1805 | 3020 | 510 | | 1805 | 3447 | 141 | | 1805 | 1232 | 577 | | 1805 | 668 | 1057 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.28 | 0.28 | | 0.03 | 0.21 | 0.21 | | 0.04 | 0.09 | 0.09 | | 0.07 | 0.07 | 0.07 | |
| Crit Moves: | | **** | | | **** | | | | | **** | | | **** | | | |
| Green/Cycle: | 0.03 | 0.52 | 0.52 | | 0.06 | 0.55 | 0.55 | | 0.11 | 0.16 | 0.16 | | 0.13 | 0.18 | 0.18 | |
| Volume/Cap: | 0.39 | 0.53 | 0.53 | | 0.53 | 0.39 | 0.39 | | 0.39 | 0.53 | 0.53 | | 0.53 | 0.39 | 0.39 | |
| Delay/Veh: | 51.4 | 16.0 | 16.0 | | 50.2 | 12.9 | 12.9 | | 42.7 | 40.2 | 40.2 | | 42.8 | 36.8 | 36.8 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 51.4 | 16.0 | 16.0 | | 50.2 | 12.9 | 12.9 | | 42.7 | 40.2 | 40.2 | | 42.8 | 36.8 | 36.8 | |
| LOS by Move: | D | B | B | | D | B | B | | D | D | D | | D | D | D | |
| HCM2kAvgQ: | 1 | 10 | 10 | | 2 | 7 | 7 | | 2 | 4 | 4 | | 4 | 3 | 3 | |

Note: Queue reported is the number of cars per lane.





Cumulative No Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #49 2nd St/Street "A"

Cycle (sec): 100 Critical Vol./Cap. (X): 0.288
Loss Time (sec): 9 Average Delay (sec/veh): 19.2
Optimal Cycle: 25 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Ovl | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 1! | 0 0 | 0 | 1 | 0 | 0 1 | 1 | 0 | 0 | 1 0 | 1 | 0 | 0 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 4 | 7 | 9 | | 42 | 2 | 130 | | 154 | 146 | 2 | | 4 | 120 | 80 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 4 | 7 | 9 | | 42 | 2 | 130 | | 154 | 146 | 2 | | 4 | 120 | 80 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 4 | 8 | 10 | | 47 | 2 | 146 | | 173 | 164 | 2 | | 4 | 135 | 90 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 4 | 8 | 10 | | 47 | 2 | 146 | | 173 | 164 | 2 | | 4 | 135 | 90 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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 | 8 | 10 | | 47 | 2 | 146 | | 173 | 164 | 2 | | 4 | 135 | 90 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.93 | 0.93 | 0.93 | | 0.95 | 0.95 | 0.85 | | 0.95 | 1.00 | 1.00 | | 0.95 | 0.94 | 0.94 | |
| Lanes: | 0.20 | 0.35 | 0.45 | | 0.95 | 0.05 | 1.00 | | 1.00 | 0.99 | 0.01 | | 1.00 | 0.60 | 0.40 | |
| Final Sat.: | 353 | 618 | 795 | | 1730 | 82 | 1615 | | 1805 | 1871 | 26 | | 1805 | 1072 | 714 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.01 | 0.01 | | 0.03 | 0.03 | 0.09 | | 0.10 | 0.09 | 0.09 | | 0.00 | 0.13 | 0.13 | |
| Crit Moves: | | | | | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.04 | 0.04 | 0.04 | | 0.09 | 0.09 | 0.43 | | 0.33 | 0.75 | 0.75 | | 0.02 | 0.44 | 0.44 | |
| Volume/Cap: | 0.29 | 0.29 | 0.29 | | 0.29 | 0.29 | 0.21 | | 0.29 | 0.12 | 0.12 | | 0.12 | 0.29 | 0.29 | |
| Delay/Veh: | 48.3 | 48.3 | 48.3 | | 43.0 | 43.0 | 18.1 | | 24.8 | 3.5 | 3.5 | | 49.4 | 18.3 | 18.3 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 48.3 | 48.3 | 48.3 | | 43.0 | 43.0 | 18.1 | | 24.8 | 3.5 | 3.5 | | 49.4 | 18.3 | 18.3 | |
| LOS by Move: | D | D | D | | D | D | B | | C | A | A | | D | B | B | |
| HCM2kAvgQ: | 1 | 1 | 1 | | 2 | 2 | 3 | | 4 | 1 | 1 | | 0 | 4 | 4 | |

Note: Queue reported is the number of cars per lane.

Cumulative No Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #50 Scott Rd (North)/ Street "A"

Cycle (sec): 100 Critical Vol./Cap. (X): 0.498
Loss Time (sec): 12 Average Delay (sec/veh): 19.2
Optimal Cycle: 41 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 2 | 0 1 | 1 | 0 | 2 | 0 1 | 1 | 0 | 1 | 0 1 | 1 | 0 | 1 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 24 | 891 | 31 | | 47 | 949 | 76 | | 119 | 69 | 23 | | 46 | 98 | 91 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 24 | 891 | 31 | | 47 | 949 | 76 | | 119 | 69 | 23 | | 46 | 98 | 91 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 27 | 1001 | 35 | | 53 | 1066 | 85 | | 134 | 78 | 26 | | 52 | 110 | 102 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 27 | 1001 | 35 | | 53 | 1066 | 85 | | 134 | 78 | 26 | | 52 | 110 | 102 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 27 | 1001 | 35 | | 53 | 1066 | 85 | | 134 | 78 | 26 | | 52 | 110 | 102 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.95 | 0.85 | | 0.95 | 0.95 | 0.85 | | 0.95 | 1.00 | 0.85 | | 0.95 | 1.00 | 0.85 | |
| Lanes: | 1.00 | 2.00 | 1.00 | | 1.00 | 2.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Final Sat.: | 1805 | 3610 | 1615 | | 1805 | 3610 | 1615 | | 1805 | 1900 | 1615 | | 1805 | 1900 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.28 | 0.02 | | 0.03 | 0.30 | 0.05 | | 0.07 | 0.04 | 0.02 | | 0.03 | 0.06 | 0.06 | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.03 | 0.56 | 0.56 | | 0.06 | 0.59 | 0.59 | | 0.15 | 0.16 | 0.16 | | 0.11 | 0.12 | 0.12 | |
| Volume/Cap: | 0.50 | 0.50 | 0.04 | | 0.50 | 0.50 | 0.09 | | 0.50 | 0.26 | 0.10 | | 0.26 | 0.50 | 0.54 | |
| Delay/Veh: | 55.3 | 13.8 | 10.1 | | 49.3 | 12.4 | 9.1 | | 40.6 | 37.6 | 36.4 | | 41.6 | 43.2 | 45.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 55.3 | 13.8 | 10.1 | | 49.3 | 12.4 | 9.1 | | 40.6 | 37.6 | 36.4 | | 41.6 | 43.2 | 45.0 | |
| LOS by Move: | E | B | B | | D | B | A | | D | D | D | | D | D | D | |
| HCM2kAvgQ: | 1 | 10 | 0 | | 2 | 10 | 1 | | 4 | 2 | 1 | | 2 | 4 | 4 | |

Note: Queue reported is the number of cars per lane.





Cumulative No Project AM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #51 East Rd/Street "A"

Cycle (sec): 100 Critical Vol./Cap. (X): 0.154
Loss Time (sec): 12 Average Delay (sec/veh): 8.3
Optimal Cycle: 0 Level Of Service: A

| 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 | 0 | 1 0 | 1 | 0 | 0 | 1 0 | 1 | 0 | 0 | 1 0 | 1 | 0 | 0 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 60 | 14 | 10 | | 2 | 7 | 30 | | 30 | 76 | 25 | | 4 | 76 | 7 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 60 | 14 | 10 | | 2 | 7 | 30 | | 30 | 76 | 25 | | 4 | 76 | 7 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 67 | 16 | 11 | | 2 | 8 | 34 | | 34 | 85 | 28 | | 4 | 85 | 8 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 67 | 16 | 11 | | 2 | 8 | 34 | | 34 | 85 | 28 | | 4 | 85 | 8 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 67 | 16 | 11 | | 2 | 8 | 34 | | 34 | 85 | 28 | | 4 | 85 | 8 | |
| 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 | 0.58 | 0.42 | | 1.00 | 0.19 | 0.81 | | 1.00 | 0.75 | 0.25 | | 1.00 | 0.92 | 0.08 | |
| Final Sat.: | 617 | 416 | 297 | | 608 | 140 | 601 | | 647 | 555 | 183 | | 640 | 653 | 60 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.11 | 0.04 | 0.04 | | 0.00 | 0.06 | 0.06 | | 0.05 | 0.15 | 0.15 | | 0.01 | 0.13 | 0.13 | |
| Crit Moves: | **** | | | | | | **** | | | | **** | | | | **** | |
| Delay/Veh: | 9.0 | 7.7 | 7.7 | | 8.4 | 7.6 | 7.6 | | 8.4 | 8.3 | 8.3 | | 8.2 | 8.3 | 8.3 | |
| Delay Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 9.0 | 7.7 | 7.7 | | 8.4 | 7.6 | 7.6 | | 8.4 | 8.3 | 8.3 | | 8.2 | 8.3 | 8.3 | |
| LOS by Move: | A | A | A | | A | A | A | | A | A | A | | A | A | A | |
| ApproachDel: | 8.6 | | | | 7.6 | | | | 8.3 | | | | 8.3 | | | |
| Delay Adj: | 1.00 | | | | 1.00 | | | | 1.00 | | | | 1.00 | | | |
| ApprAdjDel: | 8.6 | | | | 7.6 | | | | 8.3 | | | | 8.3 | | | |
| LOS by Appr: | A | | | | A | | | | A | | | | A | | | |
| AllWayAvgQ: | 0.1 | 0.0 | 0.0 | | 0.0 | 0.1 | 0.1 | | 0.1 | 0.2 | 0.2 | | 0.0 | 0.1 | 0.1 | |

Note: Queue reported is the number of cars per lane.

AM Cumulative No Federal AcFri May 8, 2009 17:29:24 Page 54-1

Cumulative No Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #52 Placerville Rd/ Street "A"

Cycle (sec): 100 Critical Vol./Cap. (X): 0.437
Loss Time (sec): 12 Average Delay (sec/veh): 20.1
Optimal Cycle: 37 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 0 | 1 0 | 1 | 0 | 0 | 1 0 | 1 | 0 | 0 | 1 0 | 1 | 0 | 0 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 18 | 407 | 11 | | 52 | 274 | 0 | | 0 | 28 | 45 | | 34 | 34 | 121 | |
| Growth Adj: | 1.00 | 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 | 407 | 11 | | 52 | 274 | 0 | | 0 | 28 | 45 | | 34 | 34 | 121 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 20 | 457 | 12 | | 58 | 308 | 0 | | 0 | 31 | 51 | | 38 | 38 | 136 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 20 | 457 | 12 | | 58 | 308 | 0 | | 0 | 31 | 51 | | 38 | 38 | 136 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 20 | 457 | 12 | | 58 | 308 | 0 | | 0 | 31 | 51 | | 38 | 38 | 136 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 1.00 | 1.00 | | 0.95 | 1.00 | 1.00 | | 1.00 | 0.91 | 0.91 | | 0.95 | 0.88 | 0.88 | |
| Lanes: | 1.00 | 0.97 | 0.03 | | 1.00 | 1.00 | 0.00 | | 1.00 | 0.38 | 0.62 | | 1.00 | 0.22 | 0.78 | |
| Final Sat.: | 1805 | 1843 | 50 | | 1805 | 1900 | 0 | | 1900 | 662 | 1063 | | 1805 | 368 | 1310 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.25 | 0.25 | | 0.03 | 0.16 | 0.00 | | 0.00 | 0.05 | 0.05 | | 0.02 | 0.10 | 0.10 | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.04 | 0.57 | 0.57 | | 0.07 | 0.60 | 0.00 | | 0.00 | 0.16 | 0.16 | | 0.07 | 0.24 | 0.24 | |
| Volume/Cap: | 0.27 | 0.44 | 0.44 | | 0.44 | 0.27 | 0.00 | | 0.00 | 0.29 | 0.29 | | 0.29 | 0.44 | 0.44 | |
| Delay/Veh: | 48.4 | 12.7 | 12.7 | | 46.6 | 9.6 | 0.0 | | 0.0 | 37.2 | 37.2 | | 45.1 | 33.2 | 33.2 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 48.4 | 12.7 | 12.7 | | 46.6 | 9.6 | 0.0 | | 0.0 | 37.2 | 37.2 | | 45.1 | 33.2 | 33.2 | |
| LOS by Move: | D | B | B | | D | A | A | | A | D | D | | D | C | C | |
| HCM2kAvgQ: | 1 | 8 | 8 | | 2 | 4 | 0 | | 0 | 2 | 2 | | 1 | 4 | 4 | |

Note: Queue reported is the number of cars per lane.





AM Cumulative No Federal AcFri May 8, 2009 17:29:24 Page 55-1

Cumulative No Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #53 Empire Ranch Rd/Street "A"

Cycle (sec): 100 Critical Vol./Cap. (X): 0.337
Loss Time (sec): 12 Average Delay (sec/veh): 13.5
Optimal Cycle: 32 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 1 | 1 0 | 1 | 0 | 1 | 1 0 | 1 | 0 | 0 | 1 0 | 1 | 0 | 0 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 8 | 367 | 8 | | 19 | 659 | 35 | | 56 | 9 | 15 | | 21 | 19 | 40 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 8 | 367 | 8 | | 19 | 659 | 35 | | 56 | 9 | 15 | | 21 | 19 | 40 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 9 | 412 | 9 | | 21 | 740 | 39 | | 63 | 10 | 17 | | 24 | 21 | 45 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 9 | 412 | 9 | | 21 | 740 | 39 | | 63 | 10 | 17 | | 24 | 21 | 45 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 9 | 412 | 9 | | 21 | 740 | 39 | | 63 | 10 | 17 | | 24 | 21 | 45 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.95 | 0.95 | | 0.95 | 0.94 | 0.94 | | 0.95 | 0.91 | 0.91 | | 0.95 | 0.90 | 0.90 | |
| Lanes: | 1.00 | 1.96 | 0.04 | | 1.00 | 1.90 | 0.10 | | 1.00 | 0.38 | 0.62 | | 1.00 | 0.32 | 0.68 | |
| Final Sat.: | 1805 | 3522 | 77 | | 1805 | 3404 | 181 | | 1805 | 646 | 1076 | | 1805 | 549 | 1157 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.12 | 0.12 | | 0.01 | 0.22 | 0.22 | | 0.03 | 0.02 | 0.02 | | 0.01 | 0.04 | 0.04 | |
| Crit Moves: | **** | | | | | **** | | | **** | | | | | **** | | |
| Green/Cycle: | 0.01 | 0.60 | 0.60 | | 0.06 | 0.65 | 0.65 | | 0.10 | 0.12 | 0.12 | | 0.10 | 0.12 | 0.12 | |
| Volume/Cap: | 0.34 | 0.19 | 0.19 | | 0.19 | 0.34 | 0.34 | | 0.34 | 0.13 | 0.13 | | 0.13 | 0.34 | 0.34 | |
| Delay/Veh: | 56.1 | 9.1 | 9.1 | | 45.5 | 8.1 | 8.1 | | 42.7 | 39.7 | 39.7 | | 41.4 | 41.7 | 41.7 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 56.1 | 9.1 | 9.1 | | 45.5 | 8.1 | 8.1 | | 42.7 | 39.7 | 39.7 | | 41.4 | 41.7 | 41.7 | |
| LOS by Move: | E | A | A | | D | A | A | | D | D | D | | D | D | D | |
| HCM2kAvgQ: | 0 | 3 | 3 | | 1 | 6 | 6 | | 2 | 1 | 1 | | 1 | 2 | 2 | |

Note: Queue reported is the number of cars per lane.

Cumulative No Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #54 Scott Rd (North)/South Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.455
Loss Time (sec): 12 Average Delay (sec/veh): 14.7
Optimal Cycle: 38 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 0 | 2 0 | 1 | 1 0 | 2 0 | 1 | 0 1 | 0 0 | 1 | 0 1 | 0 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 59 | 819 | 15 | 29 | 897 | 93 | 70 | 3 | 57 | 37 | 6 | 56 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 59 | 819 | 15 | 29 | 897 | 93 | 70 | 3 | 57 | 37 | 6 | 56 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 66 | 920 | 17 | 33 | 1008 | 104 | 79 | 3 | 64 | 42 | 7 | 63 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 66 | 920 | 17 | 33 | 1008 | 104 | 79 | 3 | 64 | 42 | 7 | 63 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 66 | 920 | 17 | 33 | 1008 | 104 | 79 | 3 | 64 | 42 | 7 | 63 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.95 | 0.85 | 0.95 | 0.95 | 0.85 | 0.95 | 0.95 | 0.85 | 0.96 | 0.96 | 0.85 |
| Lanes: | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 0.96 | 0.04 | 1.00 | 0.86 | 0.14 | 1.00 |
| Final Sat.: | 1805 | 3610 | 1615 | 1805 | 3610 | 1615 | 1738 | 74 | 1615 | 1568 | 254 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.25 | 0.01 | 0.02 | 0.28 | 0.06 | 0.05 | 0.05 | 0.04 | 0.03 | 0.03 | 0.04 |
| Crit Moves: | **** | | | | **** | | **** | | | | | **** |
| Green/Cycle: | 0.08 | 0.65 | 0.65 | 0.05 | 0.61 | 0.61 | 0.10 | 0.12 | 0.12 | 0.07 | 0.09 | 0.09 |
| Volume/Cap: | 0.45 | 0.39 | 0.02 | 0.39 | 0.45 | 0.11 | 0.45 | 0.39 | 0.34 | 0.39 | 0.31 | 0.45 |
| Delay/Veh: | 46.1 | 8.4 | 6.2 | 49.4 | 10.5 | 8.0 | 44.3 | 42.0 | 41.7 | 46.6 | 44.1 | 45.9 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 46.1 | 8.4 | 6.2 | 49.4 | 10.5 | 8.0 | 44.3 | 42.0 | 41.7 | 46.6 | 44.1 | 45.9 |
| LOS by Move: | D | A | A | D | B | A | D | D | D | D | D | D |
| HCM2kAvgQ: | 2 | 7 | 0 | 1 | 8 | 1 | 3 | 3 | 2 | 2 | 2 | 2 |

Note: Queue reported is the number of cars per lane.





Cumulative No Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #55 Oak Ave Pkwy/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.935
Loss Time (sec): 9 Average Delay (sec/veh): 24.6
Optimal Cycle: 125 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Control: | Permitted | | | Permitted | | | Protected | | | Protected | | |
| Rights: | Include | | | Ovl | | | Include | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 0 0 | 0 0 | 0 | 2 0 | 0 0 | 1 | 2 0 | 2 0 | 0 | 0 0 | 3 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 414 | 0 | 304 | 285 | 2081 | 0 | 0 | 1914 | 664 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 414 | 0 | 304 | 285 | 2081 | 0 | 0 | 1914 | 664 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 0 | 0 | 0 | 465 | 0 | 342 | 320 | 2338 | 0 | 0 | 2151 | 746 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 465 | 0 | 342 | 320 | 2338 | 0 | 0 | 2151 | 746 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 0 | 0 | 0 | 465 | 0 | 342 | 320 | 2338 | 0 | 0 | 2151 | 746 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 0.60 | 1.00 | 0.85 | 0.92 | 0.95 | 1.00 | 1.00 | 0.91 | 0.85 |
| Lanes: | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 1.00 | 2.00 | 2.00 | 0.00 | 0.00 | 3.00 | 1.00 |
| Final Sat.: | 0 | 0 | 0 | 2285 | 0 | 1615 | 3502 | 3610 | 0 | 0 | 5187 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.20 | 0.00 | 0.21 | 0.09 | 0.65 | 0.00 | 0.00 | 0.41 | 0.46 |
| Crit Moves: | | | | **** | | | | **** | | **** | | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | 0.22 | 0.00 | 0.33 | 0.11 | 0.69 | 0.00 | 0.00 | 0.58 | 0.58 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.94 | 0.00 | 0.64 | 0.80 | 0.94 | 0.00 | 0.00 | 0.72 | 0.80 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 63.6 | 0.0 | 30.8 | 54.0 | 20.9 | 0.0 | 0.0 | 16.1 | 21.5 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 63.6 | 0.0 | 30.8 | 54.0 | 20.9 | 0.0 | 0.0 | 16.1 | 21.5 |
| LOS by Move: | A | A | A | E | A | C | D | C | A | A | B | C |
| HCM2kAvgQ: | 0 | 0 | 0 | 9 | 0 | 9 | 5 | 31 | 0 | 0 | 16 | 17 |

Note: Queue reported is the number of cars per lane.

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Cumulative No Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #56 Empire Ranch Rd/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.861
Loss Time (sec): 9 Average Delay (sec/veh): 24.3
Optimal Cycle: 86 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Protected | | | | Protected | | | |
| Rights: | | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 | 0 | 0 0 | 2 | 0 | 0 | 0 1 | 1 | 0 | 2 | 0 0 | 0 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 679 | 0 | 19 | 6 | 1424 | 0 | 0 | 1672 | 366 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 0 | 0 | 0 | 679 | 0 | 19 | 6 | 1424 | 0 | 0 | 1672 | 366 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | | | | |
| PHF Volume: | 0 | 0 | 0 | 763 | 0 | 21 | 7 | 1600 | 0 | 0 | 1879 | 411 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 0 | 0 | 0 | 763 | 0 | 21 | 7 | 1600 | 0 | 0 | 1879 | 411 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| 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: | 0 | 0 | 0 | 763 | 0 | 21 | 7 | 1600 | 0 | 0 | 1879 | 411 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 1.00 | 1.00 | 1.00 | 0.59 | 1.00 | 0.85 | 0.95 | 0.95 | 1.00 | 1.00 | 0.91 | 0.85 | | | | |
| Lanes: | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 1.00 | 1.00 | 2.00 | 0.00 | 0.00 | 3.00 | 1.00 | | | | |
| Final Sat.: | 0 | 0 | 0 | 2245 | 0 | 1615 | 1805 | 3610 | 0 | 0 | 5187 | 1615 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.34 | 0.00 | 0.01 | 0.00 | 0.44 | 0.00 | 0.00 | 0.36 | 0.25 | | | | |
| Crit Moves: | | | | **** | | | | **** | | **** | | | | | | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | 0.39 | 0.00 | 0.40 | 0.01 | 0.52 | 0.00 | 0.00 | 0.51 | 0.51 | | | | |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.86 | 0.00 | 0.03 | 0.71 | 0.86 | 0.00 | 0.00 | 0.71 | 0.50 | | | | |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 36.3 | 0.0 | 18.2 | 179.1 | 25.5 | 0.0 | 0.0 | 19.8 | 16.6 | | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 36.3 | 0.0 | 18.2 | 179.1 | 25.5 | 0.0 | 0.0 | 19.8 | 16.6 | | | | |
| LOS by Move: | A | A | A | D | A | B | F | C | A | A | B | B | | | | |
| HCM2kAvgQ: | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 23 | 0 | 0 | 16 | 8 | | | | |

Note: Queue reported is the number of cars per lane.





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Cumulative No Project AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #57 Hazel Blvd/ Gold Country

Cycle (sec): 100 Critical Vol./Cap. (X): 0.992
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Split Phase | | | | Split Phase | | | |
| Rights: | | Ovl | | | | Include | | | | Include | | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 3 | 0 1 | 1 | 0 | 3 | 1 0 | 2 | 0 | 0 | 1 1 | 1 | 0 | 0 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 245 | 2187 | 6 | 3 | 4613 | 476 | 179 | 4 | 158 | 1 | 2 | 2 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 245 | 2187 | 6 | 3 | 4613 | 476 | 179 | 4 | 158 | 1 | 2 | 2 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Volume: | 245 | 2187 | 6 | 3 | 4613 | 476 | 179 | 4 | 158 | 1 | 2 | 2 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 245 | 2187 | 6 | 3 | 4613 | 476 | 179 | 4 | 158 | 1 | 2 | 2 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| 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: | 245 | 2187 | 6 | 3 | 4613 | 476 | 179 | 4 | 158 | 1 | 2 | 2 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | | | | |
| 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: | 2.00 | 3.00 | 1.00 | 1.00 | 3.63 | 0.37 | 2.00 | 0.05 | 1.95 | 1.00 | 0.50 | 0.50 | | | | |
| Final Sat.: | 3000 | 4500 | 1500 | 1500 | 5439 | 561 | 3000 | 74 | 2926 | 1500 | 750 | 750 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.08 | 0.49 | 0.00 | 0.00 | 0.85 | 0.85 | 0.06 | 0.05 | 0.05 | 0.00 | 0.00 | 0.00 | | | | |
| Crit Volume: | 123 | | | | | 1272 | 89 | | | | 4 | | | | | |
| Crit Moves: | **** | | | | | **** | **** | | | **** | | | | | | |

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Cumulative No Project AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #58 Hazel Ave/ Folsom Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.766
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 97 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 3 | 0 | 1 | 2 | 0 | 3 | 0 | 1 | 2 | 0 | 2 | 0 | 1 | |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 258 | 1427 | 0 | | 0 | 2329 | 656 | | 563 | 0 | 140 | | 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: | 258 | 1427 | 0 | | 0 | 2329 | 656 | | 563 | 0 | 140 | | 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: | 258 | 1427 | 0 | | 0 | 2329 | 656 | | 563 | 0 | 140 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 258 | 1427 | 0 | | 0 | 2329 | 656 | | 563 | 0 | 140 | | 0 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 258 | 1427 | 0 | | 0 | 2329 | 656 | | 563 | 0 | 140 | | 0 | 0 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1550 | 1550 | 1550 | | 1550 | 1550 | 1550 | | 1550 | 1550 | 1550 | | 1550 | 1550 | 1550 | |
| 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: | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 2.00 | 1.00 | | 2.00 | 2.00 | 1.00 | |
| Final Sat.: | 3100 | 4650 | 1550 | | 3100 | 4650 | 1550 | | 3100 | 3100 | 1550 | | 3100 | 3100 | 1550 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.08 | 0.31 | 0.00 | | 0.00 | 0.50 | 0.42 | | 0.18 | 0.00 | 0.09 | | 0.00 | 0.00 | 0.00 | |
| Crit Volume: | 129 | | | | | 776 | | | 282 | | | | | 0 | | |
| Crit Moves: | **** | | | | | **** | | | **** | | | | | | | |





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Cumulative No Project AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #59 Grant Line Rd/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 1.032
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Permitted | | | | Permitted | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 84 | 0 | 2536 | | 0 | 0 | 0 | | 0 | 662 | 0 | | 1463 | 1222 | 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: | 84 | 0 | 2536 | | 0 | 0 | 0 | | 0 | 662 | 0 | | 1463 | 1222 | 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: | 84 | 0 | 2536 | | 0 | 0 | 0 | | 0 | 662 | 0 | | 1463 | 1222 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 84 | 0 | 2536 | | 0 | 0 | 0 | | 0 | 662 | 0 | | 1463 | 1222 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 84 | 0 | 2536 | | 0 | 0 | 0 | | 0 | 662 | 0 | | 1463 | 1222 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1550 | 1550 | 1550 | | 1550 | 1550 | 1550 | | 1550 | 1550 | 1550 | | 1550 | 1550 | 1550 | |
| 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 | 0.00 | 2.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 2.00 | 1.00 | | 2.00 | 2.00 | 0.00 | |
| Final Sat.: | 1550 | 0 | 3100 | | 0 | 0 | 0 | | 0 | 3100 | 1550 | | 3100 | 3100 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.05 | 0.00 | 0.82 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.21 | 0.00 | | 0.47 | 0.39 | 0.00 | |
| Crit Volume: | | | 1268 | | 0 | | | | | 331 | | | 0 | | | |
| Crit Moves: | | | **** | | | | | | | **** | | | **** | | | |

AM Cumulative No Federal AcFri May 8, 2009 17:29:24 Page 62-1

Cumulative No Project AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #60 Grant Line Rd/ Sunrise Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.823
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 129 Level Of Service: D

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Split Phase | | | | Split Phase | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 1! | 0 0 | 0 | 1 | 0 | 0 2 | 2 | 0 | 2 | 0 1 | 1 | 0 | 2 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 24 | 20 | 10 | | 2 | 7 | 444 | | 940 | 1413 | 6 | | 13 | 1404 | 23 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 24 | 20 | 10 | | 2 | 7 | 444 | | 940 | 1413 | 6 | | 13 | 1404 | 23 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Volume: | 24 | 20 | 10 | | 2 | 7 | 444 | | 940 | 1413 | 6 | | 13 | 1404 | 23 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 24 | 20 | 10 | | 2 | 7 | 444 | | 940 | 1413 | 6 | | 13 | 1404 | 23 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 24 | 20 | 10 | | 2 | 7 | 444 | | 940 | 1413 | 6 | | 13 | 1404 | 23 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | |
| 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: | 0.44 | 0.37 | 0.19 | | 0.22 | 0.78 | 2.00 | | 2.00 | 2.00 | 1.00 | | 1.00 | 2.00 | 1.00 | |
| Final Sat.: | 667 | 556 | 278 | | 333 | 1167 | 3000 | | 3000 | 3000 | 1500 | | 1500 | 3000 | 1500 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.04 | 0.04 | | 0.01 | 0.01 | 0.15 | | 0.31 | 0.47 | 0.00 | | 0.01 | 0.47 | 0.02 | |
| Crit Volume: | 54 | | | | 9 | | | | 470 | | | | 702 | | | |
| Crit Moves: | **** | | | | **** | | | | **** | | | | **** | | | |





AM Cumulative No Federal AcFri May 8, 2009 17:29:24 Page 63-1

Cumulative No Project AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #61 Hazel Ave/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.439
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Split Phase | | | | Split Phase | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 1 | 0 1 | 2 | 0 | 1 | 0 1 | 2 | 0 | 3 | 0 1 | 1 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 113 | 70 | 76 | | 321 | 121 | 174 | | 148 | 804 | 136 | | 107 | 897 | 472 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 113 | 70 | 76 | | 321 | 121 | 174 | | 148 | 804 | 136 | | 107 | 897 | 472 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Volume: | 113 | 70 | 76 | | 321 | 121 | 174 | | 148 | 804 | 136 | | 107 | 897 | 472 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 113 | 70 | 76 | | 321 | 121 | 174 | | 148 | 804 | 136 | | 107 | 897 | 472 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 113 | 70 | 76 | | 321 | 121 | 174 | | 148 | 804 | 136 | | 107 | 897 | 472 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | |
| 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 | | 2.00 | 1.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 1.00 | 3.00 | 1.00 | |
| Final Sat.: | 1500 | 1500 | 1500 | | 3000 | 1500 | 1500 | | 3000 | 4500 | 1500 | | 1500 | 4500 | 1500 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.08 | 0.05 | 0.05 | | 0.11 | 0.08 | 0.12 | | 0.05 | 0.18 | 0.09 | | 0.07 | 0.20 | 0.31 | |
| Crit Volume: | 113 | | | | 0 | | | | 74 | | | | | | 472 | |
| Crit Moves: | **** | | | | **** | | | | **** | | | | | | **** | |

AM Cumulative No Federal AcFri May 8, 2009 17:29:24 Page 64-1

Cumulative No Project AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #62 Aerojet Road/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.386
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 1 | 0 1 | 1 | 0 | 1 | 0 1 | 1 | 0 | 3 | 0 1 | 1 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 150 | 46 | 244 | | 186 | 27 | 18 | | 22 | 446 | 83 | | 193 | 832 | 314 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 150 | 46 | 244 | | 186 | 27 | 18 | | 22 | 446 | 83 | | 193 | 832 | 314 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Volume: | 150 | 46 | 244 | | 186 | 27 | 18 | | 22 | 446 | 83 | | 193 | 832 | 314 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 150 | 46 | 244 | | 186 | 27 | 18 | | 22 | 446 | 83 | | 193 | 832 | 314 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 150 | 46 | 244 | | 186 | 27 | 18 | | 22 | 446 | 83 | | 193 | 832 | 314 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | |
| 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 | 1.00 | 1.00 | | 1.00 | 3.00 | 1.00 | | 1.00 | 3.00 | 1.00 | |
| Final Sat.: | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 4500 | 1500 | | 1500 | 4500 | 1500 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.10 | 0.03 | 0.16 | | 0.12 | 0.02 | 0.01 | | 0.01 | 0.10 | 0.06 | | 0.13 | 0.18 | 0.21 | |
| Crit Volume: | | | 244 | | 186 | | | | | 149 | | | 0 | | | |
| Crit Moves: | | | **** | | **** | | | | | **** | | | **** | | | |





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Cumulative No Project AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #63 Alabama Ave/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.382
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 1 | 0 1 | 1 | 0 | 1 | 0 1 | 1 | 0 | 3 | 0 1 | 1 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 20 | 30 | 10 | | 11 | 10 | 135 | | 138 | 726 | 10 | | 40 | 1180 | 10 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 20 | 30 | 10 | | 11 | 10 | 135 | | 138 | 726 | 10 | | 40 | 1180 | 10 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Volume: | 20 | 30 | 10 | | 11 | 10 | 135 | | 138 | 726 | 10 | | 40 | 1180 | 10 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 20 | 30 | 10 | | 11 | 10 | 135 | | 138 | 726 | 10 | | 40 | 1180 | 10 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 20 | 30 | 10 | | 11 | 10 | 135 | | 138 | 726 | 10 | | 40 | 1180 | 10 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | |
| 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 | 1.00 | 1.00 | | 1.00 | 3.00 | 1.00 | | 1.00 | 3.00 | 1.00 | |
| Final Sat.: | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 4500 | 1500 | | 1500 | 4500 | 1500 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.02 | 0.01 | | 0.01 | 0.01 | 0.09 | | 0.09 | 0.16 | 0.01 | | 0.03 | 0.26 | 0.01 | |
| Crit Volume: | | | 30 | | 11 | | | | 138 | | | | | 393 | | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | **** | | |

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Cumulative No Project AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #64 Glenborough Rd/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.376
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 1 | 0 1 | 1 | 0 | 1 | 0 1 | 1 | 0 | 3 | 0 1 | 1 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 27 | 9 | 17 | | 157 | 9 | 82 | | 36 | 699 | 11 | | 8 | 1085 | 112 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 27 | 9 | 17 | | 157 | 9 | 82 | | 36 | 699 | 11 | | 8 | 1085 | 112 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Volume: | 27 | 9 | 17 | | 157 | 9 | 82 | | 36 | 699 | 11 | | 8 | 1085 | 112 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 27 | 9 | 17 | | 157 | 9 | 82 | | 36 | 699 | 11 | | 8 | 1085 | 112 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 27 | 9 | 17 | | 157 | 9 | 82 | | 36 | 699 | 11 | | 8 | 1085 | 112 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | |
| 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 | 1.00 | 1.00 | | 1.00 | 3.00 | 1.00 | | 1.00 | 3.00 | 1.00 | |
| Final Sat.: | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 4500 | 1500 | | 1500 | 4500 | 1500 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.01 | 0.01 | | 0.10 | 0.01 | 0.05 | | 0.02 | 0.16 | 0.01 | | 0.01 | 0.24 | 0.07 | |
| Crit Volume: | 9 | | | | 157 | | | | 36 | | | | 362 | | | |
| Crit Moves: | **** | | | | **** | | | | **** | | | | **** | | | |





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Cumulative No Project AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #65 Sunrise Blvd/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.642
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 64 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 178 | 1441 | 358 | | 94 | 584 | 587 | | 132 | 244 | 0 | | 299 | 862 | 51 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 178 | 1441 | 358 | | 94 | 584 | 587 | | 132 | 244 | 0 | | 299 | 862 | 51 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Volume: | 178 | 1441 | 358 | | 94 | 584 | 587 | | 132 | 244 | 0 | | 299 | 862 | 51 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 178 | 1441 | 358 | | 94 | 584 | 587 | | 132 | 244 | 0 | | 299 | 862 | 51 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 178 | 1441 | 358 | | 94 | 584 | 587 | | 132 | 244 | 0 | | 299 | 862 | 51 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | |
| 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: | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | |
| Final Sat.: | 3000 | 4500 | 1500 | | 3000 | 4500 | 1500 | | 3000 | 4500 | 1500 | | 3000 | 4500 | 1500 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.06 | 0.32 | 0.24 | | 0.03 | 0.13 | 0.39 | | 0.04 | 0.05 | 0.00 | | 0.10 | 0.19 | 0.03 | |
| Crit Volume: | 89 | | | | | | 587 | | 0 | | | | | 287 | | |
| Crit Moves: | **** | | | | | | **** | | **** | | | | | **** | | |

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Cumulative No Project AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #66 Fitzgerald Road / White Rock Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.310
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Permitted | | | Permitted | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 0 0 | 1! 0 | 0 | 0 0 | 1! 0 | 0 | 1 0 | 3 0 | 1 | 1 0 | 3 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 82 | 62 | 11 | 11 | 16 | 47 | 43 | 168 | 149 | 20 | 813 | 46 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 82 | 62 | 11 | 11 | 16 | 47 | 43 | 168 | 149 | 20 | 813 | 46 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 82 | 62 | 11 | 11 | 16 | 47 | 43 | 168 | 149 | 20 | 813 | 46 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 82 | 62 | 11 | 11 | 16 | 47 | 43 | 168 | 149 | 20 | 813 | 46 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 82 | 62 | 11 | 11 | 16 | 47 | 43 | 168 | 149 | 20 | 813 | 46 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 |
| 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: | 0.53 | 0.40 | 0.07 | 0.15 | 0.22 | 0.63 | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 |
| Final Sat.: | 820 | 620 | 110 | 230 | 335 | 984 | 1550 | 4650 | 1550 | 1550 | 4650 | 1550 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.10 | 0.10 | 0.10 | 0.05 | 0.05 | 0.05 | 0.03 | 0.04 | 0.10 | 0.01 | 0.17 | 0.03 |
| Crit Volume: | 155 | | | 11 | | | 43 | | | 271 | | |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |





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Cumulative No Project AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #67 Sunrise Blvd/ Douglas Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.714
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 80 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Ovl | | | Ovl | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 2 0 | 3 0 | 1 | 2 0 | 3 0 | 1 | 2 0 | 3 0 | 1 | 2 0 | 3 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 419 | 1488 | 664 | 150 | 399 | 71 | 22 | 200 | 16 | 169 | 932 | 481 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 419 | 1488 | 664 | 150 | 399 | 71 | 22 | 200 | 16 | 169 | 932 | 481 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 419 | 1488 | 664 | 150 | 399 | 71 | 22 | 200 | 16 | 169 | 932 | 481 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 419 | 1488 | 664 | 150 | 399 | 71 | 22 | 200 | 16 | 169 | 932 | 481 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 419 | 1488 | 664 | 150 | 399 | 71 | 22 | 200 | 16 | 169 | 932 | 481 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 |
| 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: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3000 | 4500 | 1500 | 3000 | 4500 | 1500 | 3000 | 4500 | 1500 | 3000 | 4500 | 1500 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.14 | 0.33 | 0.44 | 0.05 | 0.09 | 0.05 | 0.01 | 0.04 | 0.01 | 0.06 | 0.21 | 0.32 |
| Crit Volume: | | | 664 | 0 | | | 11 | | | | | 481 |
| Crit Moves: | | | **** | **** | | | **** | | | | | **** |

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Cumulative No Project AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #68 Grant Line Rd/ Douglas Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.755
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 93 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 1 | 2 | 0 | 0 | 0 | 2 | 0 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 511 | 2026 | 0 | | 0 | 1119 | 158 | | 313 | 0 | 99 | | 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: | 511 | 2026 | 0 | | 0 | 1119 | 158 | | 313 | 0 | 99 | | 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: | 511 | 2026 | 0 | | 0 | 1119 | 158 | | 313 | 0 | 99 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 511 | 2026 | 0 | | 0 | 1119 | 158 | | 313 | 0 | 99 | | 0 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 511 | 2026 | 0 | | 0 | 1119 | 158 | | 313 | 0 | 99 | | 0 | 0 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1550 | 1550 | 1550 | | 1550 | 1550 | 1550 | | 1550 | 1550 | 1550 | | 1550 | 1550 | 1550 | |
| 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: | 2.00 | 2.00 | 0.00 | | 0.00 | 2.00 | 1.00 | | 2.00 | 0.00 | 2.00 | | 0.00 | 0.00 | 0.00 | |
| Final Sat.: | 3100 | 3100 | 0 | | 0 | 3100 | 1550 | | 3100 | 0 | 3100 | | 0 | 0 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.16 | 0.65 | 0.00 | | 0.00 | 0.36 | 0.10 | | 0.10 | 0.00 | 0.03 | | 0.00 | 0.00 | 0.00 | |
| Crit Volume: | | 1013 | | | 0 | | | | 157 | | | | | 0 | | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | | | |





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Cumulative No Project AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #69 Grant Line Rd/ Kiefer Boulevard

Cycle (sec): 100 Critical Vol./Cap. (X): 0.862
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 165 Level Of Service: D

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 2 | 0 | 1 | 1 | 0 | 2 | 0 | 1 | 0 | 2 | 0 | 1 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 290 | 1723 | 30 | | 107 | 1339 | 112 | | 136 | 151 | 279 | | 39 | 376 | 253 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 290 | 1723 | 30 | | 107 | 1339 | 112 | | 136 | 151 | 279 | | 39 | 376 | 253 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Volume: | 290 | 1723 | 30 | | 107 | 1339 | 112 | | 136 | 151 | 279 | | 39 | 376 | 253 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 290 | 1723 | 30 | | 107 | 1339 | 112 | | 136 | 151 | 279 | | 39 | 376 | 253 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 290 | 1723 | 30 | | 107 | 1339 | 112 | | 136 | 151 | 279 | | 39 | 376 | 253 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | |
| 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: | 2.00 | 2.00 | 1.00 | | 1.00 | 2.00 | 1.00 | | 1.00 | 2.00 | 1.00 | | 1.00 | 2.00 | 1.00 | |
| Final Sat.: | 3000 | 3000 | 1500 | | 1500 | 3000 | 1500 | | 1500 | 3000 | 1500 | | 1500 | 3000 | 1500 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.10 | 0.57 | 0.02 | | 0.07 | 0.45 | 0.07 | | 0.09 | 0.05 | 0.19 | | 0.03 | 0.13 | 0.17 | |
| Crit Volume: | | 862 | | | 107 | | | | 136 | | | | | 188 | | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | **** | | |

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Cumulative No Project AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #70 Rancho Cordova Pkwy/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.706
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 78 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Ovl | | | Ovl | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 0 | 3 0 | 2 | 2 0 | 3 0 | 1 | 1 0 | 1 0 | 1 | 2 0 | 1 0 | 2 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 61 | 1397 | 946 | 396 | 1067 | 149 | 103 | 36 | 39 | 719 | 45 | 632 |
| Growth Adj: | 1.00 | 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 | 1397 | 946 | 396 | 1067 | 149 | 103 | 36 | 39 | 719 | 45 | 632 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 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 | 1397 | 946 | 396 | 1067 | 149 | 103 | 36 | 39 | 719 | 45 | 632 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 61 | 1397 | 946 | 396 | 1067 | 149 | 103 | 36 | 39 | 719 | 45 | 632 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 61 | 1397 | 946 | 396 | 1067 | 149 | 103 | 36 | 39 | 719 | 45 | 632 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 |
| 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 | 3.00 | 2.00 | 2.00 | 3.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 2.00 |
| Final Sat.: | 1500 | 4500 | 3000 | 3000 | 4500 | 1500 | 1500 | 1500 | 1500 | 3000 | 1500 | 3000 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.31 | 0.32 | 0.13 | 0.24 | 0.10 | 0.07 | 0.02 | 0.03 | 0.24 | 0.03 | 0.21 |
| Crit Volume: | | 466 | | 198 | | | | 36 | | 360 | | |
| Crit Moves: | | **** | | **** | | | | **** | | **** | | |





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Cumulative No Project AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #71 Rancho Cordova Pkwy/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 1.005
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Ovl | | | Ovl | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 2 0 | 3 0 | 1 | 1 0 | 3 0 | 1 | 2 0 | 3 0 | 1 | 1 0 | 3 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 255 | 1290 | 0 | 14 | 860 | 1042 | 305 | 266 | 323 | 0 | 1013 | 16 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 255 | 1290 | 0 | 14 | 860 | 1042 | 305 | 266 | 323 | 0 | 1013 | 16 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 255 | 1290 | 0 | 14 | 860 | 1042 | 305 | 266 | 323 | 0 | 1013 | 16 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 255 | 1290 | 0 | 14 | 860 | 1042 | 305 | 266 | 323 | 0 | 1013 | 16 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 255 | 1290 | 0 | 14 | 860 | 1042 | 305 | 266 | 323 | 0 | 1013 | 16 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 |
| 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: | 2.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 |
| Final Sat.: | 3000 | 4500 | 1500 | 1500 | 4500 | 1500 | 3000 | 4500 | 1500 | 1500 | 4500 | 1500 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.09 | 0.29 | 0.00 | 0.01 | 0.19 | 0.69 | 0.10 | 0.06 | 0.22 | 0.00 | 0.23 | 0.01 |
| Crit Volume: | 128 | | | | | 1042 | 0 | | | | 338 | |
| Crit Moves: | **** | | | | | **** | **** | | | | **** | |

AM Cumulative No Federal AcFri May 8, 2009 17:29:24 Page 74-1

Cumulative No Project AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #72 International Drive/White Rock Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.441
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 2 | 0 1 | 2 | 0 | 2 | 0 1 | 1 | 0 | 2 | 0 1 | 2 | 0 | 2 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 484 | 626 | 77 | | 78 | 295 | 0 | | 0 | 213 | 68 | | 248 | 544 | 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: | 484 | 626 | 77 | | 78 | 295 | 0 | | 0 | 213 | 68 | | 248 | 544 | 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: | 484 | 626 | 77 | | 78 | 295 | 0 | | 0 | 213 | 68 | | 248 | 544 | 52 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 484 | 626 | 77 | | 78 | 295 | 0 | | 0 | 213 | 68 | | 248 | 544 | 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 | |
| FinalVolume: | 484 | 626 | 77 | | 78 | 295 | 0 | | 0 | 213 | 68 | | 248 | 544 | 52 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | |
| 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: | 2.00 | 2.00 | 1.00 | | 2.00 | 2.00 | 1.00 | | 1.00 | 2.00 | 1.00 | | 2.00 | 2.00 | 1.00 | |
| Final Sat.: | 3000 | 3000 | 1500 | | 3000 | 3000 | 1500 | | 1500 | 3000 | 1500 | | 3000 | 3000 | 1500 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.16 | 0.21 | 0.05 | | 0.03 | 0.10 | 0.00 | | 0.00 | 0.07 | 0.05 | | 0.08 | 0.18 | 0.03 | |
| Crit Volume: | 242 | | | | | 148 | | | 0 | | | | | 272 | | |
| Crit Moves: | **** | | | | | **** | | | **** | | | | | **** | | |





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Cumulative No Project AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #73 Rio Del Oro Prky/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.539
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Permitted | | | | Permitted | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 1 | 0 | 0 1 | 0 | 1 | 0 | 0 1 | 1 | 0 | 1 | 1 0 | 1 | 0 | 1 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 154 | 56 | | 30 | 33 | 120 | | 239 | 128 | 0 | | 106 | 724 | 102 | |
| Growth Adj: | 1.00 | 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 | 154 | 56 | | 30 | 33 | 120 | | 239 | 128 | 0 | | 106 | 724 | 102 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 1.00 | 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 | 154 | 56 | | 30 | 33 | 120 | | 239 | 128 | 0 | | 106 | 724 | 102 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 154 | 56 | | 30 | 33 | 120 | | 239 | 128 | 0 | | 106 | 724 | 102 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 0 | 154 | 56 | | 30 | 33 | 120 | | 239 | 128 | 0 | | 106 | 724 | 102 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1550 | 1550 | 1550 | | 1550 | 1550 | 1550 | | 1550 | 1550 | 1550 | | 1550 | 1550 | 1550 | |
| 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: | 0.00 | 1.00 | 1.00 | | 0.48 | 0.52 | 1.00 | | 1.00 | 2.00 | 0.00 | | 1.00 | 1.75 | 0.25 | |
| Final Sat.: | 0 | 1550 | 1550 | | 738 | 812 | 1550 | | 1550 | 3100 | 0 | | 1550 | 2717 | 383 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.10 | 0.04 | | 0.04 | 0.04 | 0.08 | | 0.15 | 0.04 | 0.00 | | 0.07 | 0.27 | 0.27 | |
| Crit Volume: | | 154 | | | | 30 | | | 239 | | | | | 413 | | |
| Crit Moves: | | **** | | | | **** | | | **** | | | | | **** | | |

AM Cumulative No Federal AcFri May 8, 2009 17:29:24 Page 76-1

Cumulative No Project AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #74 Villagio Prky/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.401
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Permitted | | | Permitted | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 0 | 0 | 0 1 | 0 0 | 0 | 0 0 | 0 0 | 2 | 0 1 | 1 0 | 2 | 0 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 73 | 0 | 368 | 0 | 0 | 0 | 0 | 283 | 15 | 203 | 912 | 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: | 73 | 0 | 368 | 0 | 0 | 0 | 0 | 283 | 15 | 203 | 912 | 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: | 73 | 0 | 368 | 0 | 0 | 0 | 0 | 283 | 15 | 203 | 912 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 73 | 0 | 368 | 0 | 0 | 0 | 0 | 283 | 15 | 203 | 912 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 73 | 0 | 368 | 0 | 0 | 0 | 0 | 283 | 15 | 203 | 912 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 |
| 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 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 | 1.00 | 1.00 | 2.00 | 0.00 |
| Final Sat.: | 1550 | 0 | 1550 | 0 | 0 | 0 | 0 | 3100 | 1550 | 1550 | 3100 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.05 | 0.00 | 0.24 | 0.00 | 0.00 | 0.00 | 0.00 | 0.09 | 0.01 | 0.13 | 0.29 | 0.00 |
| Crit Volume: | | | 368 | 0 | | | 0 | | | | 456 | |
| Crit Moves: | | | **** | | | | **** | | | | **** | |





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Cumulative No Project AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #75 Sunrise Rd/ International Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.741
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 88 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Ovl | | | Ovl | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 2 0 | 3 | 0 1 | 2 0 | 3 | 0 1 | 2 0 | 3 | 0 1 | 2 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 557 | 1257 | 4 | 177 | 401 | 342 | 338 | 842 | 309 | 9 | 1305 | 382 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 557 | 1257 | 4 | 177 | 401 | 342 | 338 | 842 | 309 | 9 | 1305 | 382 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 557 | 1257 | 4 | 177 | 401 | 342 | 338 | 842 | 309 | 9 | 1305 | 382 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 557 | 1257 | 4 | 177 | 401 | 342 | 338 | 842 | 309 | 9 | 1305 | 382 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 557 | 1257 | 4 | 177 | 401 | 342 | 338 | 842 | 309 | 9 | 1305 | 382 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 |
| 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: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3000 | 4500 | 1500 | 3000 | 4500 | 1500 | 3000 | 4500 | 1500 | 3000 | 4500 | 1500 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.19 | 0.28 | 0.00 | 0.06 | 0.09 | 0.23 | 0.11 | 0.19 | 0.21 | 0.00 | 0.29 | 0.25 |
| Crit Volume: | | 419 | | 89 | | | 169 | | | | 435 | |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |

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Cumulative No Project AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #76 Villagio Prky/Americanos Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.574
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 53 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 2 | 0 | 1 | 1 | 0 | 2 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 64 | 299 | 0 | | 33 | 203 | 61 | | 41 | 260 | 14 | | 0 | 983 | 59 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 64 | 299 | 0 | | 33 | 203 | 61 | | 41 | 260 | 14 | | 0 | 983 | 59 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Volume: | 64 | 299 | 0 | | 33 | 203 | 61 | | 41 | 260 | 14 | | 0 | 983 | 59 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 64 | 299 | 0 | | 33 | 203 | 61 | | 41 | 260 | 14 | | 0 | 983 | 59 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 64 | 299 | 0 | | 33 | 203 | 61 | | 41 | 260 | 14 | | 0 | 983 | 59 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | |
| 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 | 0.00 | | 1.00 | 0.77 | 0.23 | | 1.00 | 2.00 | 1.00 | | 1.00 | 2.00 | 1.00 | |
| Final Sat.: | 1500 | 1500 | 0 | | 1500 | 1153 | 347 | | 1500 | 3000 | 1500 | | 1500 | 3000 | 1500 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.20 | 0.00 | | 0.02 | 0.18 | 0.18 | | 0.03 | 0.09 | 0.01 | | 0.00 | 0.33 | 0.04 | |
| Crit Volume: | 64 | | | | | | 264 | | 41 | | | | | 492 | | |
| Crit Moves: | **** | | | | | | **** | | **** | | | | | **** | | |





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Cumulative No Project AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #77 Grant Line Rd/Centenial

Cycle (sec): 100 Critical Vol./Cap. (X): 0.886
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 163 Level Of Service: D

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Ovl | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 55 | 2419 | 0 | | 0 | 1210 | 137 | | 164 | 0 | 27 | | 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: | 55 | 2419 | 0 | | 0 | 1210 | 137 | | 164 | 0 | 27 | | 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: | 55 | 2419 | 0 | | 0 | 1210 | 137 | | 164 | 0 | 27 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 55 | 2419 | 0 | | 0 | 1210 | 137 | | 164 | 0 | 27 | | 0 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 55 | 2419 | 0 | | 0 | 1210 | 137 | | 164 | 0 | 27 | | 0 | 0 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1550 | 1550 | 1550 | | 1550 | 1550 | 1550 | | 1550 | 1550 | 1550 | | 1550 | 1550 | 1550 | |
| 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 | 2.00 | 0.00 | | 0.00 | 2.00 | 1.00 | | 1.00 | 0.00 | 1.00 | | 0.00 | 0.00 | 0.00 | |
| Final Sat.: | 1550 | 3100 | 0 | | 0 | 3100 | 1550 | | 1550 | 0 | 1550 | | 0 | 0 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.78 | 0.00 | | 0.00 | 0.39 | 0.09 | | 0.11 | 0.00 | 0.02 | | 0.00 | 0.00 | 0.00 | |
| Crit Volume: | 1210 | | | | 0 | | | | 164 | | | | | 0 | | |
| Crit Moves: | **** | | | | **** | | | | **** | | | | | | | |

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Cumulative No Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #78 Villagio Prky/ Rancho Cordova Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.684
Loss Time (sec): 0 Average Delay (sec/veh): 28.1
Optimal Cycle: 72 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 0 | 1 0 | 1 | 0 | 0 | 1 0 | 1 | 0 | 2 | 0 1 | 1 | 0 | 2 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 418 | 319 | 1 | | 44 | 307 | 79 | | 60 | 233 | 105 | | 1 | 757 | 140 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 418 | 319 | 1 | | 44 | 307 | 79 | | 60 | 233 | 105 | | 1 | 757 | 140 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Volume: | 418 | 319 | 1 | | 44 | 307 | 79 | | 60 | 233 | 105 | | 1 | 757 | 140 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 418 | 319 | 1 | | 44 | 307 | 79 | | 60 | 233 | 105 | | 1 | 757 | 140 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 418 | 319 | 1 | | 44 | 307 | 79 | | 60 | 233 | 105 | | 1 | 757 | 140 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 1.00 | 1.00 | | 0.95 | 0.97 | 0.97 | | 0.95 | 0.95 | 0.85 | | 0.95 | 0.95 | 0.85 | |
| Lanes: | 1.00 | 0.99 | 0.01 | | 1.00 | 0.80 | 0.20 | | 1.00 | 2.00 | 1.00 | | 1.00 | 2.00 | 1.00 | |
| Final Sat.: | 1805 | 1894 | 6 | | 1805 | 1464 | 377 | | 1805 | 3610 | 1615 | | 1805 | 3610 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.23 | 0.17 | 0.17 | | 0.02 | 0.21 | 0.21 | | 0.03 | 0.06 | 0.07 | | 0.00 | 0.21 | 0.09 | |
| Crit Moves: | **** | | | | | **** | | | **** | | | | | **** | | |
| Green/Cycle: | 0.34 | 0.56 | 0.56 | | 0.08 | 0.31 | 0.31 | | 0.05 | 0.35 | 0.69 | | 0.00 | 0.31 | 0.39 | |
| Volume/Cap: | 0.68 | 0.30 | 0.30 | | 0.30 | 0.68 | 0.68 | | 0.68 | 0.18 | 0.09 | | 0.18 | 0.68 | 0.22 | |
| Delay/Veh: | 31.7 | 11.6 | 11.6 | | 44.4 | 33.9 | 33.9 | | 66.9 | 22.5 | 5.2 | | 65.4 | 32.2 | 20.7 | |
| 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: | 31.7 | 11.6 | 11.6 | | 44.4 | 33.9 | 33.9 | | 66.9 | 22.5 | 5.2 | | 65.4 | 32.2 | 20.7 | |
| LOS by Move: | C | B | B | | D | C | C | | E | C | A | | E | C | C | |
| HCM2kAvgQ: | 11 | 5 | 5 | | 2 | 11 | 11 | | 3 | 3 | 1 | | 0 | 11 | 3 | |

Note: Queue reported is the number of cars per lane.





AM Cumulative No Federal AcFri May 8, 2009 17:29:25 Page 81-1

Cumulative No Project AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #79 Rancho Cordova Pkwy/ Douglas Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.497
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 2 | 0 1 | 1 | 0 | 2 | 0 1 | 1 | 0 | 3 | 0 1 | 1 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 747 | 857 | 38 | | 12 | 246 | 7 | | 12 | 77 | 284 | | 81 | 709 | 46 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 747 | 857 | 38 | | 12 | 246 | 7 | | 12 | 77 | 284 | | 81 | 709 | 46 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Volume: | 747 | 857 | 38 | | 12 | 246 | 7 | | 12 | 77 | 284 | | 81 | 709 | 46 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 747 | 857 | 38 | | 12 | 246 | 7 | | 12 | 77 | 284 | | 81 | 709 | 46 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 747 | 857 | 38 | | 12 | 246 | 7 | | 12 | 77 | 284 | | 81 | 709 | 46 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | |
| 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: | 2.00 | 2.00 | 1.00 | | 1.00 | 2.00 | 1.00 | | 1.00 | 3.00 | 1.00 | | 1.00 | 3.00 | 1.00 | |
| Final Sat.: | 3000 | 3000 | 1500 | | 1500 | 3000 | 1500 | | 1500 | 4500 | 1500 | | 1500 | 4500 | 1500 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.25 | 0.29 | 0.03 | | 0.01 | 0.08 | 0.00 | | 0.01 | 0.02 | 0.19 | | 0.05 | 0.16 | 0.03 | |
| Crit Volume: | 374 | | | | | 123 | | | 12 | | | | | 236 | | |
| Crit Moves: | **** | | | | | **** | | | **** | | | | | **** | | |

AM Cumulative No Federal AcFri May 8, 2009 17:29:25 Page 82-1

Cumulative No Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #80 Americanos Blvd/ Douglas Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.492
Loss Time (sec): 0 Average Delay (sec/veh): 22.8
Optimal Cycle: 45 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 2 0 | 2 0 | 1 | 1 0 | 2 0 | 1 | 1 0 | 3 0 | 1 | 2 0 | 3 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 452 | 989 | 299 | 108 | 292 | 81 | 47 | 10 | 118 | 115 | 349 | 213 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 452 | 989 | 299 | 108 | 292 | 81 | 47 | 10 | 118 | 115 | 349 | 213 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 452 | 989 | 299 | 108 | 292 | 81 | 47 | 10 | 118 | 115 | 349 | 213 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 452 | 989 | 299 | 108 | 292 | 81 | 47 | 10 | 118 | 115 | 349 | 213 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 452 | 989 | 299 | 108 | 292 | 81 | 47 | 10 | 118 | 115 | 349 | 213 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.95 | 0.85 | 0.95 | 0.95 | 0.85 | 0.95 | 0.91 | 0.85 | 0.92 | 0.91 | 0.85 |
| Lanes: | 2.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3502 | 3610 | 1615 | 1805 | 3610 | 1615 | 1805 | 5187 | 1615 | 3502 | 5187 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.13 | 0.27 | 0.19 | 0.06 | 0.08 | 0.05 | 0.03 | 0.00 | 0.07 | 0.03 | 0.07 | 0.13 |
| Crit Moves: | | **** | | **** | | | **** | | | | | **** |
| Green/Cycle: | 0.42 | 0.56 | 0.56 | 0.12 | 0.26 | 0.26 | 0.05 | 0.22 | 0.22 | 0.10 | 0.27 | 0.27 |
| Volume/Cap: | 0.31 | 0.49 | 0.33 | 0.49 | 0.31 | 0.19 | 0.49 | 0.01 | 0.33 | 0.33 | 0.25 | 0.49 |
| Delay/Veh: | 19.6 | 13.7 | 12.3 | 42.8 | 29.9 | 28.9 | 50.0 | 30.4 | 33.2 | 42.5 | 28.8 | 31.7 |
| 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: | 19.6 | 13.7 | 12.3 | 42.8 | 29.9 | 28.9 | 50.0 | 30.4 | 33.2 | 42.5 | 28.8 | 31.7 |
| LOS by Move: | B | B | B | D | C | C | D | C | C | D | C | C |
| HCM2kAvgQ: | 5 | 10 | 5 | 4 | 4 | 2 | 1 | 0 | 3 | 2 | 3 | 5 |

Note: Queue reported is the number of cars per lane.





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Cumulative No Project AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #81 Grant Line Rd/ Chrysanthy Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.899
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Ovl | | | Ovl | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 2 0 | 2 0 | 1 | 1 0 | 2 0 | 1 | 2 0 | 2 0 | 1 | 1 0 | 2 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 128 | 1728 | 127 | 102 | 990 | 173 | 332 | 312 | 75 | 138 | 433 | 77 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 128 | 1728 | 127 | 102 | 990 | 173 | 332 | 312 | 75 | 138 | 433 | 77 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 128 | 1728 | 127 | 102 | 990 | 173 | 332 | 312 | 75 | 138 | 433 | 77 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 128 | 1728 | 127 | 102 | 990 | 173 | 332 | 312 | 75 | 138 | 433 | 77 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 128 | 1728 | 127 | 102 | 990 | 173 | 332 | 312 | 75 | 138 | 433 | 77 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 |
| 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: | 2.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 3000 | 3000 | 1500 | 1500 | 3000 | 1500 | 3000 | 3000 | 1500 | 1500 | 3000 | 1500 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.58 | 0.08 | 0.07 | 0.33 | 0.12 | 0.11 | 0.10 | 0.05 | 0.09 | 0.14 | 0.05 |
| Crit Volume: | | 864 | | 102 | | | 166 | | | | 217 | |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |

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Cumulative No Project AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #82 Grant Line Rd/ Rancho Cordova Parkway

Cycle (sec): 100 Critical Vol./Cap. (X): 0.547
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 2 | 0 | 0 | 0 | 0 2 | 0 | 1 | 2 | 0 0 | 0 | 1 | 0 | 0 0 | 0 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 15 | 1314 | 0 | | 0 | 1208 | 228 | | 382 | 0 | 50 | | 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: | 15 | 1314 | 0 | | 0 | 1208 | 228 | | 382 | 0 | 50 | | 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: | 15 | 1314 | 0 | | 0 | 1208 | 228 | | 382 | 0 | 50 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 15 | 1314 | 0 | | 0 | 1208 | 228 | | 382 | 0 | 50 | | 0 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 15 | 1314 | 0 | | 0 | 1208 | 228 | | 382 | 0 | 50 | | 0 | 0 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1550 | 1550 | 1550 | | 1550 | 1550 | 1550 | | 1550 | 1550 | 1550 | | 1550 | 1550 | 1550 | |
| 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 | 2.00 | 0.00 | | 0.00 | 2.00 | 1.00 | | 2.00 | 0.00 | 1.00 | | 0.00 | 0.00 | 0.00 | |
| Final Sat.: | 1550 | 3100 | 0 | | 0 | 3100 | 1550 | | 3100 | 0 | 1550 | | 0 | 0 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.42 | 0.00 | | 0.00 | 0.39 | 0.15 | | 0.12 | 0.00 | 0.03 | | 0.00 | 0.00 | 0.00 | |
| Crit Volume: | | 657 | | | 0 | | | | 191 | | | | | 0 | | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | | | |





AM Cumulative No Federal AcFri May 8, 2009 17:29:25 Page 85-1

Cumulative No Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #83 White Rock Rd/ Carson Crossing Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 1.203
Loss Time (sec): 12 Average Delay (sec/veh): 90.5
Optimal Cycle: 180 Level Of Service: F

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Split Phase | | | | Split Phase | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Include | | | | Ovl | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 1 0 | 0 | 1 | 0 | 0 1! | 0 | 0 | 1 | 0 2 | 0 | 1 | 1 | 0 1 | 1 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 1347 | 2 | 12 | | 5 | 3 | 8 | | 3 | 870 | 1440 | | 74 | 374 | 2 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 1347 | 2 | 12 | | 5 | 3 | 8 | | 3 | 870 | 1440 | | 74 | 374 | 2 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 1513 | 2 | 13 | | 6 | 3 | 9 | | 3 | 978 | 1618 | | 83 | 420 | 2 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 1513 | 2 | 13 | | 6 | 3 | 9 | | 3 | 978 | 1618 | | 83 | 420 | 2 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 1513 | 2 | 13 | | 6 | 3 | 9 | | 3 | 978 | 1618 | | 83 | 420 | 2 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.95 | 0.85 | | 0.92 | 0.92 | 0.92 | | 0.95 | 0.95 | 0.85 | | 0.95 | 0.95 | 0.95 | |
| Lanes: | 1.99 | 0.01 | 1.00 | | 0.31 | 0.19 | 0.50 | | 1.00 | 2.00 | 1.00 | | 1.00 | 1.99 | 0.01 | |
| Final Sat.: | 3612 | 5 | 1615 | | 546 | 327 | 873 | | 1805 | 3610 | 1615 | | 1805 | 3587 | 19 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.42 | 0.42 | 0.01 | | 0.01 | 0.01 | 0.01 | | 0.00 | 0.27 | 1.00 | | 0.05 | 0.12 | 0.12 | |
| Crit Moves: | **** | | | | | **** | | | | | **** | | **** | | | |
| Green/Cycle: | 0.35 | 0.35 | 0.39 | | 0.01 | 0.01 | 0.01 | | 0.01 | 0.48 | 0.83 | | 0.04 | 0.51 | 0.51 | |
| Volume/Cap: | 1.20 | 1.20 | 0.02 | | 1.20 | 1.20 | 1.20 | | 0.23 | 0.56 | 1.20 | | 1.20 | 0.23 | 0.23 | |
| Delay/Veh: | 131.5 | 132 | 19.0 | | 354.4 | 354 | 354.4 | | 57.0 | 18.6 | 106.8 | | 220.8 | 13.4 | 13.4 | |
| 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: | 131.5 | 132 | 19.0 | | 354.4 | 354 | 354.4 | | 57.0 | 18.6 | 106.8 | | 220.8 | 13.4 | 13.4 | |
| LOS by Move: | F | F | B | | F | F | F | | E | B | F | | F | B | B | |
| HCM2kAvgQ: | 42 | 42 | 0 | | 2 | 2 | 2 | | 0 | 10 | 81 | | 5 | 4 | 4 | |

Note: Queue reported is the number of cars per lane.

Cumulative No Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #84 White Rock Rd/ Stonebriar Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.396
Loss Time (sec): 12 Average Delay (sec/veh): 15.8
Optimal Cycle: 35 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Split Phase | | | | Split Phase | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 1 | 1 0 | 1 | 0 | 2 | 0 1 | 1 | 0 | 0 | 1 0 | 0 | 0 | 1! | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 16 | 731 | 1 | | 68 | 393 | 69 | | 71 | 1 | 36 | | 13 | 1 | 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: | 16 | 731 | 1 | | 68 | 393 | 69 | | 71 | 1 | 36 | | 13 | 1 | 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: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 18 | 821 | 1 | | 76 | 442 | 78 | | 80 | 1 | 40 | | 15 | 1 | 42 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 18 | 821 | 1 | | 76 | 442 | 78 | | 80 | 1 | 40 | | 15 | 1 | 42 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 18 | 821 | 1 | | 76 | 442 | 78 | | 80 | 1 | 40 | | 15 | 1 | 42 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.95 | 0.95 | | 0.95 | 0.95 | 0.85 | | 0.95 | 0.85 | 0.85 | | 0.89 | 0.89 | 0.89 | |
| Lanes: | 1.00 | 1.99 | 0.01 | | 1.00 | 2.00 | 1.00 | | 1.00 | 0.03 | 0.97 | | 0.25 | 0.02 | 0.73 | |
| Final Sat.: | 1805 | 3605 | 5 | | 1805 | 3610 | 1615 | | 1805 | 44 | 1579 | | 431 | 33 | 1227 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.23 | 0.23 | | 0.04 | 0.12 | 0.05 | | 0.04 | 0.03 | 0.03 | | 0.03 | 0.03 | 0.03 | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.05 | 0.58 | 0.58 | | 0.11 | 0.63 | 0.63 | | 0.11 | 0.11 | 0.11 | | 0.09 | 0.09 | 0.09 | |
| Volume/Cap: | 0.19 | 0.40 | 0.40 | | 0.40 | 0.19 | 0.08 | | 0.40 | 0.23 | 0.23 | | 0.40 | 0.40 | 0.40 | |
| Delay/Veh: | 46.5 | 11.8 | 11.8 | | 43.0 | 7.8 | 7.2 | | 42.6 | 41.1 | 41.1 | | 45.1 | 45.1 | 45.1 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 46.5 | 11.8 | 11.8 | | 43.0 | 7.8 | 7.2 | | 42.6 | 41.1 | 41.1 | | 45.1 | 45.1 | 45.1 | |
| LOS by Move: | D | B | B | | D | A | A | | D | D | D | | D | D | D | |
| HCM2kAvgQ: | 1 | 7 | 7 | | 3 | 3 | 1 | | 2 | 1 | 1 | | 2 | 2 | 2 | |

Note: Queue reported is the number of cars per lane.





Cumulative No Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #85 White Rock Rd/ Windfield Way

Cycle (sec): 100 Critical Vol./Cap. (X): 0.659
Loss Time (sec): 9 Average Delay (sec/veh): 24.5
Optimal Cycle: 46 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 1 | 0 | 0 1 | 0 | 1 | 0 | 0 1 | 1 | 0 | 1 | 1 0 | 1 | 0 | 1 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 49 | 49 | 409 | | 1 | 44 | 18 | | 98 | 452 | 468 | | 264 | 304 | 0 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 49 | 49 | 409 | | 1 | 44 | 18 | | 98 | 452 | 468 | | 264 | 304 | 0 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 55 | 55 | 460 | | 1 | 49 | 20 | | 110 | 508 | 526 | | 297 | 342 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 55 | 55 | 460 | | 1 | 49 | 20 | | 110 | 508 | 526 | | 297 | 342 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 55 | 55 | 460 | | 1 | 49 | 20 | | 110 | 508 | 526 | | 297 | 342 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.85 | 0.85 | 0.85 | | 1.00 | 1.00 | 0.85 | | 0.95 | 0.88 | 0.88 | | 0.95 | 0.95 | 0.95 | |
| Lanes: | 0.50 | 0.50 | 1.00 | | 0.02 | 0.98 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 2.00 | 0.00 | |
| Final Sat.: | 808 | 808 | 1615 | | 42 | 1854 | 1615 | | 1805 | 1668 | 1668 | | 1805 | 3610 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.07 | 0.07 | 0.28 | | 0.03 | 0.03 | 0.01 | | 0.06 | 0.30 | 0.32 | | 0.16 | 0.09 | 0.00 | |
| Crit Moves: | | | **** | | | | | | | | **** | | **** | | | |
| Green/Cycle: | 0.18 | 0.18 | 0.43 | | 0.18 | 0.18 | 0.18 | | 0.29 | 0.48 | 0.48 | | 0.25 | 0.44 | 0.00 | |
| Volume/Cap: | 0.37 | 0.37 | 0.66 | | 0.15 | 0.15 | 0.07 | | 0.21 | 0.64 | 0.66 | | 0.66 | 0.21 | 0.00 | |
| Delay/Veh: | 36.7 | 36.7 | 24.9 | | 34.5 | 34.5 | 33.9 | | 27.4 | 20.4 | 20.9 | | 37.3 | 17.2 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 36.7 | 36.7 | 24.9 | | 34.5 | 34.5 | 33.9 | | 27.4 | 20.4 | 20.9 | | 37.3 | 17.2 | 0.0 | |
| LOS by Move: | D | D | C | | C | C | C | | C | C | C | | D | B | A | |
| HCM2kAvgQ: | 3 | 3 | 12 | | 1 | 1 | 1 | | 2 | 12 | 13 | | 8 | 3 | 0 | |

Note: Queue reported is the number of cars per lane.

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Cumulative No Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #86 White Rock Rd/ Latrobe Rd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.866
Loss Time (sec): 12 Average Delay (sec/veh): 38.0
Optimal Cycle: 103 Level Of Service: D

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Include | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 4 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 1 | 1 0 | 2 | 0 | 2 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 59 | 500 | 235 | | 194 | 1843 | 202 | | 458 | 305 | 27 | | 681 | 481 | 397 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 59 | 500 | 235 | | 194 | 1843 | 202 | | 458 | 305 | 27 | | 681 | 481 | 397 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 66 | 562 | 264 | | 218 | 2071 | 227 | | 515 | 343 | 30 | | 765 | 540 | 446 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 66 | 562 | 264 | | 218 | 2071 | 227 | | 515 | 343 | 30 | | 765 | 540 | 446 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 66 | 562 | 264 | | 218 | 2071 | 227 | | 515 | 343 | 30 | | 765 | 540 | 446 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.91 | 0.85 | | 0.92 | 0.91 | 0.85 | | 0.92 | 0.94 | 0.94 | | 0.92 | 0.95 | 0.85 | |
| Lanes: | 2.00 | 4.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 1.84 | 0.16 | | 2.00 | 2.00 | 1.00 | |
| Final Sat.: | 3502 | 6916 | 1615 | | 3502 | 5187 | 1615 | | 3502 | 3277 | 290 | | 3502 | 3610 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.08 | 0.16 | | 0.06 | 0.40 | 0.14 | | 0.15 | 0.10 | 0.10 | | 0.22 | 0.15 | 0.28 | |
| Crit Moves: | **** | | | | | **** | | | **** | | | | | | **** | |
| Green/Cycle: | 0.02 | 0.27 | 0.56 | | 0.21 | 0.46 | 0.63 | | 0.17 | 0.13 | 0.13 | | 0.28 | 0.25 | 0.46 | |
| Volume/Cap: | 0.87 | 0.30 | 0.29 | | 0.30 | 0.87 | 0.22 | | 0.87 | 0.77 | 0.77 | | 0.77 | 0.61 | 0.60 | |
| Delay/Veh: | 118.3 | 34.6 | 14.4 | | 40.2 | 32.6 | 9.6 | | 61.1 | 57.9 | 57.9 | | 43.5 | 41.2 | 25.9 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 118.3 | 34.6 | 14.4 | | 40.2 | 32.6 | 9.6 | | 61.1 | 57.9 | 57.9 | | 43.5 | 41.2 | 25.9 | |
| LOS by Move: | F | C | B | | D | C | A | | E | E | E | | D | D | C | |
| HCM2kAvgQ: | 3 | 4 | 5 | | 3 | 25 | 3 | | 10 | 7 | 7 | | 13 | 9 | 12 | |

Note: Queue reported is the number of cars per lane.





AM Cumulative No Federal AcFri May 8, 2009 17:29:25 Page 89-1

Cumulative No Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #87 White Rock Rd/ Valley View Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.979
Loss Time (sec): 12 Average Delay (sec/veh): 43.1
Optimal Cycle: 164 Level Of Service: D

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Split Phase | | | | Split Phase | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 1 | 0 | 0 1 | 1 | 0 | 0 | 1 0 | 1 | 0 | 1 | 1 0 | 1 | 0 | 1 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 256 | 11 | 304 | | 15 | 13 | 17 | | 9 | 611 | 127 | | 634 | 1318 | 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: | 256 | 11 | 304 | | 15 | 13 | 17 | | 9 | 611 | 127 | | 634 | 1318 | 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: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 288 | 12 | 342 | | 17 | 15 | 19 | | 10 | 687 | 143 | | 712 | 1481 | 40 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 288 | 12 | 342 | | 17 | 15 | 19 | | 10 | 687 | 143 | | 712 | 1481 | 40 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 288 | 12 | 342 | | 17 | 15 | 19 | | 10 | 687 | 143 | | 712 | 1481 | 40 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.95 | 0.85 | | 0.95 | 0.92 | 0.92 | | 0.95 | 0.93 | 0.93 | | 0.95 | 0.95 | 0.95 | |
| Lanes: | 0.96 | 0.04 | 1.00 | | 1.00 | 0.43 | 0.57 | | 1.00 | 1.66 | 0.34 | | 1.00 | 1.95 | 0.05 | |
| Final Sat.: | 1738 | 75 | 1615 | | 1805 | 753 | 985 | | 1805 | 2911 | 605 | | 1805 | 3500 | 96 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.17 | 0.17 | 0.21 | | 0.01 | 0.02 | 0.02 | | 0.01 | 0.24 | 0.24 | | 0.39 | 0.42 | 0.42 | |
| Crit Moves: | | | **** | | | **** | | | | **** | | | **** | | | |
| Green/Cycle: | 0.22 | 0.22 | 0.22 | | 0.02 | 0.02 | 0.02 | | 0.01 | 0.24 | 0.24 | | 0.40 | 0.64 | 0.64 | |
| Volume/Cap: | 0.77 | 0.77 | 0.98 | | 0.47 | 0.98 | 0.98 | | 0.67 | 0.98 | 0.98 | | 0.98 | 0.67 | 0.67 | |
| Delay/Veh: | 45.6 | 45.6 | 81.3 | | 58.0 | 193 | 193.4 | | 125.4 | 63.4 | 63.4 | | 57.4 | 12.3 | 12.3 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 45.6 | 45.6 | 81.3 | | 58.0 | 193 | 193.4 | | 125.4 | 63.4 | 63.4 | | 57.4 | 12.3 | 12.3 | |
| LOS by Move: | D | D | F | | E | F | F | | F | E | E | | E | B | B | |
| HCM2kAvgQ: | 10 | 10 | 16 | | 1 | 3 | 3 | | 0 | 15 | 15 | | 26 | 16 | 16 | |

Note: Queue reported is the number of cars per lane.

Cumulative No Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #88 El Dorado Hills Blvd/Serrano Prky

Cycle (sec): 100 Critical Vol./Cap. (X): 0.937
Loss Time (sec): 12 Average Delay (sec/veh): 36.7
Optimal Cycle: 130 Level Of Service: D

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Split Phase | | | | Split Phase | | | |
| Rights: | Ignore | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 2 | 0 1 | 1 | 0 | 1 | 1 0 | 1 | 0 | 0 | 1 0 | 1 | 0 | 1! | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 40 | 637 | 216 | | 60 | 1742 | 18 | | 25 | 30 | 81 | | 775 | 31 | 31 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 40 | 637 | 216 | | 60 | 1742 | 18 | | 25 | 30 | 81 | | 775 | 31 | 31 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Volume: | 40 | 637 | 0 | | 60 | 1742 | 18 | | 25 | 30 | 81 | | 775 | 31 | 31 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 40 | 637 | 0 | | 60 | 1742 | 18 | | 25 | 30 | 81 | | 775 | 31 | 31 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 40 | 637 | 0 | | 60 | 1742 | 18 | | 25 | 30 | 81 | | 775 | 31 | 31 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.95 | 1.00 | | 0.95 | 0.95 | 0.95 | | 0.95 | 0.89 | 0.89 | | 0.95 | 0.95 | 0.95 | |
| Lanes: | 1.00 | 2.00 | 1.00 | | 1.00 | 1.98 | 0.02 | | 1.00 | 0.27 | 0.73 | | 1.86 | 0.07 | 0.07 | |
| Final Sat.: | 1805 | 3610 | 1900 | | 1805 | 3570 | 37 | | 1805 | 458 | 1235 | | 3362 | 125 | 125 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.18 | 0.00 | | 0.03 | 0.49 | 0.49 | | 0.01 | 0.07 | 0.07 | | 0.23 | 0.25 | 0.25 | |
| Crit Moves: | **** | | | | | **** | | | | **** | | | | **** | | |
| Green/Cycle: | 0.02 | 0.46 | 0.00 | | 0.09 | 0.52 | 0.52 | | 0.07 | 0.07 | 0.07 | | 0.27 | 0.27 | 0.27 | |
| Volume/Cap: | 0.94 | 0.39 | 0.00 | | 0.39 | 0.94 | 0.94 | | 0.20 | 0.94 | 0.94 | | 0.87 | 0.94 | 0.94 | |
| Delay/Veh: | 161.9 | 18.0 | 0.0 | | 44.8 | 32.0 | 32.0 | | 44.6 | 109 | 109.4 | | 43.5 | 52.8 | 52.8 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 161.9 | 18.0 | 0.0 | | 44.8 | 32.0 | 32.0 | | 44.6 | 109 | 109.4 | | 43.5 | 52.8 | 52.8 | |
| LOS by Move: | F | B | A | | D | C | C | | D | F | F | | D | D | D | |
| HCM2kAvgQ: | 2 | 7 | 0 | | 2 | 32 | 32 | | 1 | 6 | 6 | | 15 | 18 | 18 | |

Note: Queue reported is the number of cars per lane.





Cumulative No Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #89 El Dorado Hills Blvd/Saratoga Way

Cycle (sec): 100 Critical Vol./Cap. (X): 0.840
Loss Time (sec): 12 Average Delay (sec/veh): 31.0
Optimal Cycle: 87 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Split Phase | | | | Split Phase | | | |
| Rights: | Include | | | | Include | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 2 | 1 0 | 1 | 0 | 2 | 1 0 | 1 | 1 | 0 | 0 2 | 0 | 1 | 0 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 407 | 537 | 0 | | 165 | 1428 | 586 | | 239 | 52 | 907 | | 0 | 26 | 53 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 407 | 537 | 0 | | 165 | 1428 | 586 | | 239 | 52 | 907 | | 0 | 26 | 53 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Volume: | 407 | 537 | 0 | | 165 | 1428 | 586 | | 239 | 52 | 907 | | 0 | 26 | 53 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 407 | 537 | 0 | | 165 | 1428 | 586 | | 239 | 52 | 907 | | 0 | 26 | 53 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 407 | 537 | 0 | | 165 | 1428 | 586 | | 239 | 52 | 907 | | 0 | 26 | 53 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.91 | 0.91 | | 0.95 | 0.87 | 0.87 | | 0.96 | 0.96 | 0.75 | | 1.00 | 1.00 | 0.85 | |
| Lanes: | 2.00 | 3.00 | 0.00 | | 1.00 | 2.13 | 0.87 | | 1.64 | 0.36 | 2.00 | | 0.00 | 1.00 | 1.00 | |
| Final Sat.: | 3502 | 5187 | 0 | | 1805 | 3516 | 1443 | | 2999 | 653 | 2842 | | 0 | 1900 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.12 | 0.10 | 0.00 | | 0.09 | 0.41 | 0.41 | | 0.08 | 0.08 | 0.32 | | 0.00 | 0.01 | 0.03 | |
| Crit Moves: | **** | | | | | **** | | | | | **** | | | **** | | |
| Green/Cycle: | 0.14 | 0.33 | 0.00 | | 0.29 | 0.48 | 0.48 | | 0.24 | 0.24 | 0.38 | | 0.00 | 0.02 | 0.31 | |
| Volume/Cap: | 0.84 | 0.31 | 0.00 | | 0.31 | 0.84 | 0.84 | | 0.33 | 0.33 | 0.84 | | 0.00 | 0.84 | 0.11 | |
| Delay/Veh: | 54.3 | 25.1 | 0.0 | | 27.9 | 25.3 | 25.3 | | 31.5 | 31.5 | 34.2 | | 0.0 | 146 | 24.8 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 54.3 | 25.1 | 0.0 | | 27.9 | 25.3 | 25.3 | | 31.5 | 31.5 | 34.2 | | 0.0 | 146 | 24.8 | |
| LOS by Move: | D | C | A | | C | C | C | | C | C | C | | A | F | C | |
| HCM2kAvgQ: | 7 | 4 | 0 | | 4 | 19 | 19 | | 3 | 3 | 13 | | 0 | 2 | 1 | |

Note: Queue reported is the number of cars per lane.

Cumulative No Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #90 El Dorado Hills Blvd/Park Drive

Cycle (sec): 100 Critical Vol./Cap. (X): 0.773
Loss Time (sec): 12 Average Delay (sec/veh): 24.8
Optimal Cycle: 71 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Split Phase | | | | Split Phase | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 2 | 1 | 0 | 1 | 0 | 3 | 0 | 1 | 1 | 0 | 0 | 2 | 1 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 572 | 719 | 152 | | 62 | 1711 | 652 | | 80 | 24 | 137 | | 226 | 26 | 38 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 572 | 719 | 152 | | 62 | 1711 | 652 | | 80 | 24 | 137 | | 226 | 26 | 38 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Volume: | 572 | 719 | 152 | | 62 | 1711 | 652 | | 80 | 24 | 137 | | 226 | 26 | 38 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 572 | 719 | 152 | | 62 | 1711 | 652 | | 80 | 24 | 137 | | 226 | 26 | 38 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 572 | 719 | 152 | | 62 | 1711 | 652 | | 80 | 24 | 137 | | 226 | 26 | 38 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.89 | 0.89 | | 0.95 | 0.91 | 0.85 | | 0.96 | 0.96 | 0.75 | | 0.91 | 0.91 | 0.85 | |
| Lanes: | 2.00 | 2.48 | 0.52 | | 1.00 | 3.00 | 1.00 | | 1.54 | 0.46 | 2.00 | | 2.00 | 1.00 | 1.00 | |
| Final Sat.: | 3502 | 4170 | 882 | | 1805 | 5187 | 1615 | | 2815 | 844 | 2842 | | 3455 | 1727 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.16 | 0.17 | 0.17 | | 0.03 | 0.33 | 0.40 | | 0.03 | 0.03 | 0.05 | | 0.07 | 0.02 | 0.02 | |
| Crit Moves: | **** | | | | | | **** | | | | **** | | **** | | | |
| Green/Cycle: | 0.21 | 0.61 | 0.61 | | 0.12 | 0.52 | 0.52 | | 0.06 | 0.06 | 0.06 | | 0.08 | 0.08 | 0.08 | |
| Volume/Cap: | 0.77 | 0.28 | 0.28 | | 0.28 | 0.63 | 0.77 | | 0.46 | 0.46 | 0.77 | | 0.77 | 0.18 | 0.28 | |
| Delay/Veh: | 42.3 | 9.2 | 9.2 | | 40.6 | 17.5 | 23.7 | | 46.7 | 46.7 | 65.0 | | 55.8 | 42.6 | 44.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 42.3 | 9.2 | 9.2 | | 40.6 | 17.5 | 23.7 | | 46.7 | 46.7 | 65.0 | | 55.8 | 42.6 | 44.0 | |
| LOS by Move: | D | A | A | | D | B | C | | D | D | E | | E | D | D | |
| HCM2kAvgQ: | 9 | 4 | 4 | | 2 | 13 | 15 | | 2 | 2 | 4 | | 5 | 1 | 1 | |

Note: Queue reported is the number of cars per lane.





Cumulative No Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #91 Latrobe Rd/ Town Center Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 1.004
Loss Time (sec): 12 Average Delay (sec/veh): 34.4
Optimal Cycle: 180 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 4 | 0 | 1 | 2 | 0 | 3 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 171 | 1054 | 160 | | 637 | 2015 | 931 | | 153 | 12 | 23 | | 99 | 79 | 314 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 171 | 1054 | 160 | | 637 | 2015 | 931 | | 153 | 12 | 23 | | 99 | 79 | 314 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 192 | 1184 | 180 | | 716 | 2264 | 1046 | | 172 | 13 | 26 | | 111 | 89 | 353 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 192 | 1184 | 180 | | 716 | 2264 | 1046 | | 172 | 13 | 26 | | 111 | 89 | 353 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 192 | 1184 | 180 | | 716 | 2264 | 1046 | | 172 | 13 | 26 | | 111 | 89 | 353 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.91 | 0.85 | | 0.92 | 0.91 | 0.85 | | 0.92 | 0.86 | 0.86 | | 0.95 | 0.88 | 0.88 | |
| Lanes: | 2.00 | 4.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 1.00 | 1.00 | | 1.00 | 0.40 | 1.60 | |
| Final Sat.: | 3502 | 6916 | 1615 | | 3502 | 5187 | 1615 | | 3502 | 1626 | 1626 | | 1805 | 672 | 2672 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.05 | 0.17 | 0.11 | | 0.20 | 0.44 | 0.65 | | 0.05 | 0.01 | 0.02 | | 0.06 | 0.13 | 0.13 | |
| Crit Moves: | **** | | | | | | **** | | **** | | | | | **** | | |
| Green/Cycle: | 0.05 | 0.32 | 0.32 | | 0.38 | 0.64 | 0.64 | | 0.05 | 0.04 | 0.04 | | 0.14 | 0.13 | 0.13 | |
| Volume/Cap: | 1.00 | 0.54 | 0.35 | | 0.54 | 0.68 | 1.00 | | 1.00 | 0.22 | 0.43 | | 0.43 | 1.00 | 1.00 | |
| Delay/Veh: | 113.4 | 28.2 | 26.5 | | 24.5 | 11.7 | 46.7 | | 117.4 | 47.4 | 50.3 | | 40.2 | 87.4 | 87.4 | |
| 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: | 113.4 | 28.2 | 26.5 | | 24.5 | 11.7 | 46.7 | | 117.4 | 47.4 | 50.3 | | 40.2 | 87.4 | 87.4 | |
| LOS by Move: | F | C | C | | C | B | D | | F | D | D | | D | F | F | |
| HCM2kAvgQ: | 4 | 8 | 4 | | 9 | 16 | 39 | | 6 | 1 | 1 | | 4 | 11 | 11 | |

Note: Queue reported is the number of cars per lane.

Cumulative No Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #92 Hazel Blvd/ Tributary- WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 1.029
Loss Time (sec): 9 Average Delay (sec/veh): 41.9
Optimal Cycle: 180 Level Of Service: D

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Ignore | | | | Include | | | | Ovl | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 3 | 0 1 | 0 | 0 | 3 | 1 0 | 0 | 0 | 0 | 0 1 | 1 | 1 | 0 | 0 2 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 382 | 1740 | 339 | | 0 | 3155 | 143 | | 0 | 0 | 304 | | 79 | 81 | 696 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 382 | 1740 | 339 | | 0 | 3155 | 143 | | 0 | 0 | 304 | | 79 | 81 | 696 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 429 | 1955 | 0 | | 0 | 3545 | 161 | | 0 | 0 | 342 | | 89 | 91 | 782 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 429 | 1955 | 0 | | 0 | 3545 | 161 | | 0 | 0 | 342 | | 89 | 91 | 782 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 429 | 1955 | 0 | | 0 | 3545 | 161 | | 0 | 0 | 342 | | 89 | 91 | 782 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.91 | 1.00 | | 1.00 | 0.90 | 0.90 | | 1.00 | 1.00 | 0.87 | | 0.82 | 0.82 | 0.75 | |
| Lanes: | 2.00 | 3.00 | 1.00 | | 0.00 | 3.83 | 0.17 | | 0.00 | 0.00 | 1.00 | | 1.00 | 1.00 | 2.00 | |
| Final Sat.: | 3502 | 5187 | 1900 | | 0 | 6576 | 298 | | 0 | 0 | 1644 | | 1552 | 1552 | 2842 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.12 | 0.38 | 0.00 | | 0.00 | 0.54 | 0.54 | | 0.00 | 0.00 | 0.21 | | 0.06 | 0.06 | 0.28 | |
| Crit Moves: | **** | | | | | **** | | | | | | | | | **** | |
| Green/Cycle: | 0.12 | 0.64 | 0.00 | | 0.00 | 0.52 | 0.52 | | 0.00 | 0.00 | 0.39 | | 0.27 | 0.27 | 0.27 | |
| Volume/Cap: | 1.03 | 0.59 | 0.00 | | 0.00 | 1.03 | 1.03 | | 0.00 | 0.00 | 0.54 | | 0.21 | 0.22 | 1.03 | |
| Delay/Veh: | 95.9 | 10.5 | 0.0 | | 0.0 | 47.0 | 47.0 | | 0.0 | 0.0 | 24.7 | | 28.6 | 28.7 | 77.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 95.9 | 10.5 | 0.0 | | 0.0 | 47.0 | 47.0 | | 0.0 | 0.0 | 24.7 | | 28.6 | 28.7 | 77.0 | |
| LOS by Move: | F | B | A | | A | D | D | | A | A | C | | C | C | E | |
| HCM2kAvgQ: | 8 | 12 | 0 | | 0 | 34 | 34 | | 0 | 0 | 8 | | 2 | 2 | 21 | |

Note: Queue reported is the number of cars per lane.





Cumulative No Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #93 Hazel Ave/ EB US-50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.965
Loss Time (sec): 6 Average Delay (sec/veh): 37.0
Optimal Cycle: 154 Level Of Service: D

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Ignore | | | | Ignore | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 3 | 0 1 | 0 | 0 | 3 | 0 1 | 3 | 0 | 0 | 0 2 | 0 | 0 | 0 | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1666 | 285 | | 0 | 1659 | 1154 | | 1335 | 0 | 1065 | | 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 | 1666 | 285 | | 0 | 1659 | 1154 | | 1335 | 0 | 1065 | | 0 | 0 | 0 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 0 | 1872 | 0 | | 0 | 1864 | 0 | | 1500 | 0 | 1197 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 1872 | 0 | | 0 | 1864 | 0 | | 1500 | 0 | 1197 | | 0 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 1872 | 0 | | 0 | 1864 | 0 | | 1500 | 0 | 1197 | | 0 | 0 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.91 | 1.00 | | 1.00 | 0.91 | 1.00 | | 0.48 | 1.00 | 0.75 | | 1.00 | 1.00 | 1.00 | |
| Lanes: | 0.00 | 3.00 | 1.00 | | 0.00 | 3.00 | 1.00 | | 3.00 | 0.00 | 2.00 | | 0.00 | 0.00 | 0.00 | |
| Final Sat.: | 0 | 5187 | 1900 | | 0 | 5187 | 1900 | | 2748 | 0 | 2842 | | 0 | 0 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.36 | 0.00 | | 0.00 | 0.36 | 0.00 | | 0.55 | 0.00 | 0.42 | | 0.00 | 0.00 | 0.00 | |
| Crit Moves: | | **** | | | | | | | **** | | | | | | | |
| Green/Cycle: | 0.00 | 0.37 | 0.00 | | 0.00 | 0.37 | 0.00 | | 0.57 | 0.00 | 0.57 | | 0.00 | 0.00 | 0.00 | |
| Volume/Cap: | 0.00 | 0.96 | 0.00 | | 0.00 | 0.96 | 0.00 | | 0.96 | 0.00 | 0.74 | | 0.00 | 0.00 | 0.00 | |
| Delay/Veh: | 0.0 | 43.7 | 0.0 | | 0.0 | 43.0 | 0.0 | | 36.0 | 0.0 | 18.2 | | 0.0 | 0.0 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 43.7 | 0.0 | | 0.0 | 43.0 | 0.0 | | 36.0 | 0.0 | 18.2 | | 0.0 | 0.0 | 0.0 | |
| LOS by Move: | A | D | A | | A | D | A | | D | A | B | | A | A | A | |
| HCM2kAvgQ: | 0 | 24 | 0 | | 0 | 20 | 0 | | 21 | 0 | 17 | | 0 | 0 | 0 | |

Note: Queue reported is the number of cars per lane.

AM Cumulative No Federal AcFri May 8, 2009 17:29:25 Page 96-1

Cumulative No Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #94 Folsom Blvd/ WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.541
Loss Time (sec): 9 Average Delay (sec/veh): 6.2
Optimal Cycle: 37 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Ignore | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 3 | 0 0 | 0 | 0 | 3 | 0 1 | 1 | 0 | 1! | 0 1 | 0 | 0 | 0 | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 11 | 1984 | 0 | | 0 | 1388 | 1473 | | 78 | 0 | 132 | | 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: | 11 | 1984 | 0 | | 0 | 1388 | 1473 | | 78 | 0 | 132 | | 0 | 0 | 0 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 12 | 2229 | 0 | | 0 | 1560 | 0 | | 88 | 0 | 148 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 12 | 2229 | 0 | | 0 | 1560 | 0 | | 88 | 0 | 148 | | 0 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 12 | 2229 | 0 | | 0 | 1560 | 0 | | 88 | 0 | 148 | | 0 | 0 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.91 | 1.00 | | 1.00 | 0.91 | 1.00 | | 0.76 | 1.00 | 0.76 | | 1.00 | 1.00 | 1.00 | |
| Lanes: | 1.00 | 3.00 | 0.00 | | 0.00 | 3.00 | 1.00 | | 1.37 | 0.00 | 1.63 | | 0.00 | 0.00 | 0.00 | |
| Final Sat.: | 1805 | 5187 | 0 | | 0 | 5187 | 1900 | | 1992 | 0 | 2366 | | 0 | 0 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.43 | 0.00 | | 0.00 | 0.30 | 0.00 | | 0.04 | 0.00 | 0.06 | | 0.00 | 0.00 | 0.00 | |
| Crit Moves: | | **** | | | **** | | | | | | **** | | | | | |
| Green/Cycle: | 0.02 | 0.79 | 0.00 | | 0.00 | 0.78 | 0.00 | | 0.12 | 0.00 | 0.12 | | 0.00 | 0.00 | 0.00 | |
| Volume/Cap: | 0.39 | 0.54 | 0.00 | | 0.00 | 0.39 | 0.00 | | 0.38 | 0.00 | 0.54 | | 0.00 | 0.00 | 0.00 | |
| Delay/Veh: | 56.2 | 3.9 | 0.0 | | 0.0 | 3.6 | 0.0 | | 41.3 | 0.0 | 43.1 | | 0.0 | 0.0 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 56.2 | 3.9 | 0.0 | | 0.0 | 3.6 | 0.0 | | 41.3 | 0.0 | 43.1 | | 0.0 | 0.0 | 0.0 | |
| LOS by Move: | E | A | A | | A | A | A | | D | A | D | | A | A | A | |
| HCM2kAvgQ: | 0 | 9 | 0 | | 0 | 5 | 0 | | 2 | 0 | 3 | | 0 | 0 | 0 | |

Note: Queue reported is the number of cars per lane.





AM Cumulative No Federal AcFri May 8, 2009 17:29:25 Page 97-1

Cumulative No Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #95 Folsom Blvd/ EB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.675
Loss Time (sec): 12 Average Delay (sec/veh): 25.0
Optimal Cycle: 56 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Ignore | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 2 | 0 1 | 1 | 0 | 2 | 0 1 | 3 | 0 | 1 | 0 1 | 1 | 0 | 0 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 596 | 37 | | 99 | 1195 | 226 | | 1298 | 184 | 48 | | 104 | 0 | 114 | |
| Growth Adj: | 1.00 | 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 | 596 | 37 | | 99 | 1195 | 226 | | 1298 | 184 | 48 | | 104 | 0 | 114 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Volume: | 0 | 596 | 37 | | 99 | 1195 | 226 | | 1298 | 184 | 0 | | 104 | 0 | 114 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 596 | 37 | | 99 | 1195 | 226 | | 1298 | 184 | 0 | | 104 | 0 | 114 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 596 | 37 | | 99 | 1195 | 226 | | 1298 | 184 | 0 | | 104 | 0 | 114 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.95 | 0.85 | | 0.95 | 0.95 | 0.85 | | 0.92 | 1.00 | 1.00 | | 0.95 | 1.00 | 0.85 | |
| Lanes: | 1.00 | 2.00 | 1.00 | | 1.00 | 2.00 | 1.00 | | 3.00 | 1.00 | 1.00 | | 1.00 | 0.00 | 1.00 | |
| Final Sat.: | 1900 | 3610 | 1615 | | 1805 | 3610 | 1615 | | 5253 | 1900 | 1900 | | 1805 | 0 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.17 | 0.02 | | 0.05 | 0.33 | 0.14 | | 0.25 | 0.10 | 0.00 | | 0.06 | 0.00 | 0.07 | |
| Crit Moves: | **** | | | | | **** | | | **** | | | | | | **** | |
| Green/Cycle: | 0.00 | 0.37 | 0.37 | | 0.12 | 0.49 | 0.49 | | 0.37 | 0.24 | 0.00 | | 0.15 | 0.00 | 0.27 | |
| Volume/Cap: | 0.00 | 0.45 | 0.06 | | 0.45 | 0.67 | 0.29 | | 0.67 | 0.40 | 0.00 | | 0.40 | 0.00 | 0.26 | |
| Delay/Veh: | 0.0 | 24.1 | 20.5 | | 42.2 | 20.4 | 15.3 | | 27.6 | 32.2 | 0.0 | | 39.7 | 0.0 | 29.2 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 24.1 | 20.5 | | 42.2 | 20.4 | 15.3 | | 27.6 | 32.2 | 0.0 | | 39.7 | 0.0 | 29.2 | |
| LOS by Move: | A | C | C | | D | C | B | | C | C | A | | D | A | C | |
| HCM2kAvgQ: | 0 | 7 | 1 | | 3 | 15 | 4 | | 12 | 5 | 0 | | 3 | 0 | 3 | |

Note: Queue reported is the number of cars per lane.

Cumulative No Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #96 Prairie City/ WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 1.000
Loss Time (sec): 6 Average Delay (sec/veh): 38.8
Optimal Cycle: 180 Level Of Service: D

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Ignore | | | | Ignore | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 2 | 0 1 | 0 | 0 | 2 | 0 1 | 0 | 0 | 0 | 0 0 | 2 | 0 | 0 | 0 2 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1937 | 365 | | 0 | 629 | 126 | | 0 | 0 | 0 | | 132 | 0 | 852 | |
| Growth Adj: | 1.00 | 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 | 1937 | 365 | | 0 | 629 | 126 | | 0 | 0 | 0 | | 132 | 0 | 852 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 0 | 2176 | 0 | | 0 | 707 | 0 | | 0 | 0 | 0 | | 148 | 0 | 957 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 2176 | 0 | | 0 | 707 | 0 | | 0 | 0 | 0 | | 148 | 0 | 957 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 2176 | 0 | | 0 | 707 | 0 | | 0 | 0 | 0 | | 148 | 0 | 957 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.95 | 1.00 | | 1.00 | 0.95 | 1.00 | | 1.00 | 1.00 | 1.00 | | 0.59 | 1.00 | 0.75 | |
| Lanes: | 0.00 | 2.00 | 1.00 | | 0.00 | 2.00 | 1.00 | | 0.00 | 0.00 | 0.00 | | 2.00 | 0.00 | 2.00 | |
| Final Sat.: | 0 | 3610 | 1900 | | 0 | 3610 | 1900 | | 0 | 0 | 0 | | 2252 | 0 | 2842 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.60 | 0.00 | | 0.00 | 0.20 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.07 | 0.00 | 0.34 | |
| Crit Moves: | | **** | | | | | | | | | | | | | **** | |
| Green/Cycle: | 0.00 | 0.60 | 0.00 | | 0.00 | 0.60 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.34 | 0.00 | 0.34 | |
| Volume/Cap: | 0.00 | 1.00 | 0.00 | | 0.00 | 0.32 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.20 | 0.00 | 1.00 | |
| Delay/Veh: | 0.0 | 39.0 | 0.0 | | 0.0 | 9.9 | 0.0 | | 0.0 | 0.0 | 0.0 | | 23.7 | 0.0 | 62.1 | |
| 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: | 0.0 | 39.0 | 0.0 | | 0.0 | 9.9 | 0.0 | | 0.0 | 0.0 | 0.0 | | 23.7 | 0.0 | 62.1 | |
| LOS by Move: | A | D | A | | A | A | A | | A | A | A | | C | A | E | |
| HCM2kAvgQ: | 0 | 39 | 0 | | 0 | 5 | 0 | | 0 | 0 | 0 | | 2 | 0 | 23 | |

Note: Queue reported is the number of cars per lane.





Cumulative No Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #97 Prairie City/ EB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.846
Loss Time (sec): 6 Average Delay (sec/veh): 21.3
Optimal Cycle: 70 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 2 | 0 1 | 0 | 0 | 2 | 0 1 | 1 | 1 | 0 | 0 2 | 0 | 0 | 0 | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1636 | 220 | | 0 | 761 | 0 | | 854 | 2 | 258 | | 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 | 1636 | 220 | | 0 | 761 | 0 | | 854 | 2 | 258 | | 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: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 0 | 1838 | 247 | | 0 | 855 | 0 | | 960 | 2 | 290 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 1838 | 247 | | 0 | 855 | 0 | | 960 | 2 | 290 | | 0 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 1838 | 247 | | 0 | 855 | 0 | | 960 | 2 | 290 | | 0 | 0 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.95 | 0.85 | | 1.00 | 0.95 | 1.00 | | 0.89 | 0.89 | 0.75 | | 1.00 | 1.00 | 1.00 | |
| Lanes: | 0.00 | 2.00 | 1.00 | | 0.00 | 2.00 | 1.00 | | 1.99 | 0.01 | 2.00 | | 0.00 | 0.00 | 0.00 | |
| Final Sat.: | 0 | 3610 | 1615 | | 0 | 3610 | 1900 | | 3355 | 8 | 2842 | | 0 | 0 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.51 | 0.15 | | 0.00 | 0.24 | 0.00 | | 0.29 | 0.29 | 0.10 | | 0.00 | 0.00 | 0.00 | |
| Crit Moves: | | **** | | | | | | | | **** | | | | | | |
| Green/Cycle: | 0.00 | 0.60 | 0.60 | | 0.00 | 0.60 | 0.00 | | 0.34 | 0.34 | 0.34 | | 0.00 | 0.00 | 0.00 | |
| Volume/Cap: | 0.00 | 0.85 | 0.25 | | 0.00 | 0.39 | 0.00 | | 0.85 | 0.85 | 0.30 | | 0.00 | 0.00 | 0.00 | |
| Delay/Veh: | 0.0 | 19.4 | 9.5 | | 0.0 | 10.5 | 0.0 | | 36.7 | 36.7 | 24.6 | | 0.0 | 0.0 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 19.4 | 9.5 | | 0.0 | 10.5 | 0.0 | | 36.7 | 36.7 | 24.6 | | 0.0 | 0.0 | 0.0 | |
| LOS by Move: | A | B | A | | A | B | A | | D | D | C | | A | A | A | |
| HCM2kAvgQ: | 0 | 25 | 3 | | 0 | 7 | 0 | | 16 | 16 | 4 | | 0 | 0 | 0 | |

Note: Queue reported is the number of cars per lane.

AM Cumulative No Federal AcFri May 8, 2009 17:29:25 Page 100-1

Cumulative No Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #98 East Bidwell St/ WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.842
Loss Time (sec): 6 Average Delay (sec/veh): 27.3
Optimal Cycle: 69 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Ignore | | | | Ignore | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1308 | 206 | | 0 | 1266 | 356 | | 0 | 0 | 0 | | 1006 | 0 | 646 | |
| Growth Adj: | 1.00 | 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 | 1308 | 206 | | 0 | 1266 | 356 | | 0 | 0 | 0 | | 1006 | 0 | 646 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 0 | 1470 | 0 | | 0 | 1422 | 0 | | 0 | 0 | 0 | | 1130 | 0 | 726 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 1470 | 0 | | 0 | 1422 | 0 | | 0 | 0 | 0 | | 1130 | 0 | 726 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 1470 | 0 | | 0 | 1422 | 0 | | 0 | 0 | 0 | | 1130 | 0 | 726 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.91 | 1.00 | | 1.00 | 0.91 | 1.00 | | 1.00 | 1.00 | 1.00 | | 0.59 | 1.00 | 0.75 | |
| Lanes: | 0.00 | 3.00 | 1.00 | | 0.00 | 3.00 | 1.00 | | 0.00 | 0.00 | 0.00 | | 2.00 | 0.00 | 2.00 | |
| Final Sat.: | 0 | 5187 | 1900 | | 0 | 5187 | 1900 | | 0 | 0 | 0 | | 2226 | 0 | 2842 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.28 | 0.00 | | 0.00 | 0.27 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.51 | 0.00 | 0.26 | |
| Crit Moves: | | **** | | | | | | | | | | | **** | | | |
| Green/Cycle: | 0.00 | 0.34 | 0.00 | | 0.00 | 0.34 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.60 | 0.00 | 0.60 | |
| Volume/Cap: | 0.00 | 0.84 | 0.00 | | 0.00 | 0.81 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.84 | 0.00 | 0.42 | |
| Delay/Veh: | 0.0 | 34.6 | 0.0 | | 0.0 | 33.4 | 0.0 | | 0.0 | 0.0 | 0.0 | | 20.9 | 0.0 | 10.7 | |
| 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: | 0.0 | 34.6 | 0.0 | | 0.0 | 33.4 | 0.0 | | 0.0 | 0.0 | 0.0 | | 20.9 | 0.0 | 10.7 | |
| LOS by Move: | A | C | A | | A | C | A | | A | A | A | | C | A | B | |
| HCM2kAvgQ: | 0 | 16 | 0 | | 0 | 15 | 0 | | 0 | 0 | 0 | | 17 | 0 | 7 | |

Note: Queue reported is the number of cars per lane.





AM Cumulative No Federal AcFri May 8, 2009 17:29:25 Page 101-1

Cumulative No Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #99 East Bidwell St/ EB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.747
Loss Time (sec): 6 Average Delay (sec/veh): 17.5
Optimal Cycle: 48 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Ignore | | | | Ignore | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 3 | 0 | 1 | 2 | 0 | 0 | 0 | 2 | |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1001 | 622 | | 0 | 2059 | 213 | | 513 | 0 | 355 | | 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 | 1001 | 622 | | 0 | 2059 | 213 | | 513 | 0 | 355 | | 0 | 0 | 0 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 0 | 1125 | 0 | | 0 | 2313 | 0 | | 576 | 0 | 399 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 1125 | 0 | | 0 | 2313 | 0 | | 576 | 0 | 399 | | 0 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 1125 | 0 | | 0 | 2313 | 0 | | 576 | 0 | 399 | | 0 | 0 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.91 | 1.00 | | 1.00 | 0.91 | 1.00 | | 0.59 | 1.00 | 0.75 | | 1.00 | 1.00 | 1.00 | |
| Lanes: | 0.00 | 3.00 | 1.00 | | 0.00 | 3.00 | 1.00 | | 2.00 | 0.00 | 2.00 | | 0.00 | 0.00 | 0.00 | |
| Final Sat.: | 0 | 5187 | 1900 | | 0 | 5187 | 1900 | | 2252 | 0 | 2842 | | 0 | 0 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.22 | 0.00 | | 0.00 | 0.45 | 0.00 | | 0.26 | 0.00 | 0.14 | | 0.00 | 0.00 | 0.00 | |
| Crit Moves: | | | | | | **** | | | **** | | | | | | | |
| Green/Cycle: | 0.00 | 0.60 | 0.00 | | 0.00 | 0.60 | 0.00 | | 0.34 | 0.00 | 0.34 | | 0.00 | 0.00 | 0.00 | |
| Volume/Cap: | 0.00 | 0.36 | 0.00 | | 0.00 | 0.75 | 0.00 | | 0.75 | 0.00 | 0.41 | | 0.00 | 0.00 | 0.00 | |
| Delay/Veh: | 0.0 | 10.4 | 0.0 | | 0.0 | 15.7 | 0.0 | | 33.1 | 0.0 | 25.4 | | 0.0 | 0.0 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 10.4 | 0.0 | | 0.0 | 15.7 | 0.0 | | 33.1 | 0.0 | 25.4 | | 0.0 | 0.0 | 0.0 | |
| LOS by Move: | A | B | A | | A | B | A | | C | A | C | | A | A | A | |
| HCM2kAvgQ: | 0 | 6 | 0 | | 0 | 18 | 0 | | 10 | 0 | 5 | | 0 | 0 | 0 | |

Note: Queue reported is the number of cars per lane.

AM Cumulative No Federal AcFri May 8, 2009 17:29:25 Page 102-1

Cumulative No Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #100 El Dorado Hills Blvd/ WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.436
Loss Time (sec): 0 Average Delay (sec/veh): 0.0
Optimal Cycle: 26 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1501 | 0 | | 0 | 2259 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 0 | 1501 | 0 | | 0 | 2259 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 1.00 | 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 | 1501 | 0 | | 0 | 2259 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 1501 | 0 | | 0 | 2259 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 1501 | 0 | | 0 | 2259 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.91 | 1.00 | | 1.00 | 0.91 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Lanes: | 0.00 | 3.00 | 0.00 | | 0.00 | 3.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | |
| Final Sat.: | 0 | 5187 | 0 | | 0 | 5187 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.29 | 0.00 | | 0.00 | 0.44 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | |
| Crit Moves: | | | | | | **** | | | | | | | | | | |
| Green/Cycle: | 0.00 | 1.00 | 0.00 | | 0.00 | 1.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | |
| Volume/Cap: | 0.00 | 0.29 | 0.00 | | 0.00 | 0.44 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | | 0.0 | 0.1 | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | | 0.0 | 0.1 | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | |
| LOS by Move: | A | A | A | | A | A | A | | A | A | A | | A | A | A | |
| HCM2kAvgQ: | 0 | 0 | 0 | | 0 | 1 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |

Note: Queue reported is the number of cars per lane.





AM Cumulative No Federal AcFri May 8, 2009 17:29:25 Page 103-1

Cumulative No Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #101 El Dorado Hills Blvd/ EB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.405
Loss Time (sec): 6 Average Delay (sec/veh): 3.8
Optimal Cycle: 23 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Ignore | | | | Ignore | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 3 | 0 | 1 | 1 | 0 | 3 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1380 | 120 | | 147 | 1975 | 0 | | 0 | 0 | 1609 | | 0 | 0 | 291 | |
| Growth Adj: | 1.00 | 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 | 1380 | 120 | | 147 | 1975 | 0 | | 0 | 0 | 1609 | | 0 | 0 | 291 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| PHF Volume: | 0 | 1380 | 120 | | 147 | 1975 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 1380 | 120 | | 147 | 1975 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| FinalVolume: | 0 | 1380 | 120 | | 147 | 1975 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.97 | 0.91 | 0.85 | | 0.95 | 0.91 | 1.00 | | 1.00 | 1.00 | 0.88 | | 1.00 | 1.00 | 1.00 | |
| Lanes: | 2.00 | 3.00 | 1.00 | | 1.00 | 3.00 | 0.00 | | 0.00 | 0.00 | 2.00 | | 0.00 | 0.00 | 1.00 | |
| Final Sat.: | 3686 | 5187 | 1615 | | 1805 | 5187 | 0 | | 0 | 0 | 3344 | | 0 | 0 | 1900 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.27 | 0.07 | | 0.08 | 0.38 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | |
| Crit Moves: | **** | | | | | **** | | | | | | | | | | |
| Green/Cycle: | 0.00 | 0.72 | 0.72 | | 0.22 | 0.94 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | |
| Volume/Cap: | 0.00 | 0.37 | 0.10 | | 0.37 | 0.41 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | |
| Delay/Veh: | 0.0 | 5.4 | 4.3 | | 33.7 | 0.3 | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 5.4 | 4.3 | | 33.7 | 0.3 | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | |
| LOS by Move: | A | A | A | | C | A | A | | A | A | A | | A | A | A | |
| HCM2kAvgQ: | 0 | 6 | 1 | | 4 | 3 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |

Note: Queue reported is the number of cars per lane.

AM Cumulative No Federal AcFri May 8, 2009 17:29:25 Page 104-1

Cumulative No Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #102 Sunrise Rd/ Jackson Hwy-SR16

Cycle (sec): 100 Critical Vol./Cap. (X): 0.810
Loss Time (sec): 12 Average Delay (sec/veh): 29.4
Optimal Cycle: 79 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 2 | 0 1 | 2 | 0 | 2 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 14 | 1014 | 188 | | 83 | 430 | 96 | | 91 | 560 | 12 | | 251 | 1404 | 33 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 14 | 1014 | 188 | | 83 | 430 | 96 | | 91 | 560 | 12 | | 251 | 1404 | 33 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 16 | 1139 | 211 | | 93 | 483 | 108 | | 102 | 629 | 13 | | 282 | 1578 | 37 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 16 | 1139 | 211 | | 93 | 483 | 108 | | 102 | 629 | 13 | | 282 | 1578 | 37 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 16 | 1139 | 211 | | 93 | 483 | 108 | | 102 | 629 | 13 | | 282 | 1578 | 37 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.91 | 0.85 | | 0.92 | 0.91 | 0.85 | | 0.92 | 0.95 | 0.85 | | 0.92 | 0.95 | 0.85 | |
| Lanes: | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 2.00 | 1.00 | | 2.00 | 2.00 | 1.00 | |
| Final Sat.: | 3502 | 5187 | 1615 | | 3502 | 5187 | 1615 | | 3502 | 3610 | 1615 | | 3502 | 3610 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.22 | 0.13 | | 0.03 | 0.09 | 0.07 | | 0.03 | 0.17 | 0.01 | | 0.08 | 0.44 | 0.02 | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.01 | 0.27 | 0.45 | | 0.03 | 0.29 | 0.33 | | 0.04 | 0.39 | 0.41 | | 0.18 | 0.54 | 0.57 | |
| Volume/Cap: | 0.32 | 0.81 | 0.29 | | 0.81 | 0.32 | 0.20 | | 0.81 | 0.44 | 0.02 | | 0.44 | 0.81 | 0.04 | |
| Delay/Veh: | 52.6 | 37.7 | 17.4 | | 81.3 | 27.9 | 24.5 | | 78.8 | 22.5 | 17.7 | | 36.9 | 21.5 | 9.4 | |
| 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: | 52.6 | 37.7 | 17.4 | | 81.3 | 27.9 | 24.5 | | 78.8 | 22.5 | 17.7 | | 36.9 | 21.5 | 9.4 | |
| LOS by Move: | D | D | B | | F | C | C | | E | C | B | | D | C | A | |
| HCM2kAvgQ: | 0 | 12 | 4 | | 2 | 4 | 2 | | 3 | 8 | 0 | | 4 | 21 | 0 | |

Note: Queue reported is the number of cars per lane.





AM Cumulative No Federal AcFri May 8, 2009 17:29:25 Page 105-1

Cumulative No Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #103 Grant Line Rd/ Jackson Rd- SR16

Cycle (sec): 100 Critical Vol./Cap. (X): 0.431
Loss Time (sec): 12 Average Delay (sec/veh): 24.2
Optimal Cycle: 37 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 2 | 0 1 | 2 | 0 | 2 | 0 2 | 2 | 0 | 2 | 0 2 | 2 | 0 | 2 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 169 | 794 | 55 | | 2 | 712 | 140 | | 52 | 406 | 191 | | 176 | 600 | 2 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 169 | 794 | 55 | | 2 | 712 | 140 | | 52 | 406 | 191 | | 176 | 600 | 2 | |
| User Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Volume: | 150 | 707 | 49 | | 2 | 634 | 125 | | 46 | 361 | 170 | | 157 | 534 | 2 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 150 | 707 | 49 | | 2 | 634 | 125 | | 46 | 361 | 170 | | 157 | 534 | 2 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 150 | 707 | 49 | | 2 | 634 | 125 | | 46 | 361 | 170 | | 157 | 534 | 2 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.95 | 0.85 | | 0.92 | 0.95 | 0.75 | | 0.92 | 0.95 | 0.75 | | 0.92 | 0.95 | 0.85 | |
| Lanes: | 2.00 | 2.00 | 1.00 | | 2.00 | 2.00 | 2.00 | | 2.00 | 2.00 | 2.00 | | 2.00 | 2.00 | 1.00 | |
| Final Sat.: | 3502 | 3610 | 1615 | | 3502 | 3610 | 2842 | | 3502 | 3610 | 2842 | | 3502 | 3610 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.20 | 0.03 | | 0.00 | 0.18 | 0.04 | | 0.01 | 0.10 | 0.06 | | 0.04 | 0.15 | 0.00 | |
| Crit Moves: | **** | | | | | **** | | | **** | | | | | **** | | |
| Green/Cycle: | 0.10 | 0.51 | 0.62 | | 0.00 | 0.41 | 0.44 | | 0.03 | 0.26 | 0.36 | | 0.12 | 0.34 | 0.34 | |
| Volume/Cap: | 0.43 | 0.39 | 0.05 | | 0.39 | 0.43 | 0.10 | | 0.43 | 0.39 | 0.17 | | 0.39 | 0.43 | 0.00 | |
| Delay/Veh: | 43.2 | 15.4 | 7.4 | | 96.5 | 21.5 | 16.6 | | 50.4 | 30.8 | 22.0 | | 41.6 | 25.6 | 21.5 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 43.2 | 15.4 | 7.4 | | 96.5 | 21.5 | 16.6 | | 50.4 | 30.8 | 22.0 | | 41.6 | 25.6 | 21.5 | |
| LOS by Move: | D | B | A | | F | C | B | | D | C | C | | D | C | C | |
| HCM2kAvgQ: | 3 | 7 | 1 | | 0 | 7 | 1 | | 1 | 5 | 2 | | 2 | 6 | 0 | |

Note: Queue reported is the number of cars per lane.

Cumulative No Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #104 Oak Ave Pkwy/ WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.746
Loss Time (sec): 6 Average Delay (sec/veh): 16.5
Optimal Cycle: 48 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Ignore | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 2 | 0 1 | 0 | 0 | 2 | 0 1 | 0 | 0 | 0 | 0 0 | 2 | 0 | 0 | 0 2 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1489 | 454 | | 0 | 899 | 613 | | 0 | 0 | 0 | | 478 | 0 | 118 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 0 | 1489 | 454 | | 0 | 899 | 613 | | 0 | 0 | 0 | | 478 | 0 | 118 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 0 | 1673 | 0 | | 0 | 1010 | 689 | | 0 | 0 | 0 | | 537 | 0 | 133 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 1673 | 0 | | 0 | 1010 | 689 | | 0 | 0 | 0 | | 537 | 0 | 133 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 1673 | 0 | | 0 | 1010 | 689 | | 0 | 0 | 0 | | 537 | 0 | 133 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.95 | 1.00 | | 1.00 | 0.95 | 0.85 | | 1.00 | 1.00 | 1.00 | | 0.59 | 1.00 | 0.75 | |
| Lanes: | 0.00 | 2.00 | 1.00 | | 0.00 | 2.00 | 1.00 | | 0.00 | 0.00 | 0.00 | | 2.00 | 0.00 | 2.00 | |
| Final Sat.: | 0 | 3610 | 1900 | | 0 | 3610 | 1615 | | 0 | 0 | 0 | | 2256 | 0 | 2842 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.46 | 0.00 | | 0.00 | 0.28 | 0.43 | | 0.00 | 0.00 | 0.00 | | 0.24 | 0.00 | 0.05 | |
| Crit Moves: | | **** | | | | | | | | | | | **** | | | |
| Green/Cycle: | 0.00 | 0.62 | 0.00 | | 0.00 | 0.62 | 0.62 | | 0.00 | 0.00 | 0.00 | | 0.32 | 0.00 | 0.32 | |
| Volume/Cap: | 0.00 | 0.75 | 0.00 | | 0.00 | 0.45 | 0.69 | | 0.00 | 0.00 | 0.00 | | 0.75 | 0.00 | 0.15 | |
| Delay/Veh: | 0.0 | 14.8 | 0.0 | | 0.0 | 10.1 | 14.5 | | 0.0 | 0.0 | 0.0 | | 34.7 | 0.0 | 24.4 | |
| 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: | 0.0 | 14.8 | 0.0 | | 0.0 | 10.1 | 14.5 | | 0.0 | 0.0 | 0.0 | | 34.7 | 0.0 | 24.4 | |
| LOS by Move: | A | B | A | | A | B | B | | A | A | A | | C | A | C | |
| HCM2kAvgQ: | 0 | 18 | 0 | | 0 | 8 | 14 | | 0 | 0 | 0 | | 9 | 0 | 2 | |

Note: Queue reported is the number of cars per lane.





Cumulative No Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #105 Oak Ave Pkwy/ EB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.853
Loss Time (sec): 6 Average Delay (sec/veh): 27.6
Optimal Cycle: 73 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 2 | 0 1 | 0 | 0 | 2 | 0 1 | 2 | 0 | 0 | 0 2 | 0 | 0 | 0 | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 946 | 143 | | 0 | 961 | 130 | | 997 | 0 | 531 | | 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 | 946 | 143 | | 0 | 961 | 130 | | 997 | 0 | 531 | | 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: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 0 | 1063 | 161 | | 0 | 1080 | 146 | | 1120 | 0 | 597 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 1063 | 161 | | 0 | 1080 | 146 | | 1120 | 0 | 597 | | 0 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 1063 | 161 | | 0 | 1080 | 146 | | 1120 | 0 | 597 | | 0 | 0 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.95 | 0.85 | | 1.00 | 0.95 | 0.85 | | 0.59 | 1.00 | 0.75 | | 1.00 | 1.00 | 1.00 | |
| Lanes: | 0.00 | 2.00 | 1.00 | | 0.00 | 2.00 | 1.00 | | 2.00 | 0.00 | 2.00 | | 0.00 | 0.00 | 0.00 | |
| Final Sat.: | 0 | 3610 | 1615 | | 0 | 3610 | 1615 | | 2226 | 0 | 2842 | | 0 | 0 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.29 | 0.10 | | 0.00 | 0.30 | 0.09 | | 0.50 | 0.00 | 0.21 | | 0.00 | 0.00 | 0.00 | |
| Crit Moves: | | | | | | **** | | | **** | | | | | | | |
| Green/Cycle: | 0.00 | 0.35 | 0.35 | | 0.00 | 0.35 | 0.35 | | 0.59 | 0.00 | 0.59 | | 0.00 | 0.00 | 0.00 | |
| Volume/Cap: | 0.00 | 0.84 | 0.28 | | 0.00 | 0.85 | 0.26 | | 0.85 | 0.00 | 0.36 | | 0.00 | 0.00 | 0.00 | |
| Delay/Veh: | 0.0 | 35.1 | 23.7 | | 0.0 | 35.9 | 23.4 | | 22.6 | 0.0 | 10.8 | | 0.0 | 0.0 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 35.1 | 23.7 | | 0.0 | 35.9 | 23.4 | | 22.6 | 0.0 | 10.8 | | 0.0 | 0.0 | 0.0 | |
| LOS by Move: | A | D | C | | A | D | C | | C | A | B | | A | A | A | |
| HCM2kAvgQ: | 0 | 17 | 3 | | 0 | 17 | 3 | | 18 | 0 | 5 | | 0 | 0 | 0 | |

Note: Queue reported is the number of cars per lane.

AM Cumulative No Federal AcFri May 8, 2009 17:29:25 Page 108-1

Cumulative No Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #106 Empire Ranch Rd/ WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.597
Loss Time (sec): 6 Average Delay (sec/veh): 14.7
Optimal Cycle: 33 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 558 | 312 | | 0 | 1260 | 525 | | 0 | 0 | 0 | | 314 | 0 | 495 | |
| Growth Adj: | 1.00 | 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 | 558 | 312 | | 0 | 1260 | 525 | | 0 | 0 | 0 | | 314 | 0 | 495 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 0 | 627 | 351 | | 0 | 1416 | 590 | | 0 | 0 | 0 | | 353 | 0 | 556 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 627 | 351 | | 0 | 1416 | 590 | | 0 | 0 | 0 | | 353 | 0 | 556 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 0 | 627 | 351 | | 0 | 1416 | 590 | | 0 | 0 | 0 | | 353 | 0 | 556 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.91 | 0.85 | | 1.00 | 0.91 | 0.85 | | 1.00 | 1.00 | 1.00 | | 0.59 | 1.00 | 0.75 | |
| Lanes: | 0.00 | 3.00 | 1.00 | | 0.00 | 3.00 | 1.00 | | 0.00 | 0.00 | 0.00 | | 2.00 | 0.00 | 2.00 | |
| Final Sat.: | 0 | 5187 | 1615 | | 0 | 5187 | 1615 | | 0 | 0 | 0 | | 2256 | 0 | 2842 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.12 | 0.22 | | 0.00 | 0.27 | 0.37 | | 0.00 | 0.00 | 0.00 | | 0.16 | 0.00 | 0.20 | |
| Crit Moves: | | | | | | | **** | | | | | | | | **** | |
| Green/Cycle: | 0.00 | 0.61 | 0.61 | | 0.00 | 0.61 | 0.61 | | 0.00 | 0.00 | 0.00 | | 0.33 | 0.00 | 0.33 | |
| Volume/Cap: | 0.00 | 0.20 | 0.35 | | 0.00 | 0.45 | 0.60 | | 0.00 | 0.00 | 0.00 | | 0.48 | 0.00 | 0.60 | |
| Delay/Veh: | 0.0 | 8.6 | 9.8 | | 0.0 | 10.4 | 12.9 | | 0.0 | 0.0 | 0.0 | | 27.3 | 0.0 | 29.1 | |
| 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: | 0.0 | 8.6 | 9.8 | | 0.0 | 10.4 | 12.9 | | 0.0 | 0.0 | 0.0 | | 27.3 | 0.0 | 29.1 | |
| LOS by Move: | A | A | A | | A | B | B | | A | A | A | | C | A | C | |
| HCM2kAvgQ: | 0 | 3 | 5 | | 0 | 8 | 10 | | 0 | 0 | 0 | | 5 | 0 | 9 | |

Note: Queue reported is the number of cars per lane.





AM Cumulative No Federal AcFri May 8, 2009 17:29:25 Page 109-1

Cumulative No Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #107 Empire Ranch Rd/ EB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.416
Loss Time (sec): 6 Average Delay (sec/veh): 15.2
Optimal Cycle: 24 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Ignore | | | | Ignore | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 3 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 624 | 142 | | 0 | 1066 | 508 | | 245 | 0 | 404 | | 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 | 624 | 142 | | 0 | 1066 | 508 | | 245 | 0 | 404 | | 0 | 0 | 0 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 0 | 701 | 0 | | 0 | 1198 | 0 | | 275 | 0 | 454 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 701 | 0 | | 0 | 1198 | 0 | | 275 | 0 | 454 | | 0 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 701 | 0 | | 0 | 1198 | 0 | | 275 | 0 | 454 | | 0 | 0 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.91 | 1.00 | | 1.00 | 0.91 | 1.00 | | 0.59 | 1.00 | 0.75 | | 1.00 | 1.00 | 1.00 | |
| Lanes: | 0.00 | 3.00 | 1.00 | | 0.00 | 3.00 | 1.00 | | 2.00 | 0.00 | 2.00 | | 0.00 | 0.00 | 0.00 | |
| Final Sat.: | 0 | 5187 | 1900 | | 0 | 5187 | 1900 | | 2245 | 0 | 2842 | | 0 | 0 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.14 | 0.00 | | 0.00 | 0.23 | 0.00 | | 0.12 | 0.00 | 0.16 | | 0.00 | 0.00 | 0.00 | |
| Crit Moves: | | | | | | **** | | | | | **** | | | | | |
| Green/Cycle: | 0.00 | 0.56 | 0.00 | | 0.00 | 0.56 | 0.00 | | 0.38 | 0.00 | 0.38 | | 0.00 | 0.00 | 0.00 | |
| Volume/Cap: | 0.00 | 0.24 | 0.00 | | 0.00 | 0.42 | 0.00 | | 0.32 | 0.00 | 0.42 | | 0.00 | 0.00 | 0.00 | |
| Delay/Veh: | 0.0 | 11.5 | 0.0 | | 0.0 | 12.9 | 0.0 | | 21.8 | 0.0 | 22.8 | | 0.0 | 0.0 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 11.5 | 0.0 | | 0.0 | 12.9 | 0.0 | | 21.8 | 0.0 | 22.8 | | 0.0 | 0.0 | 0.0 | |
| LOS by Move: | A | B | A | | A | B | A | | C | A | C | | A | A | A | |
| HCM2kAvgQ: | 0 | 4 | 0 | | 0 | 8 | 0 | | 3 | 0 | 6 | | 0 | 0 | 0 | |

Note: Queue reported is the number of cars per lane.

Cumulative No Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #108 Silva Way/ WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.946
Loss Time (sec): 6 Average Delay (sec/veh): 35.3
Optimal Cycle: 130 Level Of Service: D

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Ignore | | | | Ignore | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 557 | 0 | | 0 | 1117 | 651 | | 0 | 0 | 0 | | 1073 | 0 | 114 | |
| Growth Adj: | 1.00 | 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 | 557 | 0 | | 0 | 1117 | 651 | | 0 | 0 | 0 | | 1073 | 0 | 114 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 0 | 626 | 0 | | 0 | 1255 | 0 | | 0 | 0 | 0 | | 1206 | 0 | 128 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 626 | 0 | | 0 | 1255 | 0 | | 0 | 0 | 0 | | 1206 | 0 | 128 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 626 | 0 | | 0 | 1255 | 0 | | 0 | 0 | 0 | | 1206 | 0 | 128 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.95 | 1.00 | | 1.00 | 0.95 | 1.00 | | 1.00 | 1.00 | 1.00 | | 0.59 | 1.00 | 0.85 | |
| Lanes: | 0.00 | 2.00 | 1.00 | | 0.00 | 2.00 | 1.00 | | 0.00 | 0.00 | 0.00 | | 2.00 | 0.00 | 1.00 | |
| Final Sat.: | 0 | 3610 | 1900 | | 0 | 3610 | 1900 | | 0 | 0 | 0 | | 2226 | 0 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.17 | 0.00 | | 0.00 | 0.35 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.54 | 0.00 | 0.08 | |
| Crit Moves: | | | | | | **** | | | | | | | **** | | | |
| Green/Cycle: | 0.00 | 0.37 | 0.00 | | 0.00 | 0.37 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.57 | 0.00 | 0.57 | |
| Volume/Cap: | 0.00 | 0.47 | 0.00 | | 0.00 | 0.95 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.95 | 0.00 | 0.14 | |
| Delay/Veh: | 0.0 | 24.5 | 0.0 | | 0.0 | 44.5 | 0.0 | | 0.0 | 0.0 | 0.0 | | 34.2 | 0.0 | 10.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 24.5 | 0.0 | | 0.0 | 44.5 | 0.0 | | 0.0 | 0.0 | 0.0 | | 34.2 | 0.0 | 10.0 | |
| LOS by Move: | A | C | A | | A | D | A | | A | A | A | | C | A | A | |
| HCM2kAvgQ: | 0 | 8 | 0 | | 0 | 25 | 0 | | 0 | 0 | 0 | | 23 | 0 | 2 | |

Note: Queue reported is the number of cars per lane.





Cumulative No Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #109 Silva Way/ EB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.712
Loss Time (sec): 6 Average Delay (sec/veh): 8.0
Optimal Cycle: 44 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Ignore | | | | Ignore | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 2 | 0 | 1 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 556 | 374 | | 0 | 1899 | 0 | | 165 | 0 | 89 | | 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 | 556 | 374 | | 0 | 1899 | 0 | | 165 | 0 | 89 | | 0 | 0 | 0 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 0 | 625 | 0 | | 0 | 2134 | 0 | | 185 | 0 | 100 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 625 | 0 | | 0 | 2134 | 0 | | 185 | 0 | 100 | | 0 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 625 | 0 | | 0 | 2134 | 0 | | 185 | 0 | 100 | | 0 | 0 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.95 | 1.00 | | 1.00 | 0.95 | 1.00 | | 0.62 | 1.00 | 0.75 | | 1.00 | 1.00 | 1.00 | |
| Lanes: | 0.00 | 2.00 | 1.00 | | 0.00 | 2.00 | 1.00 | | 2.00 | 0.00 | 2.00 | | 0.00 | 0.00 | 0.00 | |
| Final Sat.: | 0 | 3610 | 1900 | | 0 | 3610 | 1900 | | 2363 | 0 | 2842 | | 0 | 0 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.17 | 0.00 | | 0.00 | 0.59 | 0.00 | | 0.08 | 0.00 | 0.04 | | 0.00 | 0.00 | 0.00 | |
| Crit Moves: | | | | | | **** | | | **** | | | | | | | |
| Green/Cycle: | 0.00 | 0.83 | 0.00 | | 0.00 | 0.83 | 0.00 | | 0.11 | 0.00 | 0.11 | | 0.00 | 0.00 | 0.00 | |
| Volume/Cap: | 0.00 | 0.21 | 0.00 | | 0.00 | 0.71 | 0.00 | | 0.71 | 0.00 | 0.32 | | 0.00 | 0.00 | 0.00 | |
| Delay/Veh: | 0.0 | 1.8 | 0.0 | | 0.0 | 4.4 | 0.0 | | 51.9 | 0.0 | 41.6 | | 0.0 | 0.0 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 1.8 | 0.0 | | 0.0 | 4.4 | 0.0 | | 51.9 | 0.0 | 41.6 | | 0.0 | 0.0 | 0.0 | |
| LOS by Move: | A | A | A | | A | A | A | | D | A | D | | A | A | A | |
| HCM2kAvgQ: | 0 | 2 | 0 | | 0 | 13 | 0 | | 3 | 0 | 1 | | 0 | 0 | 0 | |

Note: Queue reported is the number of cars per lane.

LEVEL OF SERVICE WORKSHEETS

# CUMULATIVE CONDITIONS
# NO FEDERAL ACTION (NF) ALTERNATIVE
# PM PEAK HOUR

Cumulative No Project PM

Impact Analysis Report
Level Of Service

| Intersection | Base LOS | Base Del/ Veh | Base V/ C | Future LOS | Future Del/ Veh | Future V/ C | Change in |
|---|---|---|---|---|---|---|---|
| # 1 Folsom Blvd/ Blue Ravine Rd | E | 63.7 | 1.022 | E | 63.7 | 1.022 | + 0.000 D/V |
| # 2 Sibly Street/ Blue Ravine Road | C | 30.4 | 0.738 | C | 30.4 | 0.738 | + 0.000 D/V |
| # 3 Oak Avenue Parkway/ Blue Ravin | D | 37.6 | 0.831 | D | 37.6 | 0.831 | + 0.000 D/V |
| # 4 Empire Ranch Road/ Natoma Stre | A | 9.3 | 0.672 | A | 9.3 | 0.672 | + 0.000 D/V |
| # 5 Oak Avenue Parkway/ Riley Stre | C | 24.2 | 0.779 | C | 24.2 | 0.779 | + 0.000 D/V |
| # 6 Oak Avenue Parkway/ East Bidwe | D | 48.1 | 0.967 | D | 48.1 | 0.967 | + 0.000 D/V |
| # 7 East Bidwell St/Nesmith Ct | E | 62.2 | 1.100 | E | 62.2 | 1.100 | + 0.000 D/V |
| # 8 East Bidwell St/Scholar Way | B | 15.0 | 0.653 | B | 15.0 | 0.653 | + 0.000 D/V |
| # 9 East Bidwell St/Power Center D | B | 18.1 | 0.741 | B | 18.1 | 0.741 | + 0.000 D/V |
| # 10 Broadstone Pkwy/ East Bidwell | C | 32.9 | 0.810 | C | 32.9 | 0.810 | + 0.000 D/V |
| # 11 Empire Ranch Road/ Broadstone | C | 24.0 | 0.581 | C | 24.0 | 0.581 | + 0.000 D/V |
| # 12 Oak Avenue Prky / Haverhill Dr | A | 8.8 | 0.644 | A | 8.8 | 0.644 | + 0.000 D/V |
| # 13 Oak Avenue Prky / Haldion Wy | B | 12.7 | 0.696 | B | 12.7 | 0.696 | + 0.000 D/V |
| # 14 Folsom Blvd/ Iron Point Road | C | 30.6 | 0.966 | C | 30.6 | 0.966 | + 0.000 D/V |
| # 15 Prairie City Rd/ Iron Point Rd | C | 30.1 | 0.682 | C | 30.1 | 0.682 | + 0.000 D/V |
| # 16 Grover Rd/ Iron Point Rd | B | 11.3 | 0.406 | B | 11.3 | 0.406 | + 0.000 D/V |
| # 17 McAdoo Dr/ Iron Point Rd | B | 16.7 | 0.471 | B | 16.7 | 0.471 | + 0.000 D/V |
| # 18 Oak Ave Pkwy/ Iron Point Rd | D | 39.6 | 0.860 | D | 39.6 | 0.860 | + 0.000 D/V |
| # 19 Rowberry Dr/ Iron Point Rd | C | 28.1 | 0.785 | C | 28.1 | 0.785 | + 0.000 D/V |
| # 20 Broadstone Pkwy/ Iron Point Rd | C | 20.3 | 0.577 | C | 20.3 | 0.577 | + 0.000 D/V |
| # 21 East Bidwell St/ Iron Point Rd | E | 76.2 | 1.122 | E | 76.2 | 1.122 | + 0.000 D/V |
| # 22 Cavitt Dr/ Iron Point Rd | C | 21.6 | 0.644 | C | 21.6 | 0.644 | + 0.000 D/V |
| # 23 Serpa Way / Iron Point Rd | D | 43.6 | 0.975 | D | 43.6 | 0.975 | + 0.000 D/V |
| # 24 Empire Ranch Road/ Iron Point | E | 76.1 | 1.110 | E | 76.1 | 1.110 | + 0.000 D/V |

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Cumulative No Project PM

| Intersection | Base LOS | Base Del/ Veh | Base V/ C | Future LOS | Future Del/ Veh | Future V/ C | Change in |
|---|---|---|---|---|---|---|---|
| # 25 Prairie City Rd/ High School | C | 25.8 | 0.656 | C | 25.8 | 0.656 | + 0.000 D/V |
| # 26 East Bidwell St / Placerville | F | OVRFL | 3.244 | F | OVRFL | 3.244 | + 0.000 D/V |
| # 27 Prairie City Rd/ White Rock Rd | C | 23.8 | 0.835 | C | 23.8 | 0.835 | + 0.000 D/V |
| # 28 Scott Rd (South)/ White Rock R | B | 10.2 | 0.744 | B | 10.2 | 0.744 | + 0.000 D/V |
| # 29 Scott Rd (North)/ White Rock R | C | 21.4 | 0.690 | C | 21.4 | 0.690 | + 0.000 D/V |
| # 30 Placerville Rd/ White Rock Rd | A | 9.1 | 0.487 | A | 9.1 | 0.487 | + 0.000 D/V |
| # 31 Empire Ranch Rd/ North Rd | C | 23.3 | 0.488 | C | 23.3 | 0.488 | + 0.000 D/V |
| # 32 Prairie City Rd/ Easton Valley | C | 31.5 | 0.657 | C | 31.5 | 0.657 | + 0.000 D/V |
| # 33 Oak Ave Pkwy/ Easton Valley Pk | C | 29.7 | 0.725 | C | 29.7 | 0.725 | + 0.000 D/V |
| # 34 RowberryDr/ Easton Valley Pkwy | C | 22.7 | 0.635 | C | 22.7 | 0.635 | + 0.000 D/V |
| # 35 1st/ Easton Valley Pkwy | C | 25.6 | 0.614 | C | 25.6 | 0.614 | + 0.000 D/V |
| # 36 2nd St/ Easton Valley Pkwy | C | 26.5 | 0.633 | C | 26.5 | 0.633 | + 0.000 D/V |
| # 37 3rd St/ Easton Valley Pkwy | C | 20.7 | 0.461 | C | 20.7 | 0.461 | + 0.000 D/V |
| # 38 Scott Rd (North)/ Easton Valle | C | 34.4 | 0.809 | C | 34.4 | 0.809 | + 0.000 D/V |
| # 39 Placerville Rd / Easton Valley | C | 24.6 | 0.243 | C | 24.6 | 0.243 | + 0.000 D/V |
| # 40 4th St/ Easton Valley Pkwy | C | 23.1 | 0.423 | C | 23.1 | 0.423 | + 0.000 D/V |
| # 41 Hillside Dr/ Easton Valley Pkw | B | 14.5 | 0.318 | B | 14.5 | 0.318 | + 0.000 D/V |
| # 42 Empire Ranch Rd/ Easton Valley | C | 25.2 | 0.461 | C | 25.2 | 0.461 | + 0.000 D/V |
| # 43 Prairie City Rd/Middle Rd | A | 10.0 | 0.446 | A | 10.0 | 0.446 | + 0.000 D/V |
| # 44 Oak Ave Pkwy/Middle Rd | B | 19.9 | 0.390 | B | 19.9 | 0.390 | + 0.000 D/V |
| # 45 Scott Rd (North)/ Street "B" | C | 27.0 | 0.714 | C | 27.0 | 0.714 | + 0.000 D/V |
| # 46 Placerville Drive/Street "B" | B | 15.1 | 0.323 | B | 15.1 | 0.323 | + 0.000 D/V |
| # 47 Prairie City Rd/Street "A" | A | 8.8 | 0.510 | A | 8.8 | 0.510 | + 0.000 D/V |
| # 48 Oak Ave Pkwy/Street "A" | C | 27.1 | 0.532 | C | 27.1 | 0.532 | + 0.000 D/V |
| # 49 2nd St/Street "A" | B | 19.1 | 0.351 | B | 19.1 | 0.351 | + 0.000 D/V |
| # 50 Scott Rd (North)/ Street "A" | B | 19.2 | 0.530 | B | 19.2 | 0.530 | + 0.000 D/V |

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Cumulative No Project PM

| Intersection | Base LOS | Base Del/ Veh | Base V/ C | Future LOS | Future Del/ Veh | Future V/ C | Change in |
|---|---|---|---|---|---|---|---|
| # 51 East Rd/Street "A" | A | 8.3 | 0.202 | A | 8.3 | 0.202 | + 0.000 V/C |
| # 52 Placerville Rd/ Street "A" | C | 20.2 | 0.486 | C | 20.2 | 0.486 | + 0.000 D/V |
| # 53 Empire Ranch Rd/Street "A" | B | 12.7 | 0.288 | B | 12.7 | 0.288 | + 0.000 D/V |
| # 54 Scott Rd (North)/South Rd | B | 18.8 | 0.453 | B | 18.8 | 0.453 | + 0.000 D/V |
| # 55 Oak Ave Pkwy/ White Rock Rd | C | 27.4 | 0.852 | C | 27.4 | 0.852 | + 0.000 D/V |
| # 56 Empire Ranch Rd/ White Rock Rd | B | 18.0 | 0.697 | B | 18.0 | 0.697 | + 0.000 D/V |
| # 57 Hazel Blvd/ Gold Country | F | xxxxx | 1.272 | F | xxxxx | 1.272 | + 0.000 V/C |
| # 58 Hazel Ave/ Folsom Blvd | D | xxxxx | 0.835 | D | xxxxx | 0.835 | + 0.000 V/C |
| # 59 Grant Line Rd/ White Rock Rd | E | xxxxx | 0.967 | E | xxxxx | 0.967 | + 0.000 V/C |
| # 60 Grant Line Rd/ Sunrise Rd | C | xxxxx | 0.706 | C | xxxxx | 0.706 | + 0.000 V/C |
| # 61 Hazel Ave/ Easton Valley Pkwy | C | xxxxx | 0.708 | C | xxxxx | 0.708 | + 0.000 V/C |
| # 62 Aerojet Road/ Easton Valley Pk | C | xxxxx | 0.737 | C | xxxxx | 0.737 | + 0.000 V/C |
| # 63 Alabama Ave/ Easton Valley Pkw | A | xxxxx | 0.378 | A | xxxxx | 0.378 | + 0.000 V/C |
| # 64 Glenborough Rd/ Easton Valley | A | xxxxx | 0.478 | A | xxxxx | 0.478 | + 0.000 V/C |
| # 65 Sunrise Blvd/ White Rock Rd | B | xxxxx | 0.652 | B | xxxxx | 0.652 | + 0.000 V/C |
| # 66 Fitzgerald Road / White Rock R | A | xxxxx | 0.333 | A | xxxxx | 0.333 | + 0.000 V/C |
| # 67 Sunrise Blvd/ Douglas Rd | D | xxxxx | 0.802 | D | xxxxx | 0.802 | + 0.000 V/C |
| # 68 Grant Line Rd/ Douglas Rd | B | xxxxx | 0.639 | B | xxxxx | 0.639 | + 0.000 V/C |
| # 69 Grant Line Rd/ Kiefer Boulevar | B | xxxxx | 0.645 | B | xxxxx | 0.645 | + 0.000 V/C |
| # 70 Rancho Cordova Pkwy/ Easton Va | E | xxxxx | 0.956 | E | xxxxx | 0.956 | + 0.000 V/C |
| # 71 Rancho Cordova Pkwy/ White Roc | D | xxxxx | 0.863 | D | xxxxx | 0.863 | + 0.000 V/C |
| # 72 International Drive/White Rock | B | xxxxx | 0.690 | B | xxxxx | 0.690 | + 0.000 V/C |
| # 73 Rio Del Oro Prky/ White Rock R | A | xxxxx | 0.360 | A | xxxxx | 0.360 | + 0.000 V/C |
| # 74 Villagio Prky/ White Rock Rd | A | xxxxx | 0.524 | A | xxxxx | 0.524 | + 0.000 V/C |
| # 75 Sunrise Rd/ International Dr | C | xxxxx | 0.703 | C | xxxxx | 0.703 | + 0.000 V/C |

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Cumulative No Project PM

| Intersection | Base LOS | Base Del/ Veh | Base V/ C | Future LOS | Future Del/ Veh | Future V/ C | Change in |
|---|---|---|---|---|---|---|---|
| # 76 Villagio Prky/Americanos Blvd | B | xxxxx | 0.627 | B | xxxxx | 0.627 | + 0.000 V/C |
| # 77 Grant Line Rd/Centenial | C | xxxxx | 0.736 | C | xxxxx | 0.736 | + 0.000 V/C |
| # 78 Villagio Prky/ Rancho Cordova | C | 22.7 | 0.523 | C | 22.7 | 0.523 | + 0.000 D/V |
| # 79 Rancho Cordova Pkwy/ Douglas R | C | xxxxx | 0.762 | C | xxxxx | 0.762 | + 0.000 V/C |
| # 80 Americanos Blvd/ Douglas Rd | C | 30.3 | 0.682 | C | 30.3 | 0.682 | + 0.000 D/V |
| # 81 Grant Line Rd/ Chrysanthy Blvd | B | xxxxx | 0.652 | B | xxxxx | 0.652 | + 0.000 V/C |
| # 82 Grant Line Rd/ Rancho Cordova | A | xxxxx | 0.406 | A | xxxxx | 0.406 | + 0.000 V/C |
| # 83 White Rock Rd/ Carson Crossing | D | 42.9 | 1.023 | D | 42.9 | 1.023 | + 0.000 D/V |
| # 84 White Rock Rd/ Stonebriar Rd | B | 10.5 | 0.474 | B | 10.5 | 0.474 | + 0.000 D/V |
| # 85 White Rock Rd/ Windfield Way | C | 33.4 | 0.868 | C | 33.4 | 0.868 | + 0.000 D/V |
| # 86 White Rock Rd/ Latrobe Rd | C | 30.0 | 0.768 | C | 30.0 | 0.768 | + 0.000 D/V |
| # 87 White Rock Rd/ Valley View Pkw | E | 66.0 | 1.068 | E | 66.0 | 1.068 | + 0.000 D/V |
| # 88 El Dorado Hills Blvd/Serrano P | C | 26.2 | 0.823 | C | 26.2 | 0.823 | + 0.000 D/V |
| # 89 El Dorado Hills Blvd/Saratoga | D | 42.8 | 0.921 | D | 42.8 | 0.921 | + 0.000 D/V |
| # 90 El Dorado Hills Blvd/Park Driv | C | 26.9 | 0.798 | C | 26.9 | 0.798 | + 0.000 D/V |
| # 91 Latrobe Rd/ Town Center Blvd | E | 77.1 | 1.113 | E | 77.1 | 1.113 | + 0.000 D/V |
| # 92 Hazel Blvd/ Tributary- WB US 5 | F | 102.1 | 1.258 | F | 102.1 | 1.258 | + 0.000 D/V |
| # 93 Hazel Ave/ EB US-50 Ramps | F | 146.6 | 1.379 | F | 146.6 | 1.379 | + 0.000 D/V |
| # 94 Folsom Blvd/ WB US 50 Ramps | B | 10.8 | 0.583 | B | 10.8 | 0.583 | + 0.000 D/V |
| # 95 Folsom Blvd/ EB US 50 Ramps | C | 26.3 | 0.675 | C | 26.3 | 0.675 | + 0.000 D/V |
| # 96 Prairie City/ WB US 50 Ramps | B | 12.8 | 0.582 | B | 12.8 | 0.582 | + 0.000 D/V |
| # 97 Prairie City/ EB US 50 Ramps | B | 13.2 | 0.628 | B | 13.2 | 0.628 | + 0.000 D/V |
| # 98 East Bidwell St/ WB US 50 Ramp | C | 21.3 | 0.725 | C | 21.3 | 0.725 | + 0.000 D/V |
| # 99 East Bidwell St/ EB US 50 Ramp | C | 20.7 | 0.721 | C | 20.7 | 0.721 | + 0.000 D/V |
| #100 El Dorado Hills Blvd/ WB US 50 | A | 0.3 | 0.671 | A | 0.3 | 0.671 | + 0.000 D/V |
| #101 El Dorado Hills Blvd/ EB US 50 | A | 4.1 | 0.748 | A | 4.1 | 0.748 | + 0.000 D/V |

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to DKS ASSOC., SACRAMENTO

Cumulative No Project PM

| Intersection | Base LOS | Base Del/ Veh | Base V/ C | Future LOS | Future Del/ Veh | Future V/ C | Change in |
|---|---|---|---|---|---|---|---|
| #102 Sunrise Rd/ Jackson Hwy-SR16 | C | 30.3 | 0.832 | C | 30.3 | 0.832 | + 0.000 D/V |
| #103 Grant Line Rd/ Jackson Rd- SR1 | C | 26.2 | 0.611 | C | 26.2 | 0.611 | + 0.000 D/V |
| #104 Oak Ave Pkwy/ WB US 50 Ramps | B | 10.9 | 0.642 | B | 10.9 | 0.642 | + 0.000 D/V |
| #105 Oak Ave Pkwy/ EB US 50 Ramps | C | 27.4 | 0.817 | C | 27.4 | 0.817 | + 0.000 D/V |
| #106 Empire Ranch Rd/ WB US 50 Ramp | B | 15.8 | 0.550 | B | 15.8 | 0.550 | + 0.000 D/V |
| #107 Empire Ranch Rd/ EB US 50 Ramp | B | 18.8 | 0.509 | B | 18.8 | 0.509 | + 0.000 D/V |
| #108 Silva Way/ WB US 50 Ramps | C | 22.9 | 0.862 | C | 22.9 | 0.862 | + 0.000 D/V |
| #109 Silva Way/ EB US 50 Ramps | C | 22.8 | 0.777 | C | 22.8 | 0.777 | + 0.000 D/V |





Cumulative No Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

**********

Intersection #1 Folsom Blvd/ Blue Ravine Rd

**********

Cycle (sec): 120 Critical Vol./Cap. (X): 1.022
Loss Time (sec): 15 Average Delay (sec/veh): 63.7
Optimal Cycle: 180 Level Of Service: E

**********

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Ovl | | | Ovl | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 0 | 2 0 | 1 | 1 0 | 2 0 | 1 | 1 0 | 1 0 | 1 | 2 0 | 1 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 61 | 1172 | 405 | 248 | 1493 | 19 | 571 | 446 | 237 | 85 | 118 | 275 |
| Growth Adj: | 1.00 | 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 | 1172 | 405 | 248 | 1493 | 19 | 571 | 446 | 237 | 85 | 118 | 275 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 65 | 1247 | 431 | 264 | 1588 | 20 | 607 | 474 | 252 | 90 | 126 | 293 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 65 | 1247 | 431 | 264 | 1588 | 20 | 607 | 474 | 252 | 90 | 126 | 293 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 65 | 1247 | 431 | 264 | 1588 | 20 | 607 | 474 | 252 | 90 | 126 | 293 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.95 | 0.85 | 0.95 | 0.95 | 0.85 | 0.95 | 1.00 | 0.85 | 0.92 | 1.00 | 0.85 |
| Lanes: | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 |
| Final Sat.: | 1805 | 3610 | 1615 | 1805 | 3610 | 1615 | 1805 | 1900 | 1615 | 3502 | 1900 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.35 | 0.27 | 0.15 | 0.44 | 0.01 | 0.34 | 0.25 | 0.16 | 0.03 | 0.07 | 0.18 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green/Cycle: | 0.04 | 0.34 | 0.37 | 0.14 | 0.44 | 0.77 | 0.33 | 0.36 | 0.39 | 0.04 | 0.06 | 0.21 |
| Volume/Cap: | 0.99 | 1.02 | 0.71 | 1.02 | 0.99 | 0.02 | 1.02 | 0.70 | 0.40 | 0.70 | 1.02 | 0.87 |
| Delay/Veh: | 165.0 | 71.2 | 35.9 | 113.2 | 52.9 | 3.1 | 82.8 | 36.3 | 26.6 | 72.8 | 143 | 67.3 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 165.0 | 71.2 | 35.9 | 113.2 | 52.9 | 3.1 | 82.8 | 36.3 | 26.6 | 72.8 | 143 | 67.3 |
| LOS by Move: | F | E | D | F | D | A | F | D | C | E | F | E |
| HCM2kAvgQ: | 3 | 26 | 12 | 15 | 37 | 0 | 30 | 16 | 7 | 2 | 6 | 11 |

**********

Note: Queue reported is the number of cars per lane.

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PM Cumulative No Federal AcFri May 8, 2009 17:30:06 Page 4-1

Cumulative No Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #2 Sibly Street/ Blue Ravine Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.738
Loss Time (sec): 12 Average Delay (sec/veh): 30.4
Optimal Cycle: 65 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Ovl | | | Ovl | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 | 0 | 2 | 0 | 1 | 1 | 0 | 2 | 0 | 2 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 139 | 1071 | 341 | 68 | 661 | 164 | 306 | 661 | 252 | 326 | 294 | 55 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 139 | 1071 | 341 | 68 | 661 | 164 | 306 | 661 | 252 | 326 | 294 | 55 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 148 | 1139 | 363 | 72 | 703 | 174 | 326 | 703 | 268 | 347 | 313 | 59 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 148 | 1139 | 363 | 72 | 703 | 174 | 326 | 703 | 268 | 347 | 313 | 59 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 148 | 1139 | 363 | 72 | 703 | 174 | 326 | 703 | 268 | 347 | 313 | 59 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.95 | 0.85 | 0.95 | 0.95 | 0.85 | 0.92 | 0.95 | 0.85 | 0.92 | 0.93 | 0.93 |
| Lanes: | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 | 2.00 | 1.68 | 0.32 |
| Final Sat.: | 1805 | 3610 | 1615 | 1805 | 3610 | 1615 | 3502 | 3610 | 1615 | 3502 | 2968 | 555 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.08 | 0.32 | 0.22 | 0.04 | 0.19 | 0.11 | 0.09 | 0.19 | 0.17 | 0.10 | 0.11 | 0.11 |
| Crit Moves: | | **** | | **** | | | | **** | | **** | | |
| Green/Cycle: | 0.14 | 0.43 | 0.56 | 0.05 | 0.34 | 0.53 | 0.19 | 0.26 | 0.41 | 0.13 | 0.21 | 0.27 |
| Volume/Cap: | 0.57 | 0.74 | 0.40 | 0.74 | 0.57 | 0.21 | 0.50 | 0.74 | 0.41 | 0.74 | 0.50 | 0.40 |
| Delay/Veh: | 43.2 | 25.9 | 12.7 | 71.9 | 27.8 | 12.7 | 37.1 | 36.7 | 21.5 | 47.7 | 35.3 | 30.4 |
| 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: | 43.2 | 25.9 | 12.7 | 71.9 | 27.8 | 12.7 | 37.1 | 36.7 | 21.5 | 47.7 | 35.3 | 30.4 |
| LOS by Move: | D | C | B | E | C | B | D | D | C | D | D | C |
| HCM2kAvgQ: | 4 | 15 | 6 | 4 | 10 | 3 | 4 | 10 | 6 | 6 | 5 | 5 |

Note: Queue reported is the number of cars per lane.





PM Cumulative No Federal AcFri May 8, 2009 17:30:06 Page 5-1

Cumulative No Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #3 Oak Avenue Parkway/ Blue Ravine Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.831
Loss Time (sec): 12 Average Delay (sec/veh): 37.6
Optimal Cycle: 85 Level Of Service: D

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Include | | | Ignore | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 | 0 | 3 | 0 | 1 | 1 | 0 | 2 | 0 | 2 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 213 | 1252 | 967 | 62 | 866 | 34 | 39 | 1014 | 170 | 427 | 449 | 47 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 213 | 1252 | 967 | 62 | 866 | 34 | 39 | 1014 | 170 | 427 | 449 | 47 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.00 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.00 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 227 | 1332 | 0 | 66 | 921 | 36 | 41 | 1079 | 0 | 454 | 478 | 50 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 227 | 1332 | 0 | 66 | 921 | 36 | 41 | 1079 | 0 | 454 | 478 | 50 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 227 | 1332 | 0 | 66 | 921 | 36 | 41 | 1079 | 0 | 454 | 478 | 50 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.91 | 1.00 | 0.95 | 0.91 | 0.85 | 0.92 | 0.95 | 1.00 | 0.92 | 0.94 | 0.94 |
| Lanes: | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 | 2.00 | 2.00 | 1.00 | 2.00 | 1.81 | 0.19 |
| Final Sat.: | 1805 | 5187 | 1900 | 1805 | 5187 | 1615 | 3502 | 3610 | 1900 | 3502 | 3222 | 337 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.13 | 0.26 | 0.00 | 0.04 | 0.18 | 0.02 | 0.01 | 0.30 | 0.00 | 0.13 | 0.15 | 0.15 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green/Cycle: | 0.15 | 0.32 | 0.00 | 0.05 | 0.21 | 0.21 | 0.04 | 0.36 | 0.00 | 0.16 | 0.48 | 0.48 |
| Volume/Cap: | 0.83 | 0.80 | 0.00 | 0.80 | 0.83 | 0.10 | 0.31 | 0.83 | 0.00 | 0.83 | 0.31 | 0.31 |
| Delay/Veh: | 60.2 | 34.2 | 0.0 | 89.3 | 43.1 | 31.8 | 48.1 | 34.0 | 0.0 | 51.4 | 16.1 | 16.1 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 60.2 | 34.2 | 0.0 | 89.3 | 43.1 | 31.8 | 48.1 | 34.0 | 0.0 | 51.4 | 16.1 | 16.1 |
| LOS by Move: | E | C | A | F | D | C | D | C | A | D | B | B |
| HCM2kAvgQ: | 6 | 13 | 0 | 4 | 12 | 1 | 1 | 16 | 0 | 10 | 5 | 5 |

Note: Queue reported is the number of cars per lane.

PM Cumulative No Federal AcFri May 8, 2009 17:30:06 Page 6-1

Cumulative No Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #4 Empire Ranch Road/ Natoma Street

Cycle (sec): 100 Critical Vol./Cap. (X): 0.672
Loss Time (sec): 9 Average Delay (sec/veh): 9.3
Optimal Cycle: 48 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Ovl | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 1! | 0 | 1 | 0 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 900 | 390 | 0 | | 0 | 222 | 47 | | 23 | 0 | 721 | | 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: | 900 | 390 | 0 | | 0 | 222 | 47 | | 23 | 0 | 721 | | 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: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 957 | 415 | 0 | | 0 | 236 | 50 | | 24 | 0 | 767 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 957 | 415 | 0 | | 0 | 236 | 50 | | 24 | 0 | 767 | | 0 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 957 | 415 | 0 | | 0 | 236 | 50 | | 24 | 0 | 767 | | 0 | 0 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.95 | 1.00 | | 1.00 | 0.95 | 0.85 | | 0.81 | 1.00 | 0.81 | | 1.00 | 1.00 | 1.00 | |
| Lanes: | 1.00 | 2.00 | 0.00 | | 0.00 | 2.00 | 1.00 | | 1.03 | 0.00 | 1.97 | | 0.00 | 0.00 | 0.00 | |
| Final Sat.: | 1805 | 3610 | 0 | | 0 | 3610 | 1615 | | 1586 | 0 | 3029 | | 0 | 0 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.53 | 0.11 | 0.00 | | 0.00 | 0.07 | 0.03 | | 0.02 | 0.00 | 0.25 | | 0.00 | 0.00 | 0.00 | |
| Crit Moves: | **** | | | | | **** | | | **** | | | | | | | |
| Green/Cycle: | 0.79 | 0.89 | 0.00 | | 0.00 | 0.10 | 0.10 | | 0.02 | 0.00 | 0.81 | | 0.00 | 0.00 | 0.00 | |
| Volume/Cap: | 0.67 | 0.13 | 0.00 | | 0.00 | 0.67 | 0.32 | | 0.34 | 0.00 | 0.31 | | 0.00 | 0.00 | 0.00 | |
| Delay/Veh: | 6.0 | 0.7 | 0.0 | | 0.0 | 48.6 | 43.2 | | 48.2 | 0.0 | 2.4 | | 0.0 | 0.0 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 6.0 | 0.7 | 0.0 | | 0.0 | 48.6 | 43.2 | | 48.2 | 0.0 | 2.4 | | 0.0 | 0.0 | 0.0 | |
| LOS by Move: | A | A | A | | A | D | D | | D | A | A | | A | A | A | |
| HCM2kAvgQ: | 13 | 1 | 0 | | 0 | 5 | 2 | | 1 | 0 | 3 | | 0 | 0 | 0 | |

Note: Queue reported is the number of cars per lane.





PM Cumulative No Federal AcFri May 8, 2009 17:30:06 Page 7-1

Cumulative No Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #5 Oak Avenue Parkway/ Riley Street

Cycle (sec): 100 Critical Vol./Cap. (X): 0.779
Loss Time (sec): 12 Average Delay (sec/veh): 24.2
Optimal Cycle: 72 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 2 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 223 | 1367 | 41 | | 26 | 1023 | 199 | | 297 | 3 | 153 | | 43 | 8 | 8 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 223 | 1367 | 41 | | 26 | 1023 | 199 | | 297 | 3 | 153 | | 43 | 8 | 8 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 237 | 1454 | 44 | | 28 | 1088 | 212 | | 316 | 3 | 163 | | 46 | 9 | 9 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 237 | 1454 | 44 | | 28 | 1088 | 212 | | 316 | 3 | 163 | | 46 | 9 | 9 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 237 | 1454 | 44 | | 28 | 1088 | 212 | | 316 | 3 | 163 | | 46 | 9 | 9 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.91 | 0.91 | | 0.95 | 0.93 | 0.93 | | 0.95 | 1.00 | 0.85 | | 0.95 | 0.93 | 0.93 | |
| Lanes: | 1.00 | 2.91 | 0.09 | | 1.00 | 1.67 | 0.33 | | 1.00 | 1.00 | 1.00 | | 1.00 | 0.50 | 0.50 | |
| Final Sat.: | 1805 | 5016 | 150 | | 1805 | 2950 | 574 | | 1805 | 1900 | 1615 | | 1805 | 879 | 879 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.13 | 0.29 | 0.29 | | 0.02 | 0.37 | 0.37 | | 0.18 | 0.00 | 0.10 | | 0.03 | 0.01 | 0.01 | |
| Crit Moves: | **** | | | | | **** | | | **** | | | | | **** | | |
| Green/Cycle: | 0.17 | 0.61 | 0.61 | | 0.03 | 0.47 | 0.47 | | 0.22 | 0.19 | 0.19 | | 0.05 | 0.01 | 0.01 | |
| Volume/Cap: | 0.78 | 0.47 | 0.47 | | 0.47 | 0.78 | 0.78 | | 0.78 | 0.01 | 0.53 | | 0.53 | 0.78 | 0.78 | |
| Delay/Veh: | 51.8 | 10.8 | 10.8 | | 53.6 | 24.3 | 24.3 | | 45.7 | 32.9 | 38.3 | | 52.8 | 145 | 145.1 | |
| 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: | 51.8 | 10.8 | 10.8 | | 53.6 | 24.3 | 24.3 | | 45.7 | 32.9 | 38.3 | | 52.8 | 145 | 145.1 | |
| LOS by Move: | D | B | B | | D | C | C | | D | C | D | | D | F | F | |
| HCM2kAvgQ: | 7 | 9 | 9 | | 1 | 18 | 18 | | 11 | 0 | 5 | | 2 | 2 | 2 | |

Note: Queue reported is the number of cars per lane.

PM Cumulative No Federal AcFri May 8, 2009 17:30:06 Page 8-1

Cumulative No Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #6 Oak Avenue Parkway/ East Bidwell Street

Cycle (sec): 100 Critical Vol./Cap. (X): 0.967
Loss Time (sec): 12 Average Delay (sec/veh): 48.1
Optimal Cycle: 153 Level Of Service: D

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ignore | | | | Ignore | | | | Ignore | | | | Ignore | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 188 | 974 | 477 | | 732 | 410 | 92 | | 81 | 1237 | 271 | | 576 | 1303 | 1006 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 188 | 974 | 477 | | 732 | 410 | 92 | | 81 | 1237 | 271 | | 576 | 1303 | 1006 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.00 | |
| PHF Volume: | 200 | 1036 | 0 | | 779 | 436 | 0 | | 86 | 1316 | 0 | | 613 | 1386 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 200 | 1036 | 0 | | 779 | 436 | 0 | | 86 | 1316 | 0 | | 613 | 1386 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| FinalVolume: | 200 | 1036 | 0 | | 779 | 436 | 0 | | 86 | 1316 | 0 | | 613 | 1386 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.91 | 1.00 | | 0.92 | 0.91 | 1.00 | | 0.92 | 0.91 | 1.00 | | 0.92 | 0.91 | 1.00 | |
| Lanes: | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | |
| Final Sat.: | 3502 | 5187 | 1900 | | 3502 | 5187 | 1900 | | 3502 | 5187 | 1900 | | 3502 | 5187 | 1900 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.06 | 0.20 | 0.00 | | 0.22 | 0.08 | 0.00 | | 0.02 | 0.25 | 0.00 | | 0.17 | 0.27 | 0.00 | |
| Crit Moves: | | **** | | | **** | | | | | **** | | | **** | | | |
| Green/Cycle: | 0.18 | 0.21 | 0.00 | | 0.23 | 0.26 | 0.00 | | 0.04 | 0.26 | 0.00 | | 0.18 | 0.41 | 0.00 | |
| Volume/Cap: | 0.32 | 0.97 | 0.00 | | 0.97 | 0.32 | 0.00 | | 0.66 | 0.97 | 0.00 | | 0.97 | 0.66 | 0.00 | |
| Delay/Veh: | 36.3 | 59.2 | 0.0 | | 61.9 | 30.0 | 0.0 | | 59.1 | 53.5 | 0.0 | | 68.2 | 24.9 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 36.3 | 59.2 | 0.0 | | 61.9 | 30.0 | 0.0 | | 59.1 | 53.5 | 0.0 | | 68.2 | 24.9 | 0.0 | |
| LOS by Move: | D | E | A | | E | C | A | | E | D | A | | E | C | A | |
| HCM2kAvgQ: | 3 | 14 | 0 | | 13 | 4 | 0 | | 3 | 20 | 0 | | 12 | 13 | 0 | |

Note: Queue reported is the number of cars per lane.





PM Cumulative No Federal AcFri May 8, 2009 17:30:06 Page 9-1

Cumulative No Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #7 East Bidwell St/Nesmith Ct

Cycle (sec): 100 Critical Vol./Cap. (X): 1.100
Loss Time (sec): 12 Average Delay (sec/veh): 62.2
Optimal Cycle: 180 Level Of Service: E

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Split Phase | | | | Split Phase | | | |
| Rights: | Ovl | | | | Include | | | | Include | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 3 | 0 1 | 2 | 0 | 2 | 1 0 | 0 | 0 | 1! | 0 0 | 1 | 1 | 0 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 13 | 1941 | 372 | | 629 | 1732 | 16 | | 57 | 2 | 53 | | 372 | 1 | 761 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 13 | 1941 | 372 | | 629 | 1732 | 16 | | 57 | 2 | 53 | | 372 | 1 | 761 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 14 | 2065 | 396 | | 669 | 1843 | 17 | | 61 | 2 | 56 | | 396 | 1 | 810 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 14 | 2065 | 396 | | 669 | 1843 | 17 | | 61 | 2 | 56 | | 396 | 1 | 810 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 14 | 2065 | 396 | | 669 | 1843 | 17 | | 61 | 2 | 56 | | 396 | 1 | 810 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.91 | 0.85 | | 0.92 | 0.91 | 0.91 | | 0.91 | 0.91 | 0.91 | | 0.95 | 0.95 | 0.85 | |
| Lanes: | 1.00 | 3.00 | 1.00 | | 2.00 | 2.97 | 0.03 | | 0.51 | 0.02 | 0.47 | | 1.99 | 0.01 | 1.00 | |
| Final Sat.: | 1805 | 5187 | 1615 | | 3502 | 5134 | 47 | | 882 | 31 | 821 | | 3612 | 10 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.40 | 0.25 | | 0.19 | 0.36 | 0.36 | | 0.07 | 0.07 | 0.07 | | 0.11 | 0.11 | 0.50 | |
| Crit Moves: | | **** | | | **** | | | | | | **** | | | | **** | |
| Green/Cycle: | 0.01 | 0.36 | 0.64 | | 0.17 | 0.52 | 0.52 | | 0.06 | 0.06 | 0.06 | | 0.28 | 0.28 | 0.46 | |
| Volume/Cap: | 0.68 | 1.10 | 0.38 | | 1.10 | 0.68 | 0.68 | | 1.10 | 1.10 | 1.10 | | 0.39 | 0.39 | 1.10 | |
| Delay/Veh: | 116.7 | 85.8 | 8.6 | | 108.2 | 18.4 | 18.4 | | 162.9 | 163 | 162.9 | | 29.2 | 29.2 | 91.2 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 116.7 | 85.8 | 8.6 | | 108.2 | 18.4 | 18.4 | | 162.9 | 163 | 162.9 | | 29.2 | 29.2 | 91.2 | |
| LOS by Move: | F | F | A | | F | B | B | | F | F | F | | C | C | F | |
| HCM2kAvgQ: | 1 | 36 | 6 | | 18 | 16 | 16 | | 5 | 5 | 5 | | 5 | 5 | 35 | |

Note: Queue reported is the number of cars per lane.

PM Cumulative No Federal AcFri May 8, 2009 17:30:06 Page 10-1

Cumulative No Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #8 East Bidwell St/Scholar Way

Cycle (sec): 100 Critical Vol./Cap. (X): 0.653
Loss Time (sec): 12 Average Delay (sec/veh): 15.0
Optimal Cycle: 54 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ignore | | | | Ignore | | | | Ignore | | | | Ignore | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 1 | 0 | 2 | 0 1 | 1 | 0 | 2 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 32 | 2034 | 274 | | 105 | 1880 | 176 | | 190 | 53 | 5 | | 109 | 46 | 119 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 32 | 2034 | 274 | | 105 | 1880 | 176 | | 190 | 53 | 5 | | 109 | 46 | 119 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.00 | |
| PHF Volume: | 34 | 2164 | 0 | | 112 | 2000 | 0 | | 202 | 56 | 0 | | 116 | 49 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 34 | 2164 | 0 | | 112 | 2000 | 0 | | 202 | 56 | 0 | | 116 | 49 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| FinalVolume: | 34 | 2164 | 0 | | 112 | 2000 | 0 | | 202 | 56 | 0 | | 116 | 49 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.91 | 1.00 | | 0.92 | 0.91 | 1.00 | | 0.95 | 0.95 | 1.00 | | 0.95 | 0.95 | 1.00 | |
| Lanes: | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 1.00 | 2.00 | 1.00 | | 1.00 | 2.00 | 1.00 | |
| Final Sat.: | 3502 | 5187 | 1900 | | 3502 | 5187 | 1900 | | 1805 | 3610 | 1900 | | 1805 | 3610 | 1900 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.42 | 0.00 | | 0.03 | 0.39 | 0.00 | | 0.11 | 0.02 | 0.00 | | 0.06 | 0.01 | 0.00 | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.02 | 0.64 | 0.00 | | 0.05 | 0.67 | 0.00 | | 0.17 | 0.04 | 0.00 | | 0.15 | 0.02 | 0.00 | |
| Volume/Cap: | 0.57 | 0.65 | 0.00 | | 0.65 | 0.57 | 0.00 | | 0.65 | 0.42 | 0.00 | | 0.42 | 0.65 | 0.00 | |
| Delay/Veh: | 61.9 | 11.7 | 0.0 | | 55.4 | 9.1 | 0.0 | | 43.6 | 49.1 | 0.0 | | 39.2 | 67.4 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 61.9 | 11.7 | 0.0 | | 55.4 | 9.1 | 0.0 | | 43.6 | 49.1 | 0.0 | | 39.2 | 67.4 | 0.0 | |
| LOS by Move: | E | B | A | | E | A | A | | D | D | A | | D | E | A | |
| HCM2kAvgQ: | 1 | 15 | 0 | | 3 | 12 | 0 | | 5 | 1 | 0 | | 3 | 1 | 0 | |

Note: Queue reported is the number of cars per lane.





PM Cumulative No Federal AcFri May 8, 2009 17:30:06 Page 11-1

Cumulative No Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #9 East Bidwell St/Power Center Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.741
Loss Time (sec): 12 Average Delay (sec/veh): 18.1
Optimal Cycle: 65 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Split Phase | | | | Split Phase | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 3 | 0 1 | 1 | 0 | 3 | 0 1 | 1 | 1 | 0 | 0 1 | 0 | 1 | 0 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 98 | 2189 | 188 | | 146 | 1830 | 66 | | 126 | 29 | 72 | | 119 | 3 | 67 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 98 | 2189 | 188 | | 146 | 1830 | 66 | | 126 | 29 | 72 | | 119 | 3 | 67 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 104 | 2329 | 200 | | 155 | 1947 | 70 | | 134 | 31 | 77 | | 127 | 3 | 71 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 104 | 2329 | 200 | | 155 | 1947 | 70 | | 134 | 31 | 77 | | 127 | 3 | 71 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 104 | 2329 | 200 | | 155 | 1947 | 70 | | 134 | 31 | 77 | | 127 | 3 | 71 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.91 | 0.85 | | 0.95 | 0.91 | 0.85 | | 0.96 | 0.96 | 0.85 | | 0.95 | 0.95 | 0.85 | |
| Lanes: | 1.00 | 3.00 | 1.00 | | 1.00 | 3.00 | 1.00 | | 1.63 | 0.37 | 1.00 | | 0.98 | 0.02 | 1.00 | |
| Final Sat.: | 1805 | 5187 | 1615 | | 1805 | 5187 | 1615 | | 2969 | 683 | 1615 | | 1768 | 45 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.06 | 0.45 | 0.12 | | 0.09 | 0.38 | 0.04 | | 0.05 | 0.05 | 0.05 | | 0.07 | 0.07 | 0.04 | |
| Crit Moves: | | **** | | | **** | | | | | **** | | | | **** | | |
| Green/Cycle: | 0.10 | 0.61 | 0.70 | | 0.12 | 0.63 | 0.69 | | 0.06 | 0.06 | 0.16 | | 0.10 | 0.10 | 0.21 | |
| Volume/Cap: | 0.60 | 0.74 | 0.18 | | 0.74 | 0.60 | 0.06 | | 0.74 | 0.74 | 0.30 | | 0.74 | 0.74 | 0.21 | |
| Delay/Veh: | 49.0 | 15.0 | 5.1 | | 55.9 | 11.5 | 5.1 | | 58.6 | 58.6 | 37.9 | | 59.4 | 59.4 | 32.7 | |
| 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: | 49.0 | 15.0 | 5.1 | | 55.9 | 11.5 | 5.1 | | 58.6 | 58.6 | 37.9 | | 59.4 | 59.4 | 32.7 | |
| LOS by Move: | D | B | A | | E | B | A | | E | E | D | | E | E | C | |
| HCM2kAvgQ: | 4 | 20 | 2 | | 6 | 13 | 1 | | 3 | 3 | 2 | | 4 | 4 | 2 | |

Note: Queue reported is the number of cars per lane.

PM Cumulative No Federal AcFri May 8, 2009 17:30:06 Page 12-1

Cumulative No Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #10 Broadstone Pkwy/ East Bidwell St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.810
Loss Time (sec): 12 Average Delay (sec/veh): 32.9
Optimal Cycle: 79 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ignore | | | | Ignore | | | | Ignore | | | | Ignore | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 68 | 1242 | 50 | | 249 | 959 | 180 | | 287 | 1269 | 50 | | 159 | 1441 | 378 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 68 | 1242 | 50 | | 249 | 959 | 180 | | 287 | 1269 | 50 | | 159 | 1441 | 378 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.00 | |
| PHF Volume: | 72 | 1321 | 0 | | 265 | 1020 | 0 | | 305 | 1350 | 0 | | 169 | 1533 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 72 | 1321 | 0 | | 265 | 1020 | 0 | | 305 | 1350 | 0 | | 169 | 1533 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| FinalVolume: | 72 | 1321 | 0 | | 265 | 1020 | 0 | | 305 | 1350 | 0 | | 169 | 1533 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.91 | 1.00 | | 0.92 | 0.91 | 1.00 | | 0.92 | 0.91 | 1.00 | | 0.92 | 0.91 | 1.00 | |
| Lanes: | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | |
| Final Sat.: | 3502 | 5187 | 1900 | | 3502 | 5187 | 1900 | | 3502 | 5187 | 1900 | | 3502 | 5187 | 1900 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.25 | 0.00 | | 0.08 | 0.20 | 0.00 | | 0.09 | 0.26 | 0.00 | | 0.05 | 0.30 | 0.00 | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.04 | 0.31 | 0.00 | | 0.09 | 0.37 | 0.00 | | 0.11 | 0.40 | 0.00 | | 0.07 | 0.36 | 0.00 | |
| Volume/Cap: | 0.53 | 0.81 | 0.00 | | 0.81 | 0.53 | 0.00 | | 0.81 | 0.65 | 0.00 | | 0.65 | 0.81 | 0.00 | |
| Delay/Veh: | 51.2 | 34.7 | 0.0 | | 58.5 | 25.1 | 0.0 | | 56.0 | 25.2 | 0.0 | | 50.9 | 31.4 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 51.2 | 34.7 | 0.0 | | 58.5 | 25.1 | 0.0 | | 56.0 | 25.2 | 0.0 | | 50.9 | 31.4 | 0.0 | |
| LOS by Move: | D | C | A | | E | C | A | | E | C | A | | D | C | A | |
| HCM2kAvgQ: | 1 | 13 | 0 | | 6 | 9 | 0 | | 5 | 12 | 0 | | 4 | 18 | 0 | |

Note: Queue reported is the number of cars per lane.





PM Cumulative No Federal AcFri May 8, 2009 17:30:06 Page 13-1

Cumulative No Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #11 Empire Ranch Road/ Broadstone Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.581
Loss Time (sec): 12 Average Delay (sec/veh): 24.0
Optimal Cycle: 47 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Split Phase | | | | Split Phase | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 2 | 1 0 | 1 | 0 | 2 | 1 0 | 2 | 0 | 1 | 0 1 | 0 | 0 | 1! | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 150 | 1296 | 14 | | 11 | 934 | 72 | | 103 | 22 | 292 | | 8 | 28 | 3 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 150 | 1296 | 14 | | 11 | 934 | 72 | | 103 | 22 | 292 | | 8 | 28 | 3 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 160 | 1379 | 15 | | 12 | 994 | 77 | | 110 | 23 | 311 | | 9 | 30 | 3 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 160 | 1379 | 15 | | 12 | 994 | 77 | | 110 | 23 | 311 | | 9 | 30 | 3 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 160 | 1379 | 15 | | 12 | 994 | 77 | | 110 | 23 | 311 | | 9 | 30 | 3 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.91 | 0.91 | | 0.95 | 0.90 | 0.90 | | 0.92 | 1.00 | 0.85 | | 0.98 | 0.98 | 0.98 | |
| Lanes: | 1.00 | 2.97 | 0.03 | | 1.00 | 2.79 | 0.21 | | 2.00 | 1.00 | 1.00 | | 0.20 | 0.72 | 0.08 | |
| Final Sat.: | 1805 | 5121 | 55 | | 1805 | 4763 | 367 | | 3502 | 1900 | 1615 | | 382 | 1337 | 143 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.09 | 0.27 | 0.27 | | 0.01 | 0.21 | 0.21 | | 0.03 | 0.01 | 0.19 | | 0.02 | 0.02 | 0.02 | |
| Crit Moves: | **** | | | | | **** | | | | | **** | | **** | | | |
| Green/Cycle: | 0.15 | 0.50 | 0.50 | | 0.01 | 0.36 | 0.36 | | 0.33 | 0.33 | 0.33 | | 0.04 | 0.04 | 0.04 | |
| Volume/Cap: | 0.58 | 0.54 | 0.54 | | 0.54 | 0.58 | 0.58 | | 0.09 | 0.04 | 0.58 | | 0.58 | 0.58 | 0.58 | |
| Delay/Veh: | 42.6 | 17.4 | 17.4 | | 73.8 | 26.4 | 26.4 | | 23.1 | 22.7 | 29.3 | | 58.9 | 58.9 | 58.9 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 42.6 | 17.4 | 17.4 | | 73.8 | 26.4 | 26.4 | | 23.1 | 22.7 | 29.3 | | 58.9 | 58.9 | 58.9 | |
| LOS by Move: | D | B | B | | E | C | C | | C | C | C | | E | E | E | |
| HCM2kAvgQ: | 4 | 10 | 10 | | 0 | 9 | 9 | | 1 | 0 | 8 | | 2 | 2 | 2 | |

Note: Queue reported is the number of cars per lane.

PM Cumulative No Federal AcFri May 8, 2009 17:30:06 Page 14-1

Cumulative No Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #12 Oak Avenue Prky / Haverhill Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.644
Loss Time (sec): 9 Average Delay (sec/veh): 8.8
Optimal Cycle: 45 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 1 | 1 0 | 1 | 0 | 1 | 1 0 | 0 | 0 | 1! | 0 0 | 0 | 0 | 1! | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 5 | 1521 | 74 | | 61 | 1145 | 4 | | 2 | 5 | 3 | | 21 | 7 | 88 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 5 | 1521 | 74 | | 61 | 1145 | 4 | | 2 | 5 | 3 | | 21 | 7 | 88 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 5 | 1618 | 79 | | 65 | 1218 | 4 | | 2 | 5 | 3 | | 22 | 7 | 94 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 5 | 1618 | 79 | | 65 | 1218 | 4 | | 2 | 5 | 3 | | 22 | 7 | 94 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 5 | 1618 | 79 | | 65 | 1218 | 4 | | 2 | 5 | 3 | | 22 | 7 | 94 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.94 | 0.94 | | 0.95 | 0.95 | 0.95 | | 0.93 | 0.93 | 0.93 | | 0.85 | 0.85 | 0.85 | |
| Lanes: | 1.00 | 1.91 | 0.09 | | 1.00 | 1.99 | 0.01 | | 0.20 | 0.50 | 0.30 | | 0.18 | 0.06 | 0.76 | |
| Final Sat.: | 1805 | 3418 | 166 | | 1805 | 3597 | 13 | | 352 | 881 | 529 | | 292 | 97 | 1224 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.47 | 0.47 | | 0.04 | 0.34 | 0.34 | | 0.01 | 0.01 | 0.01 | | 0.08 | 0.08 | 0.08 | |
| Crit Moves: | | **** | | | **** | | | | | | | | | **** | | |
| Green/Cycle: | 0.01 | 0.74 | 0.74 | | 0.06 | 0.78 | 0.78 | | 0.12 | 0.12 | 0.12 | | 0.12 | 0.12 | 0.12 | |
| Volume/Cap: | 0.43 | 0.64 | 0.64 | | 0.64 | 0.43 | 0.43 | | 0.05 | 0.05 | 0.05 | | 0.64 | 0.64 | 0.64 | |
| Delay/Veh: | 71.9 | 7.2 | 7.2 | | 59.6 | 3.6 | 3.6 | | 39.2 | 39.2 | 39.2 | | 49.3 | 49.3 | 49.3 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 71.9 | 7.2 | 7.2 | | 59.6 | 3.6 | 3.6 | | 39.2 | 39.2 | 39.2 | | 49.3 | 49.3 | 49.3 | |
| LOS by Move: | E | A | A | | E | A | A | | D | D | D | | D | D | D | |
| HCM2kAvgQ: | 0 | 14 | 14 | | 2 | 6 | 6 | | 0 | 0 | 0 | | 5 | 5 | 5 | |

Note: Queue reported is the number of cars per lane.





PM Cumulative No Federal AcFri May 8, 2009 17:30:06 Page 15-1

Cumulative No Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #13 Oak Avenue Prky / Haldion Wy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.696
Loss Time (sec): 9 Average Delay (sec/veh): 12.7
Optimal Cycle: 51 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 1 | 1 0 | 1 | 0 | 1 | 1 0 | 0 | 0 | 1! | 0 0 | 0 | 0 | 1! | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 60 | 1546 | 117 | | 65 | 1072 | 23 | | 15 | 5 | 46 | | 78 | 8 | 41 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 60 | 1546 | 117 | | 65 | 1072 | 23 | | 15 | 5 | 46 | | 78 | 8 | 41 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 64 | 1645 | 124 | | 69 | 1140 | 24 | | 16 | 5 | 49 | | 83 | 9 | 44 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 64 | 1645 | 124 | | 69 | 1140 | 24 | | 16 | 5 | 49 | | 83 | 9 | 44 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 64 | 1645 | 124 | | 69 | 1140 | 24 | | 16 | 5 | 49 | | 83 | 9 | 44 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.94 | 0.94 | | 0.95 | 0.95 | 0.95 | | 0.85 | 0.85 | 0.85 | | 0.71 | 0.71 | 0.71 | |
| Lanes: | 1.00 | 1.86 | 0.14 | | 1.00 | 1.96 | 0.04 | | 0.23 | 0.07 | 0.70 | | 0.62 | 0.06 | 0.32 | |
| Final Sat.: | 1805 | 3322 | 251 | | 1805 | 3524 | 76 | | 365 | 122 | 1121 | | 832 | 85 | 437 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.50 | 0.50 | | 0.04 | 0.32 | 0.32 | | 0.04 | 0.04 | 0.04 | | 0.10 | 0.10 | 0.10 | |
| Crit Moves: | | **** | | | **** | | | | | | | | | **** | | |
| Green/Cycle: | 0.08 | 0.71 | 0.71 | | 0.06 | 0.69 | 0.69 | | 0.14 | 0.14 | 0.14 | | 0.14 | 0.14 | 0.14 | |
| Volume/Cap: | 0.47 | 0.70 | 0.70 | | 0.70 | 0.47 | 0.47 | | 0.30 | 0.30 | 0.30 | | 0.70 | 0.70 | 0.70 | |
| Delay/Veh: | 46.8 | 9.1 | 9.1 | | 65.8 | 7.2 | 7.2 | | 39.1 | 39.1 | 39.1 | | 51.2 | 51.2 | 51.2 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 46.8 | 9.1 | 9.1 | | 65.8 | 7.2 | 7.2 | | 39.1 | 39.1 | 39.1 | | 51.2 | 51.2 | 51.2 | |
| LOS by Move: | D | A | A | | E | A | A | | D | D | D | | D | D | D | |
| HCM2kAvgQ: | 2 | 16 | 16 | | 2 | 8 | 8 | | 2 | 2 | 2 | | 5 | 5 | 5 | |

Note: Queue reported is the number of cars per lane.

Cumulative No Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #14 Folsom Blvd/ Iron Point Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.966
Loss Time (sec): 12 Average Delay (sec/veh): 30.6
Optimal Cycle: 152 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 2 | 0 1 | 1 | 0 | 2 | 0 0 | 0 | 0 | 0 | 0 0 | 2 | 0 | 0 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1769 | 685 | | 157 | 1714 | 0 | | 0 | 0 | 0 | | 778 | 0 | 175 | |
| Growth Adj: | 1.00 | 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 | 1769 | 685 | | 157 | 1714 | 0 | | 0 | 0 | 0 | | 778 | 0 | 175 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 0 | 1882 | 729 | | 167 | 1823 | 0 | | 0 | 0 | 0 | | 828 | 0 | 186 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 1882 | 729 | | 167 | 1823 | 0 | | 0 | 0 | 0 | | 828 | 0 | 186 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 0 | 1882 | 729 | | 167 | 1823 | 0 | | 0 | 0 | 0 | | 828 | 0 | 186 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.95 | 0.85 | | 0.95 | 0.95 | 1.00 | | 1.00 | 1.00 | 1.00 | | 0.92 | 1.00 | 0.85 | |
| Lanes: | 0.00 | 2.00 | 1.00 | | 1.00 | 2.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 2.00 | 0.00 | 1.00 | |
| Final Sat.: | 0 | 3610 | 1615 | | 1805 | 3610 | 0 | | 0 | 0 | 0 | | 3502 | 0 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.52 | 0.45 | | 0.09 | 0.51 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.24 | 0.00 | 0.12 | |
| Crit Moves: | | **** | | | **** | | | | | | | | **** | | | |
| Green/Cycle: | 0.00 | 0.54 | 0.78 | | 0.10 | 0.64 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.24 | 0.00 | 0.24 | |
| Volume/Cap: | 0.00 | 0.97 | 0.58 | | 0.97 | 0.79 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.97 | 0.00 | 0.47 | |
| Delay/Veh: | 0.0 | 35.5 | 4.9 | | 103.3 | 15.4 | 0.0 | | 0.0 | 0.0 | 0.0 | | 60.1 | 0.0 | 33.1 | |
| 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: | 0.0 | 35.5 | 4.9 | | 103.3 | 15.4 | 0.0 | | 0.0 | 0.0 | 0.0 | | 60.1 | 0.0 | 33.1 | |
| LOS by Move: | A | D | A | | F | B | A | | A | A | A | | E | A | C | |
| HCM2kAvgQ: | 0 | 33 | 9 | | 5 | 20 | 0 | | 0 | 0 | 0 | | 16 | 0 | 5 | |

Note: Queue reported is the number of cars per lane.





Cumulative No Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #15 Prairie City Rd/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.682
Loss Time (sec): 12 Average Delay (sec/veh): 30.1
Optimal Cycle: 57 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ignore | | | | Ignore | | | | Ignore | | | | Ignore | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 296 | 1308 | 328 | | 519 | 971 | 2 | | 11 | 696 | 297 | | 105 | 281 | 365 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 296 | 1308 | 328 | | 519 | 971 | 2 | | 11 | 696 | 297 | | 105 | 281 | 365 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.00 | |
| PHF Volume: | 315 | 1391 | 0 | | 552 | 1033 | 0 | | 12 | 740 | 0 | | 112 | 299 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 315 | 1391 | 0 | | 552 | 1033 | 0 | | 12 | 740 | 0 | | 112 | 299 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| FinalVolume: | 315 | 1391 | 0 | | 552 | 1033 | 0 | | 12 | 740 | 0 | | 112 | 299 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.91 | 1.00 | | 0.92 | 0.91 | 1.00 | | 0.92 | 0.91 | 1.00 | | 0.92 | 0.91 | 1.00 | |
| Lanes: | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | |
| Final Sat.: | 3502 | 5187 | 1900 | | 3502 | 5187 | 1900 | | 3502 | 5187 | 1900 | | 3502 | 5187 | 1900 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.09 | 0.27 | 0.00 | | 0.16 | 0.20 | 0.00 | | 0.00 | 0.14 | 0.00 | | 0.03 | 0.06 | 0.00 | |
| Crit Moves: | | **** | | | **** | | | | | **** | | | **** | | | |
| Green/Cycle: | 0.19 | 0.39 | 0.00 | | 0.23 | 0.43 | 0.00 | | 0.01 | 0.21 | 0.00 | | 0.05 | 0.24 | 0.00 | |
| Volume/Cap: | 0.46 | 0.68 | 0.00 | | 0.68 | 0.46 | 0.00 | | 0.24 | 0.68 | 0.00 | | 0.68 | 0.24 | 0.00 | |
| Delay/Veh: | 36.2 | 26.1 | 0.0 | | 37.5 | 20.4 | 0.0 | | 51.3 | 38.3 | 0.0 | | 58.2 | 30.6 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 36.2 | 26.1 | 0.0 | | 37.5 | 20.4 | 0.0 | | 51.3 | 38.3 | 0.0 | | 58.2 | 30.6 | 0.0 | |
| LOS by Move: | D | C | A | | D | C | A | | D | D | A | | E | C | A | |
| HCM2kAvgQ: | 4 | 13 | 0 | | 8 | 8 | 0 | | 0 | 8 | 0 | | 2 | 3 | 0 | |

Note: Queue reported is the number of cars per lane.

PM Cumulative No Federal AcFri May 8, 2009 17:30:06 Page 18-1

Cumulative No Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #16 Grover Rd/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.406
Loss Time (sec): 12 Average Delay (sec/veh): 11.3
Optimal Cycle: 35 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Split Phase | | | Split Phase | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 0 | 1! 0 | 0 | 1 0 | 0 1 | 0 | 1 0 | 3 0 | 1 | 1 0 | 2 1 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 17 | 1 | 4 | 69 | 3 | 25 | 104 | 1420 | 2 | 29 | 707 | 89 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 17 | 1 | 4 | 69 | 3 | 25 | 104 | 1420 | 2 | 29 | 707 | 89 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 18 | 1 | 4 | 73 | 3 | 27 | 111 | 1511 | 2 | 31 | 752 | 95 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 18 | 1 | 4 | 73 | 3 | 27 | 111 | 1511 | 2 | 31 | 752 | 95 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 18 | 1 | 4 | 73 | 3 | 27 | 111 | 1511 | 2 | 31 | 752 | 95 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.94 | 0.94 | 0.94 | 0.95 | 0.87 | 0.87 | 0.95 | 0.91 | 0.85 | 0.95 | 0.89 | 0.89 |
| Lanes: | 1.63 | 0.07 | 0.30 | 1.00 | 0.11 | 0.89 | 1.00 | 3.00 | 1.00 | 1.00 | 2.66 | 0.34 |
| Final Sat.: | 2901 | 132 | 527 | 1805 | 176 | 1469 | 1805 | 5187 | 1615 | 1805 | 4529 | 570 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.01 | 0.01 | 0.04 | 0.02 | 0.02 | 0.06 | 0.29 | 0.00 | 0.02 | 0.17 | 0.17 |
| Crit Moves: | | **** | | **** | | | | **** | | **** | | |
| Green/Cycle: | 0.02 | 0.02 | 0.02 | 0.10 | 0.10 | 0.10 | 0.20 | 0.72 | 0.72 | 0.04 | 0.56 | 0.56 |
| Volume/Cap: | 0.31 | 0.41 | 0.41 | 0.41 | 0.18 | 0.18 | 0.30 | 0.41 | 0.00 | 0.41 | 0.30 | 0.30 |
| Delay/Veh: | 50.7 | 53.0 | 53.0 | 43.7 | 41.8 | 41.8 | 34.1 | 5.7 | 4.0 | 50.2 | 11.9 | 11.9 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 50.7 | 53.0 | 53.0 | 43.7 | 41.8 | 41.8 | 34.1 | 5.7 | 4.0 | 50.2 | 11.9 | 11.9 |
| LOS by Move: | D | D | D | D | D | D | C | A | A | D | B | B |
| HCM2kAvgQ: | 1 | 1 | 1 | 3 | 1 | 1 | 3 | 7 | 0 | 1 | 5 | 5 |

Note: Queue reported is the number of cars per lane.





PM Cumulative No Federal AcFri May 8, 2009 17:30:06 Page 19-1

Cumulative No Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #17 McAdoo Dr/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.471
Loss Time (sec): 12 Average Delay (sec/veh): 16.7
Optimal Cycle: 39 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Permitted | | | Permitted | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 0 0 | 0 0 | 0 | 1 0 | 0 0 | 1 | 1 0 | 3 0 | 0 | 0 0 | 2 1 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 136 | 0 | 51 | 243 | 1420 | 0 | 0 | 637 | 174 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 136 | 0 | 51 | 243 | 1420 | 0 | 0 | 637 | 174 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 0 | 0 | 0 | 145 | 0 | 54 | 259 | 1511 | 0 | 0 | 678 | 185 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 145 | 0 | 54 | 259 | 1511 | 0 | 0 | 678 | 185 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 0 | 0 | 145 | 0 | 54 | 259 | 1511 | 0 | 0 | 678 | 185 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 0.77 | 1.00 | 0.85 | 0.95 | 0.91 | 1.00 | 1.00 | 0.88 | 0.88 |
| Lanes: | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 3.00 | 0.00 | 0.00 | 2.36 | 0.64 |
| Final Sat.: | 0 | 0 | 0 | 1461 | 0 | 1615 | 1805 | 5187 | 0 | 0 | 3944 | 1077 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.10 | 0.00 | 0.03 | 0.14 | 0.29 | 0.00 | 0.00 | 0.17 | 0.17 |
| Crit Moves: | | | | **** | | | **** | | | | **** | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | 0.21 | 0.00 | 0.21 | 0.30 | 0.67 | 0.00 | 0.00 | 0.37 | 0.37 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.47 | 0.00 | 0.16 | 0.47 | 0.43 | 0.00 | 0.00 | 0.47 | 0.47 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 35.7 | 0.0 | 32.5 | 28.9 | 7.8 | 0.0 | 0.0 | 24.5 | 24.5 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 35.7 | 0.0 | 32.5 | 28.9 | 7.8 | 0.0 | 0.0 | 24.5 | 24.5 |
| LOS by Move: | A | A | A | D | A | C | C | A | A | A | C | C |
| HCM2kAvgQ: | 0 | 0 | 0 | 4 | 0 | 1 | 6 | 8 | 0 | 0 | 7 | 7 |

Note: Queue reported is the number of cars per lane.

PM Cumulative No Federal AcFri May 8, 2009 17:30:06 Page 20-1

Cumulative No Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #18 Oak Ave Pkwy/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.860
Loss Time (sec): 12 Average Delay (sec/veh): 39.6
Optimal Cycle: 94 Level Of Service: D

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ignore | | | | Ovl | | | | Ignore | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 2 | 0 1 | 2 | 0 | 2 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 319 | 941 | 465 | | 272 | 889 | 106 | | 500 | 1128 | 384 | | 545 | 604 | 405 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 319 | 941 | 465 | | 272 | 889 | 106 | | 500 | 1128 | 384 | | 545 | 604 | 405 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.00 | |
| PHF Volume: | 339 | 1001 | 495 | | 289 | 946 | 0 | | 532 | 1200 | 409 | | 580 | 643 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 339 | 1001 | 495 | | 289 | 946 | 0 | | 532 | 1200 | 409 | | 580 | 643 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| FinalVolume: | 339 | 1001 | 495 | | 289 | 946 | 0 | | 532 | 1200 | 409 | | 580 | 643 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.95 | 0.85 | | 0.92 | 0.95 | 1.00 | | 0.92 | 0.91 | 0.85 | | 0.92 | 0.91 | 1.00 | |
| Lanes: | 2.00 | 2.00 | 1.00 | | 2.00 | 2.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | |
| Final Sat.: | 3502 | 3610 | 1615 | | 3502 | 3610 | 1900 | | 3502 | 5187 | 1615 | | 3502 | 5187 | 1900 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.10 | 0.28 | 0.31 | | 0.08 | 0.26 | 0.00 | | 0.15 | 0.23 | 0.25 | | 0.17 | 0.12 | 0.00 | |
| Crit Moves: | | **** | | | **** | | | | | **** | | | **** | | | |
| Green/Cycle: | 0.11 | 0.32 | 0.51 | | 0.10 | 0.31 | 0.00 | | 0.25 | 0.27 | 0.38 | | 0.19 | 0.21 | 0.00 | |
| Volume/Cap: | 0.86 | 0.86 | 0.59 | | 0.86 | 0.86 | 0.00 | | 0.60 | 0.86 | 0.66 | | 0.86 | 0.60 | 0.00 | |
| Delay/Veh: | 60.3 | 38.4 | 18.1 | | 64.0 | 39.5 | 0.0 | | 33.9 | 40.4 | 28.3 | | 49.9 | 36.8 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 60.3 | 38.4 | 18.1 | | 64.0 | 39.5 | 0.0 | | 33.9 | 40.4 | 28.3 | | 49.9 | 36.8 | 0.0 | |
| LOS by Move: | E | D | B | | E | D | A | | C | D | C | | D | D | A | |
| HCM2kAvgQ: | 6 | 16 | 10 | | 5 | 15 | 0 | | 7 | 14 | 10 | | 10 | 6 | 0 | |

Note: Queue reported is the number of cars per lane.





PM Cumulative No Federal AcFri May 8, 2009 17:30:06 Page 21-1

Cumulative No Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #19 Rowberry Dr/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.785
Loss Time (sec): 12 Average Delay (sec/veh): 28.1
Optimal Cycle: 74 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Split Phase | | | | Split Phase | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Include | | | | Ovl | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 1 | 0 | 0 1 | 1 | 0 | 0 | 1 0 | 1 | 0 | 3 | 0 1 | 2 | 0 | 2 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 570 | 90 | 555 | | 9 | 63 | 12 | | 32 | 1377 | 503 | | 515 | 1007 | 17 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 570 | 90 | 555 | | 9 | 63 | 12 | | 32 | 1377 | 503 | | 515 | 1007 | 17 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 606 | 96 | 590 | | 10 | 67 | 13 | | 34 | 1465 | 535 | | 548 | 1071 | 18 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 606 | 96 | 590 | | 10 | 67 | 13 | | 34 | 1465 | 535 | | 548 | 1071 | 18 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 606 | 96 | 590 | | 10 | 67 | 13 | | 34 | 1465 | 535 | | 548 | 1071 | 18 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.96 | 0.96 | 0.85 | | 0.95 | 0.98 | 0.98 | | 0.95 | 0.91 | 0.85 | | 0.92 | 0.91 | 0.91 | |
| Lanes: | 1.73 | 0.27 | 1.00 | | 1.00 | 0.84 | 0.16 | | 1.00 | 3.00 | 1.00 | | 2.00 | 2.95 | 0.05 | |
| Final Sat.: | 3147 | 497 | 1615 | | 1805 | 1558 | 297 | | 1805 | 5187 | 1615 | | 3502 | 5086 | 86 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.19 | 0.19 | 0.37 | | 0.01 | 0.04 | 0.04 | | 0.02 | 0.28 | 0.33 | | 0.16 | 0.21 | 0.21 | |
| Crit Moves: | | | **** | | | **** | | | | **** | | | **** | | | |
| Green/Cycle: | 0.27 | 0.27 | 0.47 | | 0.05 | 0.05 | 0.05 | | 0.05 | 0.36 | 0.63 | | 0.20 | 0.51 | 0.51 | |
| Volume/Cap: | 0.72 | 0.72 | 0.79 | | 0.10 | 0.79 | 0.79 | | 0.41 | 0.79 | 0.53 | | 0.79 | 0.41 | 0.41 | |
| Delay/Veh: | 36.1 | 36.1 | 28.0 | | 45.3 | 78.8 | 78.8 | | 49.7 | 30.8 | 11.0 | | 43.9 | 15.1 | 15.1 | |
| 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: | 36.1 | 36.1 | 28.0 | | 45.3 | 78.8 | 78.8 | | 49.7 | 30.8 | 11.0 | | 43.9 | 15.1 | 15.1 | |
| LOS by Move: | D | D | C | | D | E | E | | D | C | B | | D | B | B | |
| HCM2kAvgQ: | 10 | 10 | 15 | | 0 | 4 | 4 | | 1 | 14 | 9 | | 8 | 7 | 7 | |

Note: Queue reported is the number of cars per lane.

PM Cumulative No Federal AcFri May 8, 2009 17:30:06 Page 22-1

Cumulative No Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #20 Broadstone Pkwy/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.577
Loss Time (sec): 12 Average Delay (sec/veh): 20.3
Optimal Cycle: 46 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Split Phase | | | | Split Phase | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Ignore | | | | Include | | | | Ignore | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 1 | 0 | 0 1 | 2 | 0 | 1 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 52 | 38 | 79 | | 80 | 14 | 589 | | 787 | 1146 | 8 | | 30 | 936 | 98 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 52 | 38 | 79 | | 80 | 14 | 589 | | 787 | 1146 | 8 | | 30 | 936 | 98 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.00 | |
| PHF Volume: | 55 | 40 | 84 | | 85 | 15 | 0 | | 837 | 1219 | 9 | | 32 | 996 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 55 | 40 | 84 | | 85 | 15 | 0 | | 837 | 1219 | 9 | | 32 | 996 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| FinalVolume: | 55 | 40 | 84 | | 85 | 15 | 0 | | 837 | 1219 | 9 | | 32 | 996 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.97 | 0.97 | 0.85 | | 0.92 | 1.00 | 1.00 | | 0.92 | 0.91 | 0.85 | | 0.92 | 0.91 | 1.00 | |
| Lanes: | 1.16 | 0.84 | 1.00 | | 2.00 | 1.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | |
| Final Sat.: | 2134 | 1560 | 1615 | | 3502 | 1900 | 1900 | | 3502 | 5187 | 1615 | | 3502 | 5187 | 1900 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.03 | 0.05 | | 0.02 | 0.01 | 0.00 | | 0.24 | 0.24 | 0.01 | | 0.01 | 0.19 | 0.00 | |
| Crit Moves: | | | **** | | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.09 | 0.09 | 0.09 | | 0.04 | 0.04 | 0.00 | | 0.41 | 0.72 | 0.72 | | 0.03 | 0.33 | 0.00 | |
| Volume/Cap: | 0.29 | 0.29 | 0.58 | | 0.58 | 0.19 | 0.00 | | 0.58 | 0.33 | 0.01 | | 0.33 | 0.58 | 0.00 | |
| Delay/Veh: | 43.0 | 43.0 | 49.3 | | 52.5 | 47.4 | 0.0 | | 23.1 | 5.2 | 4.0 | | 49.6 | 28.0 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 43.0 | 43.0 | 49.3 | | 52.5 | 47.4 | 0.0 | | 23.1 | 5.2 | 4.0 | | 49.6 | 28.0 | 0.0 | |
| LOS by Move: | D | D | D | | D | D | A | | C | A | A | | D | C | A | |
| HCM2kAvgQ: | 2 | 2 | 3 | | 2 | 1 | 0 | | 10 | 5 | 0 | | 1 | 9 | 0 | |

Note: Queue reported is the number of cars per lane.





PM Cumulative No Federal AcFri May 8, 2009 17:30:06 Page 23-1

Cumulative No Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #21 East Bidwell St/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 1.122
Loss Time (sec): 12 Average Delay (sec/veh): 76.2
Optimal Cycle: 180 Level Of Service: E

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ignore | | | | Ignore | | | | Ovl | | | | Ignore | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 498 | 2071 | 580 | | 724 | 1293 | 177 | | 192 | 755 | 449 | | 618 | 409 | 539 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 498 | 2071 | 580 | | 724 | 1293 | 177 | | 192 | 755 | 449 | | 618 | 409 | 539 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.00 | |
| PHF Volume: | 530 | 2203 | 0 | | 770 | 1376 | 0 | | 204 | 803 | 478 | | 657 | 435 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 530 | 2203 | 0 | | 770 | 1376 | 0 | | 204 | 803 | 478 | | 657 | 435 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| FinalVolume: | 530 | 2203 | 0 | | 770 | 1376 | 0 | | 204 | 803 | 478 | | 657 | 435 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.91 | 1.00 | | 0.92 | 0.91 | 1.00 | | 0.92 | 0.91 | 0.85 | | 0.92 | 0.91 | 1.00 | |
| Lanes: | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | |
| Final Sat.: | 3502 | 5187 | 1900 | | 3502 | 5187 | 1900 | | 3502 | 5187 | 1615 | | 3502 | 5187 | 1900 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.15 | 0.42 | 0.00 | | 0.22 | 0.27 | 0.00 | | 0.06 | 0.15 | 0.30 | | 0.19 | 0.08 | 0.00 | |
| Crit Moves: | | **** | | | **** | | | | | **** | | | **** | | | |
| Green/Cycle: | 0.21 | 0.38 | 0.00 | | 0.20 | 0.37 | 0.00 | | 0.13 | 0.14 | 0.35 | | 0.17 | 0.18 | 0.00 | |
| Volume/Cap: | 0.72 | 1.12 | 0.00 | | 1.12 | 0.72 | 0.00 | | 0.47 | 1.12 | 0.85 | | 1.12 | 0.47 | 0.00 | |
| Delay/Veh: | 40.5 | 93.4 | 0.0 | | 113.2 | 28.8 | 0.0 | | 41.4 | 116 | 42.4 | | 117.1 | 37.1 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 40.5 | 93.4 | 0.0 | | 113.2 | 28.8 | 0.0 | | 41.4 | 116 | 42.4 | | 117.1 | 37.1 | 0.0 | |
| LOS by Move: | D | F | A | | F | C | A | | D | F | D | | F | D | A | |
| HCM2kAvgQ: | 8 | 36 | 0 | | 19 | 13 | 0 | | 3 | 14 | 15 | | 16 | 4 | 0 | |

Note: Queue reported is the number of cars per lane.

PM Cumulative No Federal AcFri May 8, 2009 17:30:06 Page 24-1

Cumulative No Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #22 Cavitt Dr/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.644
Loss Time (sec): 12 Average Delay (sec/veh): 21.6
Optimal Cycle: 53 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 1 | 0 | 0 1 | 1 | 1 | 0 | 0 1 | 1 | 0 | 3 | 0 1 | 1 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 350 | 52 | 79 | | 210 | 43 | 21 | | 70 | 1559 | 445 | | 53 | 1197 | 189 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 350 | 52 | 79 | | 210 | 43 | 21 | | 70 | 1559 | 445 | | 53 | 1197 | 189 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 372 | 55 | 84 | | 223 | 46 | 22 | | 74 | 1659 | 473 | | 56 | 1273 | 201 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 372 | 55 | 84 | | 223 | 46 | 22 | | 74 | 1659 | 473 | | 56 | 1273 | 201 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 372 | 55 | 84 | | 223 | 46 | 22 | | 74 | 1659 | 473 | | 56 | 1273 | 201 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.52 | 0.52 | 0.85 | | 0.53 | 0.53 | 0.85 | | 0.95 | 0.91 | 0.85 | | 0.95 | 0.91 | 0.85 | |
| Lanes: | 1.74 | 0.26 | 1.00 | | 1.66 | 0.34 | 1.00 | | 1.00 | 3.00 | 1.00 | | 1.00 | 3.00 | 1.00 | |
| Final Sat.: | 1727 | 257 | 1615 | | 1659 | 340 | 1615 | | 1805 | 5187 | 1615 | | 1805 | 5187 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.22 | 0.22 | 0.05 | | 0.13 | 0.13 | 0.01 | | 0.04 | 0.32 | 0.29 | | 0.03 | 0.25 | 0.12 | |
| Crit Moves: | | **** | | | | | | | | **** | | | **** | | | |
| Green/Cycle: | 0.33 | 0.33 | 0.33 | | 0.33 | 0.33 | 0.33 | | 0.08 | 0.50 | 0.50 | | 0.05 | 0.47 | 0.47 | |
| Volume/Cap: | 0.64 | 0.64 | 0.16 | | 0.40 | 0.40 | 0.04 | | 0.53 | 0.64 | 0.59 | | 0.64 | 0.53 | 0.27 | |
| Delay/Veh: | 30.4 | 30.4 | 23.5 | | 26.0 | 26.0 | 22.5 | | 47.9 | 19.2 | 19.1 | | 62.0 | 19.1 | 16.4 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 30.4 | 30.4 | 23.5 | | 26.0 | 26.0 | 22.5 | | 47.9 | 19.2 | 19.1 | | 62.0 | 19.1 | 16.4 | |
| LOS by Move: | C | C | C | | C | C | C | | D | B | B | | E | B | B | |
| HCM2kAvgQ: | 7 | 7 | 2 | | 4 | 4 | 0 | | 2 | 13 | 9 | | 2 | 10 | 4 | |

Note: Queue reported is the number of cars per lane.





PM Cumulative No Federal AcFri May 8, 2009 17:30:06 Page 25-1

Cumulative No Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #23 Serpa Way / Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.975
Loss Time (sec): 12 Average Delay (sec/veh): 43.6
Optimal Cycle: 161 Level Of Service: D

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Include | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 1 | 0 1 | 1 | 0 | 0 | 1 0 | 1 | 0 | 3 | 0 1 | 1 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 745 | 29 | 291 | | 105 | 19 | 61 | | 91 | 1225 | 554 | | 199 | 742 | 89 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 745 | 29 | 291 | | 105 | 19 | 61 | | 91 | 1225 | 554 | | 199 | 742 | 89 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 793 | 31 | 310 | | 112 | 20 | 65 | | 97 | 1303 | 589 | | 212 | 789 | 95 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 793 | 31 | 310 | | 112 | 20 | 65 | | 97 | 1303 | 589 | | 212 | 789 | 95 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 793 | 31 | 310 | | 112 | 20 | 65 | | 97 | 1303 | 589 | | 212 | 789 | 95 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 1.00 | 0.85 | | 0.95 | 0.89 | 0.89 | | 0.95 | 0.91 | 0.85 | | 0.95 | 0.91 | 0.85 | |
| Lanes: | 1.00 | 1.00 | 1.00 | | 1.00 | 0.24 | 0.76 | | 1.00 | 3.00 | 1.00 | | 1.00 | 3.00 | 1.00 | |
| Final Sat.: | 1805 | 1900 | 1615 | | 1805 | 400 | 1284 | | 1805 | 5187 | 1615 | | 1805 | 5187 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.44 | 0.02 | 0.19 | | 0.06 | 0.05 | 0.05 | | 0.05 | 0.25 | 0.36 | | 0.12 | 0.15 | 0.06 | |
| Crit Moves: | **** | | | | | **** | | | | **** | | | **** | | | |
| Green/Cycle: | 0.45 | 0.27 | 0.39 | | 0.23 | 0.05 | 0.05 | | 0.10 | 0.26 | 0.71 | | 0.12 | 0.28 | 0.51 | |
| Volume/Cap: | 0.98 | 0.06 | 0.49 | | 0.27 | 0.98 | 0.98 | | 0.54 | 0.98 | 0.52 | | 0.98 | 0.54 | 0.12 | |
| Delay/Veh: | 52.4 | 26.8 | 23.3 | | 32.1 | 135 | 135.2 | | 46.4 | 55.7 | 7.1 | | 97.6 | 31.1 | 13.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 52.4 | 26.8 | 23.3 | | 32.1 | 135 | 135.2 | | 46.4 | 55.7 | 7.1 | | 97.6 | 31.1 | 13.0 | |
| LOS by Move: | D | C | C | | C | F | F | | D | E | A | | F | C | B | |
| HCM2kAvgQ: | 30 | 1 | 7 | | 3 | 5 | 5 | | 3 | 17 | 8 | | 8 | 7 | 1 | |

Note: Queue reported is the number of cars per lane.

Cumulative No Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #24 Empire Ranch Road/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 1.110
Loss Time (sec): 12 Average Delay (sec/veh): 76.1
Optimal Cycle: 180 Level Of Service: E

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 3 | 0 1 | 1 | 0 | 3 | 0 1 | 1 | 0 | 1 | 1 0 | 1 | 0 | 1 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 320 | 1197 | 422 | | 388 | 995 | 117 | | 87 | 845 | 566 | | 103 | 547 | 445 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 320 | 1197 | 422 | | 388 | 995 | 117 | | 87 | 845 | 566 | | 103 | 547 | 445 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 340 | 1273 | 449 | | 413 | 1059 | 124 | | 93 | 899 | 602 | | 110 | 582 | 473 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 340 | 1273 | 449 | | 413 | 1059 | 124 | | 93 | 899 | 602 | | 110 | 582 | 473 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 340 | 1273 | 449 | | 413 | 1059 | 124 | | 93 | 899 | 602 | | 110 | 582 | 473 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.91 | 0.85 | | 0.95 | 0.91 | 0.85 | | 0.95 | 0.89 | 0.89 | | 0.95 | 0.89 | 0.89 | |
| Lanes: | 1.00 | 3.00 | 1.00 | | 1.00 | 3.00 | 1.00 | | 1.00 | 1.20 | 0.80 | | 1.00 | 1.10 | 0.90 | |
| Final Sat.: | 1805 | 5187 | 1615 | | 1805 | 5187 | 1615 | | 1805 | 2032 | 1361 | | 1805 | 1857 | 1511 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.19 | 0.25 | 0.28 | | 0.23 | 0.20 | 0.08 | | 0.05 | 0.44 | 0.44 | | 0.06 | 0.31 | 0.31 | |
| Crit Moves: | | **** | | | **** | | | | | **** | | | **** | | | |
| Green/Cycle: | 0.21 | 0.22 | 0.28 | | 0.21 | 0.22 | 0.29 | | 0.06 | 0.40 | 0.40 | | 0.05 | 0.39 | 0.39 | |
| Volume/Cap: | 0.92 | 1.11 | 1.01 | | 1.11 | 0.92 | 0.27 | | 0.80 | 1.11 | 1.11 | | 1.11 | 0.80 | 0.80 | |
| Delay/Veh: | 66.5 | 101 | 80.9 | | 119.7 | 49.8 | 28.0 | | 78.6 | 90.8 | 90.8 | | 170.8 | 30.9 | 30.9 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 66.5 | 101 | 80.9 | | 119.7 | 49.8 | 28.0 | | 78.6 | 90.8 | 90.8 | | 170.8 | 30.9 | 30.9 | |
| LOS by Move: | E | F | F | | F | D | C | | E | F | F | | F | C | C | |
| HCM2kAvgQ: | 12 | 21 | 17 | | 19 | 13 | 3 | | 3 | 33 | 33 | | 5 | 16 | 16 | |

Note: Queue reported is the number of cars per lane.





Cumulative No Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #25 Prairie City Rd/ High School

Cycle (sec): 100 Critical Vol./Cap. (X): 0.656
Loss Time (sec): 12 Average Delay (sec/veh): 25.8
Optimal Cycle: 54 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 2 | 1 0 | 2 | 0 | 2 | 1 0 | 2 | 0 | 0 | 1 1 | 1 | 0 | 0 | 1 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 305 | 1262 | 65 | | 31 | 1161 | 179 | | 644 | 0 | 494 | | 61 | 1 | 26 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 305 | 1262 | 65 | | 31 | 1161 | 179 | | 644 | 0 | 494 | | 61 | 1 | 26 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 324 | 1343 | 69 | | 33 | 1235 | 190 | | 685 | 0 | 526 | | 65 | 1 | 28 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 324 | 1343 | 69 | | 33 | 1235 | 190 | | 685 | 0 | 526 | | 65 | 1 | 28 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 324 | 1343 | 69 | | 33 | 1235 | 190 | | 685 | 0 | 526 | | 65 | 1 | 28 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.90 | 0.90 | | 0.92 | 0.89 | 0.89 | | 0.92 | 1.00 | 0.85 | | 0.95 | 0.86 | 0.86 | |
| Lanes: | 2.00 | 2.85 | 0.15 | | 2.00 | 2.60 | 0.40 | | 2.00 | 0.00 | 2.00 | | 1.00 | 0.07 | 1.93 | |
| Final Sat.: | 3502 | 4898 | 252 | | 3502 | 4404 | 679 | | 3502 | 0 | 3230 | | 1805 | 120 | 3132 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.09 | 0.27 | 0.27 | | 0.01 | 0.28 | 0.28 | | 0.20 | 0.00 | 0.16 | | 0.04 | 0.01 | 0.01 | |
| Crit Moves: | **** | | | | | **** | | | **** | | | | | **** | | |
| Green/Cycle: | 0.14 | 0.55 | 0.55 | | 0.02 | 0.43 | 0.43 | | 0.30 | 0.00 | 0.26 | | 0.06 | 0.01 | 0.01 | |
| Volume/Cap: | 0.66 | 0.50 | 0.50 | | 0.50 | 0.66 | 0.66 | | 0.66 | 0.00 | 0.64 | | 0.64 | 0.66 | 0.66 | |
| Delay/Veh: | 43.8 | 14.1 | 14.1 | | 54.4 | 23.5 | 23.5 | | 32.2 | 0.0 | 34.8 | | 58.9 | 79.9 | 79.9 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 43.8 | 14.1 | 14.1 | | 54.4 | 23.5 | 23.5 | | 32.2 | 0.0 | 34.8 | | 58.9 | 79.9 | 79.9 | |
| LOS by Move: | D | B | B | | D | C | C | | C | A | C | | E | E | E | |
| HCM2kAvgQ: | 5 | 9 | 9 | | 1 | 13 | 13 | | 10 | 0 | 8 | | 3 | 1 | 1 | |

Note: Queue reported is the number of cars per lane.

PM Cumulative No Federal AcFri May 8, 2009 17:30:06 Page 28-1

Cumulative No Project PM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #26 East Bidwell St / Placerville Rd

Average Delay (sec/veh): 119.2 Worst Case Level Of Service: F[1053.7]

| 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 | 2 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 2960 | 21 | | 0 | 2360 | 0 | | 0 | 0 | 0 | | 0 | 0 | 681 | |
| Growth Adj: | 1.00 | 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 | 2960 | 21 | | 0 | 2360 | 0 | | 0 | 0 | 0 | | 0 | 0 | 681 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 0 | 3149 | 22 | | 0 | 2511 | 0 | | 0 | 0 | 0 | | 0 | 0 | 724 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| FinalVolume: | 0 | 3149 | 22 | | 0 | 2511 | 0 | | 0 | 0 | 0 | | 0 | 0 | 724 | |
| Critical Gap Module: | | | | | | | | | | | | | | | | |
| Critical Gp: | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | 6.9 | |
| FollowUpTim: | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | 3.3 | |
| Capacity Module: | | | | | | | | | | | | | | | | |
| Cnflict Vol: | xxxx | xxxx | xxxxx | | xxxx | xxxx | xxxxx | | xxxx | xxxx | xxxxx | | xxxx | xxxx | 1061 | |
| Potent Cap.: | xxxx | xxxx | xxxxx | | xxxx | xxxx | xxxxx | | xxxx | xxxx | xxxxx | | xxxx | xxxx | 223 | |
| Move Cap.: | xxxx | xxxx | xxxxx | | xxxx | xxxx | xxxxx | | xxxx | xxxx | xxxxx | | xxxx | xxxx | 223 | |
| Volume/Cap: | xxxx | xxxx | xxxx | | xxxx | xxxx | xxxx | | xxxx | xxxx | xxxx | | xxxx | xxxx | 3.24 | |
| Level Of Service Module: | | | | | | | | | | | | | | | | |
| 2Way95thQ: | xxxx | xxxx | xxxxx | | xxxx | xxxx | xxxxx | | xxxx | xxxx | xxxxx | | xxxx | xxxx | 66.7 | |
| Control Del: | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | 1054 | |
| LOS by Move: | * | * | * | | * | * | * | | * | * | * | | * | * | F | |
| Movement: | LT - | LTR - | RT | | LT - | LTR - | RT | | LT - | LTR - | RT | | LT - | LTR - | RT | |
| Shared Cap.: | xxxx | xxxx | xxxxx | | xxxx | xxxx | xxxxx | | xxxx | xxxx | xxxxx | | xxxx | xxxx | xxxxx | |
| SharedQueue: | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | |
| Shrd ConDel: | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | | xxxxx | xxxx | xxxxx | |
| Shared LOS: | * | * | * | | * | * | * | | * | * | * | | * | * | * | |
| ApproachDel: | xxxxxx | | | | xxxxxx | | | | xxxxxx | | | | 1053.7 | | | |
| ApproachLOS: | * | | | | * | | | | * | | | | F | | | |

Note: Queue reported is the number of cars per lane.





PM Cumulative No Federal AcFri May 8, 2009 17:30:06 Page 29-1

Cumulative No Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #27 Prairie City Rd/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.835
Loss Time (sec): 12 Average Delay (sec/veh): 23.8
Optimal Cycle: 86 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Split Phase | | | | Split Phase | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Ovl | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 1! | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 2 | 0 | 2 | 0 | 1 | 1 | 0 | 3 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | | 229 | 0 | 907 | | 905 | 1556 | 0 | | 0 | 1913 | 34 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 0 | 0 | 0 | | 229 | 0 | 907 | | 905 | 1556 | 0 | | 0 | 1913 | 34 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 0 | 0 | 0 | | 244 | 0 | 965 | | 963 | 1655 | 0 | | 0 | 2035 | 36 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 0 | 0 | | 244 | 0 | 965 | | 963 | 1655 | 0 | | 0 | 2035 | 36 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 0 | 0 | | 244 | 0 | 965 | | 963 | 1655 | 0 | | 0 | 2035 | 36 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 1.00 | 1.00 | | 0.95 | 1.00 | 0.75 | | 0.92 | 0.95 | 1.00 | | 1.00 | 0.91 | 0.85 | |
| Lanes: | 0.00 | 1.00 | 0.00 | | 2.00 | 0.00 | 2.00 | | 2.00 | 2.00 | 1.00 | | 1.00 | 3.00 | 1.00 | |
| Final Sat.: | 0 | 1900 | 0 | | 3618 | 0 | 2842 | | 3502 | 3610 | 1900 | | 1900 | 5187 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | | 0.07 | 0.00 | 0.34 | | 0.27 | 0.46 | 0.00 | | 0.00 | 0.39 | 0.02 | |
| Crit Moves: | | | | | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | | 0.08 | 0.00 | 0.41 | | 0.33 | 0.80 | 0.00 | | 0.00 | 0.47 | 0.47 | |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | | 0.83 | 0.00 | 0.83 | | 0.83 | 0.57 | 0.00 | | 0.00 | 0.83 | 0.05 | |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | | 63.7 | 0.0 | 31.4 | | 36.4 | 4.0 | 0.0 | | 0.0 | 25.8 | 14.4 | |
| 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: | 0.0 | 0.0 | 0.0 | | 63.7 | 0.0 | 31.4 | | 36.4 | 4.0 | 0.0 | | 0.0 | 25.8 | 14.4 | |
| LOS by Move: | A | A | A | | E | A | C | | D | A | A | | A | C | B | |
| HCM2kAvgQ: | 0 | 0 | 0 | | 4 | 0 | 16 | | 13 | 9 | 0 | | 0 | 21 | 1 | |

Note: Queue reported is the number of cars per lane.

Cumulative No Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #28 Scott Rd (South)/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.744
Loss Time (sec): 0 Average Delay (sec/veh): 10.2
Optimal Cycle: 73 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Permitted | | | Permitted | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Include | | | Ovl | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 2 0 | 0 | 0 1 | 0 0 | 0 | 0 0 | 0 0 | 2 | 0 1 | 1 0 | 3 | 0 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 44 | 0 | 120 | 0 | 0 | 0 | 0 | 1600 | 137 | 441 | 1953 | 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: | 44 | 0 | 120 | 0 | 0 | 0 | 0 | 1600 | 137 | 441 | 1953 | 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: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 47 | 0 | 128 | 0 | 0 | 0 | 0 | 1702 | 146 | 469 | 2078 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 47 | 0 | 128 | 0 | 0 | 0 | 0 | 1702 | 146 | 469 | 2078 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 47 | 0 | 128 | 0 | 0 | 0 | 0 | 1702 | 146 | 469 | 2078 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.97 | 1.00 | 0.85 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 0.85 | 0.95 | 0.91 | 1.00 |
| Lanes: | 2.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 | 1.00 | 1.00 | 3.00 | 0.00 |
| Final Sat.: | 3686 | 0 | 1615 | 0 | 0 | 0 | 0 | 3610 | 1615 | 1805 | 5187 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.00 | 0.08 | 0.00 | 0.00 | 0.00 | 0.00 | 0.47 | 0.09 | 0.26 | 0.40 | 0.00 |
| Crit Moves: | **** | | | | | | | **** | | **** | | |
| Green/Cycle: | 0.02 | 0.00 | 0.37 | 0.00 | 0.00 | 0.00 | 0.00 | 0.63 | 0.63 | 0.35 | 0.98 | 0.00 |
| Volume/Cap: | 0.65 | 0.00 | 0.22 | 0.00 | 0.00 | 0.00 | 0.00 | 0.74 | 0.14 | 0.74 | 0.41 | 0.00 |
| Delay/Veh: | 67.9 | 0.0 | 22.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14.1 | 7.4 | 33.4 | 0.1 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 67.9 | 0.0 | 22.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14.1 | 7.4 | 33.4 | 0.1 | 0.0 |
| LOS by Move: | E | A | C | A | A | A | A | B | A | C | A | A |
| HCM2kAvgQ: | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 19 | 2 | 12 | 1 | 0 |

Note: Queue reported is the number of cars per lane.





Cumulative No Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #29 Scott Rd (North)/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.690
Loss Time (sec): 9 Average Delay (sec/veh): 21.4
Optimal Cycle: 50 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Ovl | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 0 | 1 | 0 1 | 1 0 | 1 | 0 2 | 2 0 | 2 | 0 1 | 1 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 1 | 3 | 0 | 190 | 3 | 729 | 758 | 897 | 1 | 1 | 1383 | 242 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 1 | 3 | 0 | 190 | 3 | 729 | 758 | 897 | 1 | 1 | 1383 | 242 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 1 | 3 | 0 | 202 | 3 | 776 | 806 | 954 | 1 | 1 | 1471 | 257 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 1 | 3 | 0 | 202 | 3 | 776 | 806 | 954 | 1 | 1 | 1471 | 257 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 1 | 3 | 0 | 202 | 3 | 776 | 806 | 954 | 1 | 1 | 1471 | 257 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 0.75 | 0.92 | 0.95 | 0.85 | 0.95 | 0.91 | 0.85 |
| Lanes: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 2.00 | 2.00 | 1.00 | 1.00 | 3.00 | 1.00 |
| Final Sat.: | 1805 | 1900 | 1900 | 1805 | 1900 | 2842 | 3502 | 3610 | 1615 | 1805 | 5187 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.11 | 0.00 | 0.27 | 0.23 | 0.26 | 0.00 | 0.00 | 0.28 | 0.16 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | 0.16 | 0.16 | 0.50 | 0.33 | 0.74 | 0.74 | 0.00 | 0.41 | 0.41 |
| Volume/Cap: | 0.26 | 0.69 | 0.00 | 0.69 | 0.01 | 0.55 | 0.69 | 0.36 | 0.00 | 0.36 | 0.69 | 0.39 |
| Delay/Veh: | 81.4 | 241 | 0.0 | 46.3 | 35.1 | 17.9 | 30.6 | 4.6 | 3.3 | 110.3 | 25.2 | 21.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 81.4 | 241 | 0.0 | 46.3 | 35.1 | 17.9 | 30.6 | 4.6 | 3.3 | 110.3 | 25.2 | 21.0 |
| LOS by Move: | F | F | A | D | D | B | C | A | A | F | C | C |
| HCM2kAvgQ: | 0 | 1 | 0 | 6 | 0 | 9 | 11 | 5 | 0 | 0 | 13 | 5 |

Note: Queue reported is the number of cars per lane.

Cumulative No Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #30 Placerville Rd/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.487
Loss Time (sec): 12 Average Delay (sec/veh): 9.1
Optimal Cycle: 40 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Split Phase | | | | Split Phase | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 0 | 0 1 | 1 | 1 | 0 | 0 1 | 1 | 0 | 2 | 0 1 | 1 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 2 | | 301 | 0 | 10 | | 3 | 956 | 1 | | 0 | 1644 | 460 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 0 | 0 | 2 | | 301 | 0 | 10 | | 3 | 956 | 1 | | 0 | 1644 | 460 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 0 | 0 | 2 | | 320 | 0 | 11 | | 3 | 1017 | 1 | | 0 | 1749 | 489 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 0 | 2 | | 320 | 0 | 11 | | 3 | 1017 | 1 | | 0 | 1749 | 489 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 0 | 0 | 2 | | 320 | 0 | 11 | | 3 | 1017 | 1 | | 0 | 1749 | 489 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 1.00 | 0.87 | | 0.95 | 1.00 | 0.85 | | 0.95 | 0.95 | 0.85 | | 1.00 | 0.91 | 0.85 | |
| Lanes: | 0.00 | 0.00 | 1.00 | | 2.00 | 0.00 | 1.00 | | 1.00 | 2.00 | 1.00 | | 1.00 | 3.00 | 1.00 | |
| Final Sat.: | 0 | 0 | 1644 | | 3618 | 0 | 1615 | | 1805 | 3610 | 1615 | | 1900 | 5187 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | | 0.09 | 0.00 | 0.01 | | 0.00 | 0.28 | 0.00 | | 0.00 | 0.34 | 0.30 | |
| Crit Moves: | | | | **** | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | | 0.18 | 0.00 | 0.19 | | 0.00 | 0.70 | 0.70 | | 0.00 | 0.69 | 0.87 | |
| Volume/Cap: | 0.00 | 0.00 | 0.49 | | 0.49 | 0.00 | 0.04 | | 0.49 | 0.40 | 0.00 | | 0.00 | 0.49 | 0.35 | |
| Delay/Veh: | 0.0 | 0.0 | 116.6 | | 37.3 | 0.0 | 33.5 | | 97.3 | 6.6 | 4.6 | | 0.0 | 7.3 | 1.3 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 0.0 | 116.6 | | 37.3 | 0.0 | 33.5 | | 97.3 | 6.6 | 4.6 | | 0.0 | 7.3 | 1.3 | |
| LOS by Move: | A | A | F | | D | A | C | | F | A | A | | A | A | A | |
| HCM2kAvgQ: | 0 | 0 | 0 | | 4 | 0 | 0 | | 0 | 7 | 0 | | 0 | 9 | 3 | |

Note: Queue reported is the number of cars per lane.





Cumulative No Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #31 Empire Ranch Rd/ North Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.488
Loss Time (sec): 12 Average Delay (sec/veh): 23.3
Optimal Cycle: 40 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 1 | 0 1 | 2 | 0 | 1 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 43 | 977 | 57 | | 151 | 811 | 217 | | 326 | 6 | 44 | | 69 | 6 | 197 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 43 | 977 | 57 | | 151 | 811 | 217 | | 326 | 6 | 44 | | 69 | 6 | 197 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 46 | 1039 | 61 | | 161 | 863 | 231 | | 347 | 6 | 47 | | 73 | 6 | 210 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 46 | 1039 | 61 | | 161 | 863 | 231 | | 347 | 6 | 47 | | 73 | 6 | 210 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 46 | 1039 | 61 | | 161 | 863 | 231 | | 347 | 6 | 47 | | 73 | 6 | 210 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.91 | 0.85 | | 0.92 | 0.91 | 0.85 | | 0.92 | 1.00 | 0.85 | | 0.92 | 1.00 | 0.85 | |
| Lanes: | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 1.00 | 1.00 | | 2.00 | 1.00 | 1.00 | |
| Final Sat.: | 3502 | 5187 | 1615 | | 3502 | 5187 | 1615 | | 3502 | 1900 | 1615 | | 3502 | 1900 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.20 | 0.04 | | 0.05 | 0.17 | 0.14 | | 0.10 | 0.00 | 0.03 | | 0.02 | 0.00 | 0.13 | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | | **** | |
| Green/Cycle: | 0.04 | 0.41 | 0.62 | | 0.09 | 0.47 | 0.67 | | 0.20 | 0.16 | 0.20 | | 0.21 | 0.17 | 0.27 | |
| Volume/Cap: | 0.36 | 0.49 | 0.06 | | 0.49 | 0.36 | 0.21 | | 0.49 | 0.02 | 0.15 | | 0.10 | 0.02 | 0.49 | |
| Delay/Veh: | 48.7 | 21.9 | 7.4 | | 44.1 | 17.1 | 6.4 | | 35.8 | 35.3 | 33.3 | | 31.7 | 34.4 | 31.8 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 48.7 | 21.9 | 7.4 | | 44.1 | 17.1 | 6.4 | | 35.8 | 35.3 | 33.3 | | 31.7 | 34.4 | 31.8 | |
| LOS by Move: | D | C | A | | D | B | A | | D | D | C | | C | C | C | |
| HCM2kAvgQ: | 1 | 8 | 1 | | 2 | 6 | 3 | | 5 | 0 | 1 | | 1 | 0 | 6 | |

Note: Queue reported is the number of cars per lane.

PM Cumulative No Federal AcFri May 8, 2009 17:30:06 Page 34-1

Cumulative No Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #32 Prairie City Rd/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.657
Loss Time (sec): 12 Average Delay (sec/veh): 31.5
Optimal Cycle: 54 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | | Ovl | | | Ovl | | | Ovl | | | Ovl | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 2 0 | 3 0 | 1 | 2 0 | 3 0 | 1 | 2 0 | 3 0 | 1 | 2 0 | 3 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 225 | 792 | 302 | 249 | 881 | 237 | 508 | 909 | 365 | 288 | 854 | 324 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 225 | 792 | 302 | 249 | 881 | 237 | 508 | 909 | 365 | 288 | 854 | 324 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 239 | 843 | 321 | 265 | 937 | 252 | 540 | 967 | 388 | 306 | 909 | 345 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 239 | 843 | 321 | 265 | 937 | 252 | 540 | 967 | 388 | 306 | 909 | 345 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 239 | 843 | 321 | 265 | 937 | 252 | 540 | 967 | 388 | 306 | 909 | 345 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.91 | 0.85 | 0.92 | 0.91 | 0.85 | 0.92 | 0.91 | 0.85 | 0.92 | 0.91 | 0.85 |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3502 | 5187 | 1615 | 3502 | 5187 | 1615 | 3502 | 5187 | 1615 | 3502 | 5187 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.07 | 0.16 | 0.20 | 0.08 | 0.18 | 0.16 | 0.15 | 0.19 | 0.24 | 0.09 | 0.18 | 0.21 |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | |
| Green/Cycle: | 0.10 | 0.26 | 0.42 | 0.12 | 0.27 | 0.51 | 0.23 | 0.34 | 0.45 | 0.16 | 0.27 | 0.39 |
| Volume/Cap: | 0.66 | 0.63 | 0.48 | 0.63 | 0.66 | 0.31 | 0.66 | 0.55 | 0.54 | 0.55 | 0.66 | 0.55 |
| Delay/Veh: | 47.4 | 33.8 | 21.6 | 44.9 | 33.2 | 14.5 | 36.6 | 27.0 | 21.1 | 39.8 | 33.8 | 25.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 47.4 | 33.8 | 21.6 | 44.9 | 33.2 | 14.5 | 36.6 | 27.0 | 21.1 | 39.8 | 33.8 | 25.0 |
| LOS by Move: | D | C | C | D | C | B | D | C | C | D | C | C |
| HCM2kAvgQ: | 4 | 8 | 7 | 4 | 9 | 4 | 8 | 9 | 8 | 4 | 9 | 8 |

Note: Queue reported is the number of cars per lane.





PM Cumulative No Federal AcFri May 8, 2009 17:30:06 Page 35-1

Cumulative No Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #33 Oak Ave Pkwy/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.725
Loss Time (sec): 12 Average Delay (sec/veh): 29.7
Optimal Cycle: 63 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | | Ovl | | | Ovl | | | Ovl | | | Ovl | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 2 0 | 2 0 | 1 | 2 0 | 2 0 | 1 | 2 0 | 2 0 | 1 | 2 0 | 2 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 92 | 208 | 119 | 193 | 290 | 585 | 636 | 877 | 29 | 231 | 762 | 243 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 92 | 208 | 119 | 193 | 290 | 585 | 636 | 877 | 29 | 231 | 762 | 243 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 98 | 221 | 127 | 205 | 309 | 622 | 677 | 933 | 31 | 246 | 811 | 259 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 98 | 221 | 127 | 205 | 309 | 622 | 677 | 933 | 31 | 246 | 811 | 259 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 98 | 221 | 127 | 205 | 309 | 622 | 677 | 933 | 31 | 246 | 811 | 259 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.95 | 0.85 | 0.92 | 0.95 | 0.85 | 0.92 | 0.95 | 0.85 | 0.92 | 0.95 | 0.85 |
| Lanes: | 2.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 |
| Final Sat.: | 3502 | 3610 | 1615 | 3502 | 3610 | 1615 | 3502 | 3610 | 1615 | 3502 | 3610 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.06 | 0.08 | 0.06 | 0.09 | 0.39 | 0.19 | 0.26 | 0.02 | 0.07 | 0.22 | 0.16 |
| Crit Moves: | **** | | | | | **** | **** | | | | **** | |
| Green/Cycle: | 0.04 | 0.16 | 0.28 | 0.15 | 0.27 | 0.53 | 0.27 | 0.45 | 0.49 | 0.12 | 0.31 | 0.46 |
| Volume/Cap: | 0.72 | 0.39 | 0.28 | 0.39 | 0.32 | 0.72 | 0.72 | 0.57 | 0.04 | 0.57 | 0.72 | 0.35 |
| Delay/Veh: | 65.2 | 38.5 | 28.6 | 39.0 | 29.7 | 20.9 | 36.2 | 20.6 | 13.2 | 43.2 | 33.1 | 17.8 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 65.2 | 38.5 | 28.6 | 39.0 | 29.7 | 20.9 | 36.2 | 20.6 | 13.2 | 43.2 | 33.1 | 17.8 |
| LOS by Move: | E | D | C | D | C | C | D | C | B | D | C | B |
| HCM2kAvgQ: | 2 | 3 | 3 | 3 | 4 | 14 | 10 | 11 | 0 | 4 | 12 | 5 |

Note: Queue reported is the number of cars per lane.

PM Cumulative No Federal AcFri May 8, 2009 17:30:06 Page 36-1

Cumulative No Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #34 RowberryDr/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.635
Loss Time (sec): 12 Average Delay (sec/veh): 22.7
Optimal Cycle: 52 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Control: | Split Phase | | | Split Phase | | | Protected | | | Protected | | |
| Rights: | Include | | | Ovl | | | Ovl | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 0 0 | 1! 0 | 0 | 1 1 | 0 0 | 1 | 2 0 | 2 0 | 1 | 1 0 | 2 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 3 | 4 | 4 | 649 | 6 | 452 | 428 | 757 | 4 | 7 | 781 | 619 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 3 | 4 | 4 | 649 | 6 | 452 | 428 | 757 | 4 | 7 | 781 | 619 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 3 | 4 | 4 | 690 | 6 | 481 | 455 | 805 | 4 | 7 | 831 | 659 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 3 | 4 | 4 | 690 | 6 | 481 | 455 | 805 | 4 | 7 | 831 | 659 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 3 | 4 | 4 | 690 | 6 | 481 | 455 | 805 | 4 | 7 | 831 | 659 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.94 | 0.94 | 0.94 | 0.95 | 0.95 | 0.85 | 0.92 | 0.95 | 0.85 | 0.95 | 0.95 | 0.85 |
| Lanes: | 0.27 | 0.37 | 0.36 | 1.98 | 0.02 | 1.00 | 2.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 486 | 649 | 649 | 3588 | 33 | 1615 | 3502 | 3610 | 1615 | 1805 | 3610 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.01 | 0.01 | 0.19 | 0.19 | 0.30 | 0.13 | 0.22 | 0.00 | 0.00 | 0.23 | 0.41 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green/Cycle: | 0.01 | 0.01 | 0.01 | 0.30 | 0.30 | 0.51 | 0.20 | 0.56 | 0.57 | 0.01 | 0.36 | 0.67 |
| Volume/Cap: | 0.64 | 0.64 | 0.64 | 0.64 | 0.64 | 0.59 | 0.64 | 0.40 | 0.00 | 0.40 | 0.64 | 0.61 |
| Delay/Veh: | 104.9 | 105 | 104.9 | 31.3 | 31.3 | 18.4 | 38.2 | 12.8 | 9.4 | 62.8 | 27.5 | 10.5 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 104.9 | 105 | 104.9 | 31.3 | 31.3 | 18.4 | 38.2 | 12.8 | 9.4 | 62.8 | 27.5 | 10.5 |
| LOS by Move: | F | F | F | C | C | B | D | B | A | E | C | B |
| HCM2kAvgQ: | 1 | 1 | 1 | 9 | 9 | 10 | 7 | 7 | 0 | 0 | 11 | 11 |

Note: Queue reported is the number of cars per lane.





PM Cumulative No Federal AcFri May 8, 2009 17:30:06 Page 37-1

Cumulative No Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #35 1st/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.614
Loss Time (sec): 12 Average Delay (sec/veh): 25.6
Optimal Cycle: 50 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Ovl | | | Include | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 0 | 0 1 | 0 | 1 0 | 1 0 | 1 | 1 0 | 2 1 | 0 | 1 0 | 3 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 148 | 93 | 0 | 234 | 160 | 414 | 344 | 790 | 214 | 0 | 720 | 184 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 148 | 93 | 0 | 234 | 160 | 414 | 344 | 790 | 214 | 0 | 720 | 184 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 157 | 99 | 0 | 249 | 170 | 440 | 366 | 840 | 228 | 0 | 766 | 196 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 157 | 99 | 0 | 249 | 170 | 440 | 366 | 840 | 228 | 0 | 766 | 196 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 157 | 99 | 0 | 249 | 170 | 440 | 366 | 840 | 228 | 0 | 766 | 196 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 0.85 | 0.95 | 0.88 | 0.88 | 1.00 | 0.91 | 0.85 |
| Lanes: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.36 | 0.64 | 1.00 | 3.00 | 1.00 |
| Final Sat.: | 1805 | 1900 | 0 | 1805 | 1900 | 1615 | 1805 | 3951 | 1070 | 1900 | 5187 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.09 | 0.05 | 0.00 | 0.14 | 0.09 | 0.27 | 0.20 | 0.21 | 0.21 | 0.00 | 0.15 | 0.12 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green/Cycle: | 0.15 | 0.08 | 0.00 | 0.22 | 0.16 | 0.49 | 0.33 | 0.57 | 0.57 | 0.00 | 0.24 | 0.47 |
| Volume/Cap: | 0.57 | 0.61 | 0.00 | 0.61 | 0.57 | 0.56 | 0.61 | 0.37 | 0.37 | 0.00 | 0.61 | 0.26 |
| Delay/Veh: | 42.2 | 51.1 | 0.0 | 37.7 | 41.7 | 19.0 | 30.1 | 11.8 | 11.8 | 0.0 | 34.8 | 16.5 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 42.2 | 51.1 | 0.0 | 37.7 | 41.7 | 19.0 | 30.1 | 11.8 | 11.8 | 0.0 | 34.8 | 16.5 |
| LOS by Move: | D | D | A | D | D | B | C | B | B | A | C | B |
| HCM2kAvgQ: | 5 | 4 | 0 | 8 | 6 | 10 | 9 | 6 | 6 | 0 | 7 | 3 |

Note: Queue reported is the number of cars per lane.

Cumulative No Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #36 2nd St/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.633
Loss Time (sec): 12 Average Delay (sec/veh): 26.5
Optimal Cycle: 51 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 0 | 0 | 1 0 | 2 0 | 1 0 | 1 | 1 0 | 2 | 1 0 | 1 0 | 2 | 1 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 88 | 0 | 329 | 124 | 343 | 227 | 801 | 0 | 0 | 616 | 299 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 88 | 0 | 329 | 124 | 343 | 227 | 801 | 0 | 0 | 616 | 299 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 0 | 94 | 0 | 350 | 132 | 365 | 241 | 852 | 0 | 0 | 655 | 318 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 94 | 0 | 350 | 132 | 365 | 241 | 852 | 0 | 0 | 655 | 318 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 94 | 0 | 350 | 132 | 365 | 241 | 852 | 0 | 0 | 655 | 318 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 0.92 | 1.00 | 0.85 | 0.95 | 0.91 | 0.91 | 1.00 | 0.87 | 0.87 |
| Lanes: | 1.00 | 1.00 | 0.00 | 2.00 | 1.00 | 1.00 | 1.00 | 3.00 | 0.00 | 1.00 | 2.02 | 0.98 |
| Final Sat.: | 1900 | 1900 | 0 | 3502 | 1900 | 1615 | 1805 | 5187 | 0 | 1900 | 3321 | 1612 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.05 | 0.00 | 0.10 | 0.07 | 0.23 | 0.13 | 0.16 | 0.00 | 0.00 | 0.20 | 0.20 |
| Crit Moves: | **** | | | | | **** | **** | | | | **** | |
| Green/Cycle: | 0.00 | 0.12 | 0.00 | 0.24 | 0.36 | 0.36 | 0.21 | 0.52 | 0.00 | 0.00 | 0.31 | 0.31 |
| Volume/Cap: | 0.00 | 0.42 | 0.00 | 0.42 | 0.19 | 0.63 | 0.63 | 0.31 | 0.00 | 0.00 | 0.63 | 0.63 |
| Delay/Veh: | 0.0 | 42.2 | 0.0 | 32.5 | 22.4 | 29.0 | 39.4 | 13.7 | 0.0 | 0.0 | 30.4 | 30.4 |
| 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: | 0.0 | 42.2 | 0.0 | 32.5 | 22.4 | 29.0 | 39.4 | 13.7 | 0.0 | 0.0 | 30.4 | 30.4 |
| LOS by Move: | A | D | A | C | C | C | D | B | A | A | C | C |
| HCM2kAvgQ: | 0 | 3 | 0 | 5 | 3 | 10 | 7 | 5 | 0 | 0 | 9 | 9 |

Note: Queue reported is the number of cars per lane.





Cumulative No Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #37 3rd St/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.461
Loss Time (sec): 12 Average Delay (sec/veh): 20.7
Optimal Cycle: 38 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Ovl | | | Include | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 0 | 1 | 0 1 | 2 0 | 1 | 0 1 | 1 0 | 2 | 1 0 | 1 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 45 | 7 | 83 | 386 | 10 | 209 | 73 | 1077 | 53 | 86 | 756 | 191 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 45 | 7 | 83 | 386 | 10 | 209 | 73 | 1077 | 53 | 86 | 756 | 191 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 48 | 7 | 88 | 411 | 11 | 222 | 78 | 1146 | 56 | 91 | 804 | 203 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 48 | 7 | 88 | 411 | 11 | 222 | 78 | 1146 | 56 | 91 | 804 | 203 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 48 | 7 | 88 | 411 | 11 | 222 | 78 | 1146 | 56 | 91 | 804 | 203 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 1.00 | 0.85 | 0.92 | 1.00 | 0.85 | 0.95 | 0.90 | 0.90 | 0.95 | 0.91 | 0.85 |
| Lanes: | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 1.00 | 2.86 | 0.14 | 1.00 | 3.00 | 1.00 |
| Final Sat.: | 1805 | 1900 | 1615 | 3502 | 1900 | 1615 | 1805 | 4909 | 242 | 1805 | 5187 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.00 | 0.05 | 0.12 | 0.01 | 0.14 | 0.04 | 0.23 | 0.23 | 0.05 | 0.16 | 0.13 |
| Crit Moves: | | **** | | **** | | | | **** | | **** | | |
| Green/Cycle: | 0.06 | 0.01 | 0.12 | 0.25 | 0.21 | 0.34 | 0.13 | 0.51 | 0.51 | 0.11 | 0.48 | 0.74 |
| Volume/Cap: | 0.46 | 0.46 | 0.46 | 0.46 | 0.03 | 0.41 | 0.32 | 0.46 | 0.46 | 0.46 | 0.32 | 0.17 |
| Delay/Veh: | 48.8 | 68.7 | 42.8 | 31.8 | 31.8 | 25.8 | 40.0 | 16.0 | 16.0 | 43.4 | 15.9 | 4.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 48.8 | 68.7 | 42.8 | 31.8 | 31.8 | 25.8 | 40.0 | 16.0 | 16.0 | 43.4 | 15.9 | 4.0 |
| LOS by Move: | D | E | D | C | C | C | D | B | B | D | B | A |
| HCM2kAvgQ: | 2 | 1 | 3 | 6 | 0 | 5 | 2 | 8 | 8 | 2 | 5 | 2 |

Note: Queue reported is the number of cars per lane.

Cumulative No Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #38 Scott Rd (North)/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.809
Loss Time (sec): 12 Average Delay (sec/veh): 34.4
Optimal Cycle: 79 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | | Ovl | | | Ovl | | | Ovl | | | Ovl | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 2 0 | 3 0 | 1 | 2 0 | 3 0 | 1 | 2 0 | 3 0 | 1 | 2 0 | 3 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 286 | 946 | 111 | 556 | 858 | 410 | 1073 | 272 | 201 | 253 | 336 | 174 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 286 | 946 | 111 | 556 | 858 | 410 | 1073 | 272 | 201 | 253 | 336 | 174 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 286 | 946 | 111 | 556 | 858 | 410 | 1073 | 272 | 201 | 253 | 336 | 174 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 286 | 946 | 111 | 556 | 858 | 410 | 1073 | 272 | 201 | 253 | 336 | 174 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 286 | 946 | 111 | 556 | 858 | 410 | 1073 | 272 | 201 | 253 | 336 | 174 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.91 | 0.85 | 0.92 | 0.91 | 0.85 | 0.92 | 0.91 | 0.85 | 0.92 | 0.91 | 0.85 |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3502 | 5187 | 1615 | 3502 | 5187 | 1615 | 3502 | 5187 | 1615 | 3502 | 5187 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.08 | 0.18 | 0.07 | 0.16 | 0.17 | 0.25 | 0.31 | 0.05 | 0.12 | 0.07 | 0.06 | 0.11 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green/Cycle: | 0.14 | 0.23 | 0.49 | 0.20 | 0.28 | 0.66 | 0.38 | 0.19 | 0.33 | 0.27 | 0.08 | 0.28 |
| Volume/Cap: | 0.59 | 0.81 | 0.14 | 0.81 | 0.59 | 0.38 | 0.81 | 0.27 | 0.37 | 0.27 | 0.81 | 0.39 |
| Delay/Veh: | 42.2 | 41.0 | 14.0 | 45.6 | 31.5 | 7.9 | 31.7 | 34.5 | 25.9 | 29.2 | 56.6 | 29.9 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 42.2 | 41.0 | 14.0 | 45.6 | 31.5 | 7.9 | 31.7 | 34.5 | 25.9 | 29.2 | 56.6 | 29.9 |
| LOS by Move: | D | D | B | D | C | A | C | C | C | C | E | C |
| HCM2kAvgQ: | 4 | 10 | 2 | 9 | 8 | 5 | 16 | 2 | 5 | 3 | 4 | 4 |

Note: Queue reported is the number of cars per lane.





Cumulative No Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #39 Placerville Rd / Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.243
Loss Time (sec): 12 Average Delay (sec/veh): 24.6
Optimal Cycle: 29 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | | Ovl | | | Ovl | | | Include | | | Ovl | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 0 | 1 0 | 1 | 1 0 | 1 0 | 1 | 2 0 | 2 1 | 0 | 1 0 | 3 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 33 | 80 | 28 | 58 | 65 | 11 | 259 | 478 | 69 | 32 | 274 | 95 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 33 | 80 | 28 | 58 | 65 | 11 | 259 | 478 | 69 | 32 | 274 | 95 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 35 | 85 | 30 | 62 | 69 | 12 | 276 | 509 | 73 | 34 | 291 | 101 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 35 | 85 | 30 | 62 | 69 | 12 | 276 | 509 | 73 | 34 | 291 | 101 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 35 | 85 | 30 | 62 | 69 | 12 | 276 | 509 | 73 | 34 | 291 | 101 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 1.00 | 0.85 | 0.95 | 1.00 | 0.85 | 0.92 | 0.89 | 0.89 | 0.95 | 0.91 | 0.85 |
| Lanes: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 2.62 | 0.38 | 1.00 | 3.00 | 1.00 |
| Final Sat.: | 1805 | 1900 | 1615 | 1805 | 1900 | 1615 | 3502 | 4447 | 642 | 1805 | 5187 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.04 | 0.02 | 0.03 | 0.04 | 0.01 | 0.08 | 0.11 | 0.11 | 0.02 | 0.06 | 0.06 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green/Cycle: | 0.11 | 0.18 | 0.26 | 0.14 | 0.21 | 0.54 | 0.32 | 0.48 | 0.48 | 0.08 | 0.23 | 0.37 |
| Volume/Cap: | 0.17 | 0.24 | 0.07 | 0.24 | 0.17 | 0.01 | 0.24 | 0.24 | 0.24 | 0.24 | 0.24 | 0.17 |
| Delay/Veh: | 40.5 | 35.2 | 27.7 | 38.7 | 32.4 | 10.9 | 24.9 | 15.5 | 15.5 | 44.1 | 31.4 | 21.2 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 40.5 | 35.2 | 27.7 | 38.7 | 32.4 | 10.9 | 24.9 | 15.5 | 15.5 | 44.1 | 31.4 | 21.2 |
| LOS by Move: | D | D | C | D | C | B | C | B | B | D | C | C |
| HCM2kAvgQ: | 1 | 2 | 1 | 2 | 2 | 0 | 3 | 4 | 4 | 1 | 3 | 2 |

Note: Queue reported is the number of cars per lane.

PM Cumulative No Federal AcFri May 8, 2009 17:30:06 Page 42-1

Cumulative No Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #40 4th St/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.423
Loss Time (sec): 12 Average Delay (sec/veh): 23.1
Optimal Cycle: 36 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 0 | 1 0 | 1 | 0 | 1 | 0 1 | 1 | 0 | 1 | 1 0 | 1 | 0 | 1 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 303 | 26 | | 11 | 8 | 22 | | 26 | 448 | 90 | | 28 | 378 | 70 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 0 | 303 | 26 | | 11 | 8 | 22 | | 26 | 448 | 90 | | 28 | 378 | 70 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 0 | 322 | 28 | | 12 | 9 | 23 | | 28 | 477 | 96 | | 30 | 402 | 74 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 322 | 28 | | 12 | 9 | 23 | | 28 | 477 | 96 | | 30 | 402 | 74 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 0 | 322 | 28 | | 12 | 9 | 23 | | 28 | 477 | 96 | | 30 | 402 | 74 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.99 | 0.99 | | 0.95 | 1.00 | 0.85 | | 0.95 | 0.93 | 0.93 | | 0.95 | 0.93 | 0.93 | |
| Lanes: | 1.00 | 0.92 | 0.08 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.67 | 0.33 | | 1.00 | 1.69 | 0.31 | |
| Final Sat.: | 1900 | 1729 | 148 | | 1805 | 1900 | 1615 | | 1805 | 2931 | 589 | | 1805 | 2976 | 551 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.19 | 0.19 | | 0.01 | 0.00 | 0.01 | | 0.02 | 0.16 | 0.16 | | 0.02 | 0.14 | 0.14 | |
| Crit Moves: | | **** | | | **** | | | | | **** | | | **** | | | |
| Green/Cycle: | 0.00 | 0.44 | 0.44 | | 0.02 | 0.46 | 0.46 | | 0.04 | 0.38 | 0.38 | | 0.04 | 0.38 | 0.38 | |
| Volume/Cap: | 0.00 | 0.42 | 0.42 | | 0.42 | 0.01 | 0.03 | | 0.36 | 0.42 | 0.42 | | 0.42 | 0.36 | 0.36 | |
| Delay/Veh: | 0.0 | 19.6 | 19.6 | | 58.9 | 14.8 | 15.0 | | 49.3 | 22.8 | 22.8 | | 51.0 | 22.3 | 22.3 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 19.6 | 19.6 | | 58.9 | 14.8 | 15.0 | | 49.3 | 22.8 | 22.8 | | 51.0 | 22.3 | 22.3 | |
| LOS by Move: | A | B | B | | E | B | B | | D | C | C | | D | C | C | |
| HCM2kAvgQ: | 0 | 7 | 7 | | 1 | 0 | 0 | | 1 | 7 | 7 | | 1 | 5 | 5 | |

Note: Queue reported is the number of cars per lane.





PM Cumulative No Federal AcFri May 8, 2009 17:30:06 Page 43-1

Cumulative No Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #41 Hillside Dr/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.318
Loss Time (sec): 9 Average Delay (sec/veh): 14.5
Optimal Cycle: 26 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Ovl | | | | Include | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 0 | 0 0 | 1 | 0 | 0 | 0 1 | 1 | 0 | 1 | 0 0 | 0 | 0 | 1 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | | 94 | 0 | 132 | | 83 | 368 | 0 | | 0 | 330 | 47 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 0 | 0 | 0 | | 94 | 0 | 132 | | 83 | 368 | 0 | | 0 | 330 | 47 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 0 | 0 | 0 | | 100 | 0 | 140 | | 88 | 391 | 0 | | 0 | 351 | 50 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 0 | 0 | | 100 | 0 | 140 | | 88 | 391 | 0 | | 0 | 351 | 50 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 0 | 0 | 0 | | 100 | 0 | 140 | | 88 | 391 | 0 | | 0 | 351 | 50 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 1.00 | 1.00 | | 0.95 | 1.00 | 0.85 | | 0.95 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.85 | |
| Lanes: | 0.00 | 0.00 | 0.00 | | 1.00 | 0.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 0.00 | 1.00 | 1.00 | |
| Final Sat.: | 0 | 0 | 0 | | 1805 | 0 | 1615 | | 1805 | 1900 | 0 | | 0 | 1900 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | | 0.06 | 0.00 | 0.09 | | 0.05 | 0.21 | 0.00 | | 0.00 | 0.18 | 0.03 | |
| Crit Moves: | | | | | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | | 0.17 | 0.00 | 0.33 | | 0.15 | 0.74 | 0.00 | | 0.00 | 0.58 | 0.76 | |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | | 0.32 | 0.00 | 0.26 | | 0.32 | 0.28 | 0.00 | | 0.00 | 0.32 | 0.04 | |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | | 36.7 | 0.0 | 25.0 | | 38.3 | 4.5 | 0.0 | | 0.0 | 10.9 | 3.1 | |
| 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: | 0.0 | 0.0 | 0.0 | | 36.7 | 0.0 | 25.0 | | 38.3 | 4.5 | 0.0 | | 0.0 | 10.9 | 3.1 | |
| LOS by Move: | A | A | A | | D | A | C | | D | A | A | | A | B | A | |
| HCM2kAvgQ: | 0 | 0 | 0 | | 3 | 0 | 3 | | 2 | 4 | 0 | | 0 | 5 | 0 | |

Note: Queue reported is the number of cars per lane.

PM Cumulative No Federal AcFri May 8, 2009 17:30:06 Page 44-1

Cumulative No Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #42 Empire Ranch Rd/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.461
Loss Time (sec): 12 Average Delay (sec/veh): 25.2
Optimal Cycle: 38 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Split Phase | | | | Split Phase | | | |
| Rights: | Include | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 2 | 1 0 | 1 | 0 | 3 | 0 1 | 1 | 1 | 0 | 0 1 | 0 | 1 | 0 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 21 | 582 | 43 | | 196 | 516 | 211 | | 286 | 63 | 20 | | 36 | 67 | 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: | 21 | 582 | 43 | | 196 | 516 | 211 | | 286 | 63 | 20 | | 36 | 67 | 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: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 22 | 619 | 46 | | 209 | 549 | 224 | | 304 | 67 | 21 | | 38 | 71 | 222 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 22 | 619 | 46 | | 209 | 549 | 224 | | 304 | 67 | 21 | | 38 | 71 | 222 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 22 | 619 | 46 | | 209 | 549 | 224 | | 304 | 67 | 21 | | 38 | 71 | 222 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.90 | 0.90 | | 0.95 | 0.91 | 0.85 | | 0.96 | 0.96 | 0.85 | | 0.98 | 0.98 | 0.85 | |
| Lanes: | 1.00 | 2.79 | 0.21 | | 1.00 | 3.00 | 1.00 | | 1.64 | 0.36 | 1.00 | | 0.35 | 0.65 | 1.00 | |
| Final Sat.: | 1805 | 4782 | 353 | | 1805 | 5187 | 1615 | | 2993 | 659 | 1615 | | 653 | 1215 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.13 | 0.13 | | 0.12 | 0.11 | 0.14 | | 0.10 | 0.10 | 0.01 | | 0.06 | 0.06 | 0.14 | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.06 | 0.28 | 0.28 | | 0.25 | 0.48 | 0.70 | | 0.22 | 0.22 | 0.28 | | 0.13 | 0.13 | 0.38 | |
| Volume/Cap: | 0.22 | 0.46 | 0.46 | | 0.46 | 0.22 | 0.20 | | 0.46 | 0.46 | 0.05 | | 0.46 | 0.46 | 0.36 | |
| Delay/Veh: | 46.3 | 29.9 | 29.9 | | 32.5 | 15.4 | 5.4 | | 34.2 | 34.2 | 26.6 | | 41.9 | 41.9 | 22.8 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 46.3 | 29.9 | 29.9 | | 32.5 | 15.4 | 5.4 | | 34.2 | 34.2 | 26.6 | | 41.9 | 41.9 | 22.8 | |
| LOS by Move: | D | C | C | | C | B | A | | C | C | C | | D | D | C | |
| HCM2kAvgQ: | 1 | 6 | 6 | | 5 | 3 | 2 | | 5 | 5 | 0 | | 4 | 4 | 5 | |

Note: Queue reported is the number of cars per lane.





PM Cumulative No Federal AcFri May 8, 2009 17:30:06 Page 45-1

Cumulative No Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #43 Prairie City Rd/Middle Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.446
Loss Time (sec): 9 Average Delay (sec/veh): 10.0
Optimal Cycle: 31 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 2 | 1 0 | 1 | 0 | 3 | 0 0 | 0 | 0 | 0 | 0 0 | 1 | 0 | 0 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1134 | 9 | | 291 | 1257 | 0 | | 0 | 0 | 0 | | 6 | 0 | 182 | |
| Growth Adj: | 1.00 | 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 | 1134 | 9 | | 291 | 1257 | 0 | | 0 | 0 | 0 | | 6 | 0 | 182 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 0 | 1206 | 10 | | 310 | 1337 | 0 | | 0 | 0 | 0 | | 6 | 0 | 194 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 1206 | 10 | | 310 | 1337 | 0 | | 0 | 0 | 0 | | 6 | 0 | 194 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 0 | 1206 | 10 | | 310 | 1337 | 0 | | 0 | 0 | 0 | | 6 | 0 | 194 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.91 | 0.91 | | 0.95 | 0.91 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.85 | |
| Lanes: | 0.00 | 2.98 | 0.02 | | 1.00 | 3.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 1.00 | 0.00 | 1.00 | |
| Final Sat.: | 0 | 5141 | 41 | | 1805 | 5187 | 0 | | 0 | 0 | 0 | | 1900 | 0 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.23 | 0.23 | | 0.17 | 0.26 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.12 | |
| Crit Moves: | | **** | | | **** | | | | | | | | | **** | | |
| Green/Cycle: | 0.00 | 0.53 | 0.53 | | 0.38 | 0.91 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.38 | |
| Volume/Cap: | 0.00 | 0.45 | 0.45 | | 0.45 | 0.28 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.09 | 0.00 | 0.31 | |
| Delay/Veh: | 0.0 | 14.8 | 14.8 | | 23.3 | 0.6 | 0.0 | | 0.0 | 0.0 | 0.0 | | 50.5 | 0.0 | 21.8 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 14.8 | 14.8 | | 23.3 | 0.6 | 0.0 | | 0.0 | 0.0 | 0.0 | | 50.5 | 0.0 | 21.8 | |
| LOS by Move: | A | B | B | | C | A | A | | A | A | A | | D | A | C | |
| HCM2kAvgQ: | 0 | 8 | 8 | | 7 | 2 | 0 | | 0 | 0 | 0 | | 0 | 0 | 4 | |

Note: Queue reported is the number of cars per lane.

PM Cumulative No Federal AcFri May 8, 2009 17:30:06 Page 46-1

Cumulative No Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #44 Oak Ave Pkwy/Middle Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.390
Loss Time (sec): 12 Average Delay (sec/veh): 19.9
Optimal Cycle: 35 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Ovl | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 0 | 1 | 1 0 | 1 0 | 1 | 1 0 | 1 0 | 1 | 0 1 | 1 0 | 0 | 1 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 189 | 377 | 7 | 29 | 499 | 23 | 22 | 16 | 281 | 5 | 6 | 21 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 189 | 377 | 7 | 29 | 499 | 23 | 22 | 16 | 281 | 5 | 6 | 21 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 201 | 401 | 7 | 31 | 531 | 24 | 23 | 17 | 299 | 5 | 6 | 22 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 201 | 401 | 7 | 31 | 531 | 24 | 23 | 17 | 299 | 5 | 6 | 22 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 201 | 401 | 7 | 31 | 531 | 24 | 23 | 17 | 299 | 5 | 6 | 22 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.95 | 0.95 | 0.95 | 0.94 | 0.94 | 0.95 | 1.00 | 0.85 | 0.95 | 0.88 | 0.88 |
| Lanes: | 1.00 | 1.96 | 0.04 | 1.00 | 1.91 | 0.09 | 1.00 | 1.00 | 1.00 | 1.00 | 0.22 | 0.78 |
| Final Sat.: | 1805 | 3534 | 66 | 1805 | 3427 | 158 | 1805 | 1900 | 1615 | 1805 | 373 | 1305 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.11 | 0.11 | 0.11 | 0.02 | 0.15 | 0.15 | 0.01 | 0.01 | 0.19 | 0.00 | 0.02 | 0.02 |
| Crit Moves: | **** | | | | **** | | | | **** | **** | | |
| Green/Cycle: | 0.29 | 0.59 | 0.59 | 0.09 | 0.40 | 0.40 | 0.08 | 0.19 | 0.47 | 0.01 | 0.11 | 0.11 |
| Volume/Cap: | 0.39 | 0.19 | 0.19 | 0.19 | 0.39 | 0.39 | 0.15 | 0.05 | 0.39 | 0.39 | 0.15 | 0.15 |
| Delay/Veh: | 29.2 | 9.3 | 9.3 | 42.8 | 21.7 | 21.7 | 42.9 | 33.2 | 17.2 | 66.8 | 40.5 | 40.5 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 29.2 | 9.3 | 9.3 | 42.8 | 21.7 | 21.7 | 42.9 | 33.2 | 17.2 | 66.8 | 40.5 | 40.5 |
| LOS by Move: | C | A | A | D | C | C | D | C | B | E | D | D |
| HCM2kAvgQ: | 5 | 3 | 3 | 1 | 6 | 6 | 1 | 0 | 6 | 1 | 1 | 1 |

Note: Queue reported is the number of cars per lane.





PM Cumulative No Federal AcFri May 8, 2009 17:30:07 Page 47-1

Cumulative No Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #45 Scott Rd (North)/ Street "B"

Cycle (sec): 100 Critical Vol./Cap. (X): 0.714
Loss Time (sec): 12 Average Delay (sec/veh): 27.0
Optimal Cycle: 61 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 0 | 3 | 0 1 | 1 0 | 3 | 0 1 | 1 0 | 0 | 1 0 | 1 0 | 0 | 1 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 25 | 1101 | 42 | 374 | 936 | 1 | 9 | 38 | 36 | 58 | 41 | 234 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 25 | 1101 | 42 | 374 | 936 | 1 | 9 | 38 | 36 | 58 | 41 | 234 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 27 | 1171 | 45 | 398 | 996 | 1 | 10 | 40 | 38 | 62 | 44 | 249 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 27 | 1171 | 45 | 398 | 996 | 1 | 10 | 40 | 38 | 62 | 44 | 249 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 27 | 1171 | 45 | 398 | 996 | 1 | 10 | 40 | 38 | 62 | 44 | 249 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.91 | 0.85 | 0.95 | 0.91 | 0.85 | 0.95 | 0.93 | 0.93 | 0.95 | 0.87 | 0.87 |
| Lanes: | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 | 1.00 | 0.51 | 0.49 | 1.00 | 0.15 | 0.85 |
| Final Sat.: | 1805 | 5187 | 1615 | 1805 | 5187 | 1615 | 1805 | 904 | 857 | 1805 | 247 | 1410 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.23 | 0.03 | 0.22 | 0.19 | 0.00 | 0.01 | 0.04 | 0.04 | 0.03 | 0.18 | 0.18 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green/Cycle: | 0.04 | 0.32 | 0.32 | 0.31 | 0.58 | 0.58 | 0.01 | 0.14 | 0.14 | 0.11 | 0.25 | 0.25 |
| Volume/Cap: | 0.33 | 0.71 | 0.09 | 0.71 | 0.33 | 0.00 | 0.71 | 0.31 | 0.31 | 0.31 | 0.71 | 0.71 |
| Delay/Veh: | 48.7 | 31.7 | 24.1 | 35.0 | 10.9 | 8.8 | 153.2 | 39.0 | 39.0 | 41.9 | 40.3 | 40.3 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 48.7 | 31.7 | 24.1 | 35.0 | 10.9 | 8.8 | 153.2 | 39.0 | 39.0 | 41.9 | 40.3 | 40.3 |
| LOS by Move: | D | C | C | C | B | A | F | D | D | D | D | D |
| HCM2kAvgQ: | 1 | 12 | 1 | 11 | 6 | 0 | 1 | 2 | 2 | 2 | 8 | 8 |

Note: Queue reported is the number of cars per lane.

PM Cumulative No Federal AcFri May 8, 2009 17:30:07 Page 48-1

Cumulative No Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #46 Placerville Drive/Street "B"

Cycle (sec): 100 Critical Vol./Cap. (X): 0.323
Loss Time (sec): 12 Average Delay (sec/veh): 15.1
Optimal Cycle: 32 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 0 | 1 0 | 1 | 0 | 0 | 1 0 | 1 | 0 | 0 | 1 0 | 1 | 0 | 1 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 28 | 34 | 5 | | 31 | 46 | 32 | | 22 | 337 | 47 | | 4 | 235 | 66 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 28 | 34 | 5 | | 31 | 46 | 32 | | 22 | 337 | 47 | | 4 | 235 | 66 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 30 | 36 | 5 | | 33 | 49 | 34 | | 23 | 359 | 50 | | 4 | 250 | 70 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 30 | 36 | 5 | | 33 | 49 | 34 | | 23 | 359 | 50 | | 4 | 250 | 70 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 30 | 36 | 5 | | 33 | 49 | 34 | | 23 | 359 | 50 | | 4 | 250 | 70 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.98 | 0.98 | | 0.95 | 0.94 | 0.94 | | 0.95 | 0.98 | 0.98 | | 0.95 | 1.00 | 0.85 | |
| Lanes: | 1.00 | 0.87 | 0.13 | | 1.00 | 0.59 | 0.41 | | 1.00 | 0.88 | 0.12 | | 1.00 | 1.00 | 1.00 | |
| Final Sat.: | 1805 | 1625 | 239 | | 1805 | 1052 | 732 | | 1805 | 1637 | 228 | | 1805 | 1900 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.02 | 0.02 | | 0.02 | 0.05 | 0.05 | | 0.01 | 0.22 | 0.22 | | 0.00 | 0.13 | 0.04 | |
| Crit Moves: | **** | | | | | **** | | | | **** | | | **** | | | |
| Green/Cycle: | 0.05 | 0.11 | 0.11 | | 0.09 | 0.14 | 0.14 | | 0.06 | 0.68 | 0.68 | | 0.01 | 0.62 | 0.71 | |
| Volume/Cap: | 0.32 | 0.21 | 0.21 | | 0.21 | 0.32 | 0.32 | | 0.21 | 0.32 | 0.32 | | 0.32 | 0.21 | 0.06 | |
| Delay/Veh: | 47.8 | 41.3 | 41.3 | | 43.0 | 39.2 | 39.2 | | 45.6 | 6.8 | 6.8 | | 63.1 | 8.2 | 4.4 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 47.8 | 41.3 | 41.3 | | 43.0 | 39.2 | 39.2 | | 45.6 | 6.8 | 6.8 | | 63.1 | 8.2 | 4.4 | |
| LOS by Move: | D | D | D | | D | D | D | | D | A | A | | E | A | A | |
| HCM2kAvgQ: | 1 | 1 | 1 | | 1 | 3 | 3 | | 1 | 5 | 5 | | 0 | 3 | 1 | |

Note: Queue reported is the number of cars per lane.





PM Cumulative No Federal AcFri May 8, 2009 17:30:07 Page 49-1

Cumulative No Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #47 Prairie City Rd/Street "A"

Cycle (sec): 100 Critical Vol./Cap. (X): 0.510
Loss Time (sec): 12 Average Delay (sec/veh): 8.8
Optimal Cycle: 41 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 1 | 1 0 | 1 | 0 | 2 | 0 0 | 0 | 0 | 0 | 0 0 | 1 | 0 | 0 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1082 | 73 | | 110 | 1152 | 0 | | 0 | 0 | 0 | | 33 | 0 | 61 | |
| Growth Adj: | 1.00 | 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 | 1082 | 73 | | 110 | 1152 | 0 | | 0 | 0 | 0 | | 33 | 0 | 61 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 0 | 1151 | 78 | | 117 | 1226 | 0 | | 0 | 0 | 0 | | 35 | 0 | 65 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 1151 | 78 | | 117 | 1226 | 0 | | 0 | 0 | 0 | | 35 | 0 | 65 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 0 | 1151 | 78 | | 117 | 1226 | 0 | | 0 | 0 | 0 | | 35 | 0 | 65 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.94 | 0.94 | | 0.95 | 0.95 | 1.00 | | 1.00 | 1.00 | 1.00 | | 0.77 | 1.00 | 0.85 | |
| Lanes: | 0.00 | 1.87 | 0.13 | | 1.00 | 2.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 1.00 | 0.00 | 1.00 | |
| Final Sat.: | 0 | 3351 | 226 | | 1805 | 3610 | 0 | | 0 | 0 | 0 | | 1461 | 0 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.34 | 0.34 | | 0.06 | 0.34 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.02 | 0.00 | 0.04 | |
| Crit Moves: | | **** | | | **** | | | | | | | | | | **** | |
| Green/Cycle: | 0.00 | 0.67 | 0.67 | | 0.13 | 0.80 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.08 | 0.00 | 0.08 | |
| Volume/Cap: | 0.00 | 0.51 | 0.51 | | 0.51 | 0.42 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.30 | 0.00 | 0.51 | |
| Delay/Veh: | 0.0 | 8.3 | 8.3 | | 42.6 | 3.1 | 0.0 | | 0.0 | 0.0 | 0.0 | | 45.0 | 0.0 | 47.6 | |
| 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: | 0.0 | 8.3 | 8.3 | | 42.6 | 3.1 | 0.0 | | 0.0 | 0.0 | 0.0 | | 45.0 | 0.0 | 47.6 | |
| LOS by Move: | A | A | A | | D | A | A | | A | A | A | | D | A | D | |
| HCM2kAvgQ: | 0 | 10 | 10 | | 3 | 6 | 0 | | 0 | 0 | 0 | | 1 | 0 | 2 | |

Note: Queue reported is the number of cars per lane.

PM Cumulative No Federal AcFri May 8, 2009 17:30:07 Page 50-1

Cumulative No Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #48 Oak Ave Pkwy/Street "A"

Cycle (sec): 100 Critical Vol./Cap. (X): 0.532
Loss Time (sec): 12 Average Delay (sec/veh): 27.1
Optimal Cycle: 43 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 0 | 1 | 1 0 | 1 0 | 1 | 1 0 | 1 0 | 0 | 1 0 | 1 0 | 0 | 1 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 41 | 477 | 192 | 72 | 629 | 69 | 43 | 91 | 24 | 260 | 92 | 57 |
| Growth Adj: | 1.00 | 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 | 477 | 192 | 72 | 629 | 69 | 43 | 91 | 24 | 260 | 92 | 57 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 44 | 507 | 204 | 77 | 669 | 73 | 46 | 97 | 26 | 277 | 98 | 61 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 44 | 507 | 204 | 77 | 669 | 73 | 46 | 97 | 26 | 277 | 98 | 61 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 44 | 507 | 204 | 77 | 669 | 73 | 46 | 97 | 26 | 277 | 98 | 61 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.91 | 0.91 | 0.95 | 0.94 | 0.94 | 0.95 | 0.97 | 0.97 | 0.95 | 0.94 | 0.94 |
| Lanes: | 1.00 | 1.43 | 0.57 | 1.00 | 1.80 | 0.20 | 1.00 | 0.79 | 0.21 | 1.00 | 0.62 | 0.38 |
| Final Sat.: | 1805 | 2463 | 992 | 1805 | 3204 | 352 | 1805 | 1457 | 384 | 1805 | 1106 | 685 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.21 | 0.21 | 0.04 | 0.21 | 0.21 | 0.03 | 0.07 | 0.07 | 0.15 | 0.09 | 0.09 |
| Crit Moves: | | **** | | **** | | | | **** | | **** | | |
| Green/Cycle: | 0.05 | 0.39 | 0.39 | 0.08 | 0.42 | 0.42 | 0.09 | 0.12 | 0.12 | 0.29 | 0.32 | 0.32 |
| Volume/Cap: | 0.50 | 0.53 | 0.53 | 0.53 | 0.50 | 0.50 | 0.28 | 0.53 | 0.53 | 0.53 | 0.28 | 0.28 |
| Delay/Veh: | 50.8 | 24.1 | 24.1 | 48.0 | 21.6 | 21.6 | 43.2 | 43.4 | 43.4 | 31.0 | 25.5 | 25.5 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 50.8 | 24.1 | 24.1 | 48.0 | 21.6 | 21.6 | 43.2 | 43.4 | 43.4 | 31.0 | 25.5 | 25.5 |
| LOS by Move: | D | C | C | D | C | C | D | D | D | C | C | C |
| HCM2kAvgQ: | 1 | 9 | 9 | 2 | 9 | 9 | 1 | 4 | 4 | 7 | 3 | 3 |

Note: Queue reported is the number of cars per lane.





PM Cumulative No Federal AcFri May 8, 2009 17:30:07 Page 51-1

Cumulative No Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #49 2nd St/Street "A"

Cycle (sec): 100 Critical Vol./Cap. (X): 0.351
Loss Time (sec): 9 Average Delay (sec/veh): 19.1
Optimal Cycle: 27 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Ovl | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 0 0 | 1! | 0 0 | 0 1 | 0 | 0 1 | 1 0 | 0 | 1 0 | 1 0 | 0 | 1 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 2 | 4 | 6 | 85 | 7 | 304 | 201 | 167 | 3 | 10 | 131 | 65 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 2 | 4 | 6 | 85 | 7 | 304 | 201 | 167 | 3 | 10 | 131 | 65 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.00 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 2 | 4 | 0 | 90 | 7 | 323 | 214 | 178 | 3 | 11 | 139 | 69 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 2 | 4 | 0 | 90 | 7 | 323 | 214 | 178 | 3 | 11 | 139 | 69 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 2 | 4 | 0 | 90 | 7 | 323 | 214 | 178 | 3 | 11 | 139 | 69 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.98 | 0.98 | 1.00 | 0.96 | 0.96 | 0.85 | 0.95 | 1.00 | 1.00 | 0.95 | 0.95 | 0.95 |
| Lanes: | 0.33 | 0.67 | 0.00 | 0.92 | 0.08 | 1.00 | 1.00 | 0.98 | 0.02 | 1.00 | 0.67 | 0.33 |
| Final Sat.: | 623 | 1246 | 0 | 1678 | 138 | 1615 | 1805 | 1861 | 33 | 1805 | 1206 | 599 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.05 | 0.05 | 0.20 | 0.12 | 0.10 | 0.10 | 0.01 | 0.12 | 0.12 |
| Crit Moves: | **** | | | | | **** | **** | | | | **** | |
| Green/Cycle: | 0.01 | 0.01 | 0.00 | 0.23 | 0.23 | 0.57 | 0.34 | 0.63 | 0.63 | 0.04 | 0.33 | 0.33 |
| Volume/Cap: | 0.35 | 0.24 | 0.00 | 0.24 | 0.23 | 0.35 | 0.35 | 0.15 | 0.15 | 0.15 | 0.35 | 0.35 |
| Delay/Veh: | 60.5 | 53.2 | 0.0 | 31.8 | 31.4 | 11.7 | 25.2 | 7.7 | 7.7 | 47.5 | 25.8 | 25.8 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 60.5 | 53.2 | 0.0 | 31.8 | 31.4 | 11.7 | 25.2 | 7.7 | 7.7 | 47.5 | 25.8 | 25.8 |
| LOS by Move: | E | D | A | C | C | B | C | A | A | D | C | C |
| HCM2kAvgQ: | 1 | 0 | 0 | 3 | 3 | 5 | 5 | 2 | 2 | 0 | 5 | 5 |

Note: Queue reported is the number of cars per lane.

Cumulative No Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #50 Scott Rd (North)/ Street "A"

Cycle (sec): 100 Critical Vol./Cap. (X): 0.530
Loss Time (sec): 12 Average Delay (sec/veh): 19.2
Optimal Cycle: 43 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 2 | 0 1 | 1 | 0 | 2 | 0 1 | 1 | 0 | 1 | 0 1 | 1 | 0 | 1 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 26 | 965 | 52 | | 98 | 899 | 128 | | 134 | 92 | 32 | | 44 | 67 | 69 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 26 | 965 | 52 | | 98 | 899 | 128 | | 134 | 92 | 32 | | 44 | 67 | 69 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 28 | 1027 | 55 | | 104 | 956 | 136 | | 143 | 98 | 34 | | 47 | 71 | 73 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 28 | 1027 | 55 | | 104 | 956 | 136 | | 143 | 98 | 34 | | 47 | 71 | 73 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 28 | 1027 | 55 | | 104 | 956 | 136 | | 143 | 98 | 34 | | 47 | 71 | 73 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.95 | 0.85 | | 0.95 | 0.95 | 0.85 | | 0.95 | 1.00 | 0.85 | | 0.95 | 1.00 | 0.85 | |
| Lanes: | 1.00 | 2.00 | 1.00 | | 1.00 | 2.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Final Sat.: | 1805 | 3610 | 1615 | | 1805 | 3610 | 1615 | | 1805 | 1900 | 1615 | | 1805 | 1900 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.28 | 0.03 | | 0.06 | 0.26 | 0.08 | | 0.08 | 0.05 | 0.02 | | 0.03 | 0.04 | 0.05 | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | | **** | |
| Green/Cycle: | 0.04 | 0.54 | 0.54 | | 0.11 | 0.61 | 0.61 | | 0.15 | 0.16 | 0.16 | | 0.08 | 0.09 | 0.09 | |
| Volume/Cap: | 0.43 | 0.53 | 0.06 | | 0.53 | 0.43 | 0.14 | | 0.53 | 0.33 | 0.14 | | 0.33 | 0.44 | 0.53 | |
| Delay/Veh: | 51.9 | 15.3 | 11.2 | | 44.9 | 10.5 | 8.4 | | 41.3 | 38.2 | 36.6 | | 44.9 | 45.3 | 47.7 | |
| 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: | 51.9 | 15.3 | 11.2 | | 44.9 | 10.5 | 8.4 | | 41.3 | 38.2 | 36.6 | | 44.9 | 45.3 | 47.7 | |
| LOS by Move: | D | B | B | | D | B | A | | D | D | D | | D | D | D | |
| HCM2kAvgQ: | 1 | 10 | 1 | | 3 | 8 | 2 | | 4 | 3 | 1 | | 2 | 3 | 3 | |

Note: Queue reported is the number of cars per lane.





Cumulative No Project PM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #51 East Rd/Street "A"

Cycle (sec): 100 Critical Vol./Cap. (X): 0.202
Loss Time (sec): 12 Average Delay (sec/veh): 8.3
Optimal Cycle: 0 Level Of Service: A

| 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 | 0 | 1 0 | 1 | 0 | 0 | 1 0 | 1 | 0 | 0 | 1 0 | 1 | 0 | 0 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 36 | 10 | 6 | | 8 | 15 | 35 | | 32 | 88 | 57 | | 9 | 80 | 9 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 36 | 10 | 6 | | 8 | 15 | 35 | | 32 | 88 | 57 | | 9 | 80 | 9 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 38 | 11 | 6 | | 9 | 16 | 37 | | 34 | 94 | 61 | | 10 | 85 | 10 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 38 | 11 | 6 | | 9 | 16 | 37 | | 34 | 94 | 61 | | 10 | 85 | 10 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 38 | 11 | 6 | | 9 | 16 | 37 | | 34 | 94 | 61 | | 10 | 85 | 10 | |
| 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 | 0.62 | 0.38 | | 1.00 | 0.30 | 0.70 | | 1.00 | 0.61 | 0.39 | | 1.00 | 0.90 | 0.10 | |
| Final Sat.: | 599 | 429 | 257 | | 599 | 216 | 503 | | 656 | 464 | 301 | | 645 | 647 | 73 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.06 | 0.02 | 0.02 | | 0.01 | 0.07 | 0.07 | | 0.05 | 0.20 | 0.20 | | 0.01 | 0.13 | 0.13 | |
| Crit Moves: | **** | | | | | | **** | | | **** | | | | | **** | |
| Delay/Veh: | 8.8 | 7.8 | 7.8 | | 8.5 | 7.8 | 7.8 | | 8.4 | 8.4 | 8.4 | | 8.2 | 8.3 | 8.3 | |
| Delay Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 8.8 | 7.8 | 7.8 | | 8.5 | 7.8 | 7.8 | | 8.4 | 8.4 | 8.4 | | 8.2 | 8.3 | 8.3 | |
| LOS by Move: | A | A | A | | A | A | A | | A | A | A | | A | A | A | |
| ApproachDel: | 8.5 | | | | 7.9 | | | | 8.4 | | | | 8.3 | | | |
| Delay Adj: | 1.00 | | | | 1.00 | | | | 1.00 | | | | 1.00 | | | |
| ApprAdjDel: | 8.5 | | | | 7.9 | | | | 8.4 | | | | 8.3 | | | |
| LOS by Appr: | A | | | | A | | | | A | | | | A | | | |
| AllWayAvgQ: | 0.1 | 0.0 | 0.0 | | 0.0 | 0.1 | 0.1 | | 0.1 | 0.2 | 0.2 | | 0.0 | 0.1 | 0.1 | |

Note: Queue reported is the number of cars per lane.

PM Cumulative No Federal AcFri May 8, 2009 17:30:07 Page 54-1

Cumulative No Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #52 Placerville Rd/ Street "A"

Cycle (sec): 100 Critical Vol./Cap. (X): 0.486
Loss Time (sec): 12 Average Delay (sec/veh): 20.2
Optimal Cycle: 40 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 0 | 0 | 1 0 | 1 0 | 0 | 1 0 | 1 0 | 0 | 1 0 | 1 0 | 0 | 1 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 51 | 494 | 17 | 131 | 305 | 0 | 0 | 39 | 26 | 17 | 23 | 77 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 51 | 494 | 17 | 131 | 305 | 0 | 0 | 39 | 26 | 17 | 23 | 77 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 54 | 526 | 18 | 139 | 324 | 0 | 0 | 41 | 28 | 18 | 24 | 82 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 54 | 526 | 18 | 139 | 324 | 0 | 0 | 41 | 28 | 18 | 24 | 82 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 54 | 526 | 18 | 139 | 324 | 0 | 0 | 41 | 28 | 18 | 24 | 82 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 1.00 | 0.94 | 0.94 | 0.95 | 0.89 | 0.89 |
| Lanes: | 1.00 | 0.97 | 0.03 | 1.00 | 1.00 | 0.00 | 1.00 | 0.60 | 0.40 | 1.00 | 0.23 | 0.77 |
| Final Sat.: | 1805 | 1828 | 63 | 1805 | 1900 | 0 | 1900 | 1072 | 714 | 1805 | 387 | 1295 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.29 | 0.29 | 0.08 | 0.17 | 0.00 | 0.00 | 0.04 | 0.04 | 0.01 | 0.06 | 0.06 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green/Cycle: | 0.11 | 0.59 | 0.59 | 0.16 | 0.64 | 0.00 | 0.00 | 0.10 | 0.10 | 0.03 | 0.13 | 0.13 |
| Volume/Cap: | 0.27 | 0.49 | 0.49 | 0.49 | 0.27 | 0.00 | 0.00 | 0.37 | 0.37 | 0.37 | 0.49 | 0.49 |
| Delay/Veh: | 41.3 | 12.1 | 12.1 | 39.6 | 8.0 | 0.0 | 0.0 | 43.1 | 43.1 | 52.7 | 42.1 | 42.1 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 41.3 | 12.1 | 12.1 | 39.6 | 8.0 | 0.0 | 0.0 | 43.1 | 43.1 | 52.7 | 42.1 | 42.1 |
| LOS by Move: | D | B | B | D | A | A | A | D | D | D | D | D |
| HCM2kAvgQ: | 1 | 9 | 9 | 4 | 4 | 0 | 0 | 2 | 2 | 1 | 3 | 3 |

Note: Queue reported is the number of cars per lane.





PM Cumulative No Federal AcFri May 8, 2009 17:30:07 Page 55-1

Cumulative No Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #53 Empire Ranch Rd/Street "A"

Cycle (sec): 100 Critical Vol./Cap. (X): 0.288
Loss Time (sec): 12 Average Delay (sec/veh): 12.7
Optimal Cycle: 31 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 0 | 1 | 1 0 | 1 0 | 1 | 1 0 | 1 0 | 0 | 1 0 | 1 0 | 0 | 1 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 15 | 584 | 18 | 41 | 488 | 56 | 47 | 18 | 11 | 11 | 11 | 26 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 15 | 584 | 18 | 41 | 488 | 56 | 47 | 18 | 11 | 11 | 11 | 26 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 16 | 621 | 19 | 44 | 519 | 60 | 50 | 19 | 12 | 12 | 12 | 28 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 16 | 621 | 19 | 44 | 519 | 60 | 50 | 19 | 12 | 12 | 12 | 28 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 16 | 621 | 19 | 44 | 519 | 60 | 50 | 19 | 12 | 12 | 12 | 28 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.95 | 0.95 | 0.95 | 0.94 | 0.94 | 0.95 | 0.94 | 0.94 | 0.95 | 0.90 | 0.90 |
| Lanes: | 1.00 | 1.94 | 0.06 | 1.00 | 1.79 | 0.21 | 1.00 | 0.62 | 0.38 | 1.00 | 0.30 | 0.70 |
| Final Sat.: | 1805 | 3488 | 108 | 1805 | 3190 | 366 | 1805 | 1112 | 680 | 1805 | 506 | 1195 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.18 | 0.18 | 0.02 | 0.16 | 0.16 | 0.03 | 0.02 | 0.02 | 0.01 | 0.02 | 0.02 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green/Cycle: | 0.04 | 0.62 | 0.62 | 0.08 | 0.67 | 0.67 | 0.10 | 0.13 | 0.13 | 0.05 | 0.08 | 0.08 |
| Volume/Cap: | 0.24 | 0.29 | 0.29 | 0.29 | 0.24 | 0.24 | 0.29 | 0.13 | 0.13 | 0.13 | 0.29 | 0.29 |
| Delay/Veh: | 48.8 | 8.9 | 8.9 | 44.0 | 6.7 | 6.7 | 42.9 | 38.9 | 38.9 | 46.3 | 44.4 | 44.4 |
| 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: | 48.8 | 8.9 | 8.9 | 44.0 | 6.7 | 6.7 | 42.9 | 38.9 | 38.9 | 46.3 | 44.4 | 44.4 |
| LOS by Move: | D | A | A | D | A | A | D | D | D | D | D | D |
| HCM2kAvgQ: | 0 | 5 | 5 | 1 | 4 | 4 | 1 | 1 | 1 | 0 | 1 | 1 |

Note: Queue reported is the number of cars per lane.

PM Cumulative No Federal AcFri May 8, 2009 17:30:07 Page 56-1

Cumulative No Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #54 Scott Rd (North)/South Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.453
Loss Time (sec): 12 Average Delay (sec/veh): 18.8
Optimal Cycle: 38 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 2 | 0 1 | 1 | 0 | 2 | 0 1 | 0 | 1 | 0 | 0 1 | 0 | 1 | 0 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 90 | 877 | 35 | | 61 | 806 | 108 | | 124 | 7 | 95 | | 20 | 4 | 42 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 90 | 877 | 35 | | 61 | 806 | 108 | | 124 | 7 | 95 | | 20 | 4 | 42 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 96 | 933 | 37 | | 65 | 857 | 115 | | 132 | 7 | 101 | | 21 | 4 | 45 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 96 | 933 | 37 | | 65 | 857 | 115 | | 132 | 7 | 101 | | 21 | 4 | 45 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 96 | 933 | 37 | | 65 | 857 | 115 | | 132 | 7 | 101 | | 21 | 4 | 45 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.95 | 0.85 | | 0.95 | 0.95 | 0.85 | | 0.96 | 0.96 | 0.85 | | 0.96 | 0.96 | 0.85 | |
| Lanes: | 1.00 | 2.00 | 1.00 | | 1.00 | 2.00 | 1.00 | | 0.95 | 0.05 | 1.00 | | 0.83 | 0.17 | 1.00 | |
| Final Sat.: | 1805 | 3610 | 1615 | | 1805 | 3610 | 1615 | | 1718 | 97 | 1615 | | 1520 | 304 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.05 | 0.26 | 0.02 | | 0.04 | 0.24 | 0.07 | | 0.08 | 0.08 | 0.06 | | 0.01 | 0.01 | 0.03 | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | | **** | |
| Green/Cycle: | 0.12 | 0.57 | 0.57 | | 0.08 | 0.53 | 0.53 | | 0.17 | 0.19 | 0.19 | | 0.04 | 0.06 | 0.06 | |
| Volume/Cap: | 0.45 | 0.45 | 0.04 | | 0.45 | 0.45 | 0.13 | | 0.45 | 0.39 | 0.32 | | 0.39 | 0.23 | 0.45 | |
| Delay/Veh: | 42.5 | 12.6 | 9.5 | | 46.2 | 14.6 | 11.9 | | 38.4 | 35.8 | 35.2 | | 51.1 | 45.8 | 48.6 | |
| 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: | 42.5 | 12.6 | 9.5 | | 46.2 | 14.6 | 11.9 | | 38.4 | 35.8 | 35.2 | | 51.1 | 45.8 | 48.6 | |
| LOS by Move: | D | B | A | | D | B | B | | D | D | D | | D | D | D | |
| HCM2kAvgQ: | 3 | 8 | 0 | | 2 | 8 | 2 | | 4 | 4 | 3 | | 1 | 1 | 2 | |

Note: Queue reported is the number of cars per lane.





PM Cumulative No Federal AcFri May 8, 2009 17:30:07 Page 57-1

Cumulative No Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #55 Oak Ave Pkwy/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.852
Loss Time (sec): 9 Average Delay (sec/veh): 27.4
Optimal Cycle: 83 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Ovl | | | | Include | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 0 | 0 0 | 2 | 0 | 0 | 0 1 | 2 | 0 | 2 | 0 0 | 0 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | | 281 | 0 | 619 | | 345 | 1355 | 0 | | 0 | 1790 | 299 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 0 | 0 | 0 | | 281 | 0 | 619 | | 345 | 1355 | 0 | | 0 | 1790 | 299 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 0 | 0 | 0 | | 299 | 0 | 659 | | 367 | 1441 | 0 | | 0 | 1904 | 318 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 0 | 0 | | 299 | 0 | 659 | | 367 | 1441 | 0 | | 0 | 1904 | 318 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 0 | 0 | | 299 | 0 | 659 | | 367 | 1441 | 0 | | 0 | 1904 | 318 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 1.00 | 1.00 | | 0.59 | 1.00 | 0.85 | | 0.92 | 0.95 | 1.00 | | 1.00 | 0.91 | 0.85 | |
| Lanes: | 0.00 | 0.00 | 0.00 | | 2.00 | 0.00 | 1.00 | | 2.00 | 2.00 | 0.00 | | 0.00 | 3.00 | 1.00 | |
| Final Sat.: | 0 | 0 | 0 | | 2234 | 0 | 1615 | | 3502 | 3610 | 0 | | 0 | 5187 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | | 0.13 | 0.00 | 0.41 | | 0.10 | 0.40 | 0.00 | | 0.00 | 0.37 | 0.20 | |
| Crit Moves: | | | | | | | **** | | **** | | | | | **** | | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | | 0.36 | 0.00 | 0.48 | | 0.12 | 0.55 | 0.00 | | 0.00 | 0.43 | 0.43 | |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | | 0.38 | 0.00 | 0.85 | | 0.85 | 0.72 | 0.00 | | 0.00 | 0.85 | 0.46 | |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | | 24.3 | 0.0 | 31.9 | | 57.9 | 17.8 | 0.0 | | 0.0 | 28.9 | 20.6 | |
| 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: | 0.0 | 0.0 | 0.0 | | 24.3 | 0.0 | 31.9 | | 57.9 | 17.8 | 0.0 | | 0.0 | 28.9 | 20.6 | |
| LOS by Move: | A | A | A | | C | A | C | | E | B | A | | A | C | C | |
| HCM2kAvgQ: | 0 | 0 | 0 | | 3 | 0 | 19 | | 6 | 17 | 0 | | 0 | 20 | 7 | |

Note: Queue reported is the number of cars per lane.

Cumulative No Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #56 Empire Ranch Rd/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.697
Loss Time (sec): 9 Average Delay (sec/veh): 18.0
Optimal Cycle: 51 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 | 0 | 0 0 | 2 | 0 | 0 | 0 1 | 1 | 0 | 2 | 0 0 | 0 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 488 | 0 | 12 | 9 | 1370 | 0 | 0 | 1879 | 606 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 0 | 0 | 0 | 488 | 0 | 12 | 9 | 1370 | 0 | 0 | 1879 | 606 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | | | | |
| PHF Volume: | 0 | 0 | 0 | 519 | 0 | 13 | 10 | 1457 | 0 | 0 | 1999 | 645 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 0 | 0 | 0 | 519 | 0 | 13 | 10 | 1457 | 0 | 0 | 1999 | 645 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| 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: | 0 | 0 | 0 | 519 | 0 | 13 | 10 | 1457 | 0 | 0 | 1999 | 645 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 1.00 | 1.00 | 1.00 | 0.59 | 1.00 | 0.85 | 0.95 | 0.95 | 1.00 | 1.00 | 0.91 | 0.85 | | | | |
| Lanes: | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 1.00 | 1.00 | 2.00 | 0.00 | 0.00 | 3.00 | 1.00 | | | | |
| Final Sat.: | 0 | 0 | 0 | 2256 | 0 | 1615 | 1805 | 3610 | 0 | 0 | 5187 | 1615 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.23 | 0.00 | 0.01 | 0.01 | 0.40 | 0.00 | 0.00 | 0.39 | 0.40 | | | | |
| Crit Moves: | | | | **** | | | **** | | | | | **** | | | | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | 0.33 | 0.00 | 0.34 | 0.01 | 0.58 | 0.00 | 0.00 | 0.57 | 0.57 | | | | |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.70 | 0.00 | 0.02 | 0.70 | 0.70 | 0.00 | 0.00 | 0.67 | 0.70 | | | | |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 32.1 | 0.0 | 22.1 | 144.8 | 15.8 | 0.0 | 0.0 | 15.5 | 17.6 | | | | |
| 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: | 0.0 | 0.0 | 0.0 | 32.1 | 0.0 | 22.1 | 144.8 | 15.8 | 0.0 | 0.0 | 15.5 | 17.6 | | | | |
| LOS by Move: | A | A | A | C | A | C | F | B | A | A | B | B | | | | |
| HCM2kAvgQ: | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 17 | 0 | 0 | 15 | 13 | | | | |

Note: Queue reported is the number of cars per lane.





Cumulative No Project PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #57 Hazel Blvd/ Gold Country

Cycle (sec): 100 Critical Vol./Cap. (X): 1.272
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Split Phase | | | | Split Phase | | | |
| Rights: | Ovl | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 3 | 0 1 | 1 | 0 | 3 | 1 0 | 2 | 0 | 0 | 1 1 | 1 | 0 | 0 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 79 | 5002 | 48 | 16 | 2858 | 238 | 394 | 18 | 201 | 24 | 14 | 13 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 79 | 5002 | 48 | 16 | 2858 | 238 | 394 | 18 | 201 | 24 | 14 | 13 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Volume: | 79 | 5002 | 48 | 16 | 2858 | 238 | 394 | 18 | 201 | 24 | 14 | 13 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 79 | 5002 | 48 | 16 | 2858 | 238 | 394 | 18 | 201 | 24 | 14 | 13 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| 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: | 79 | 5002 | 48 | 16 | 2858 | 238 | 394 | 18 | 201 | 24 | 14 | 13 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | | | | |
| 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: | 2.00 | 3.00 | 1.00 | 1.00 | 3.69 | 0.31 | 2.00 | 0.16 | 1.84 | 1.00 | 0.52 | 0.48 | | | | |
| Final Sat.: | 3000 | 4500 | 1500 | 1500 | 5539 | 461 | 3000 | 247 | 2753 | 1500 | 778 | 722 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 1.11 | 0.03 | 0.01 | 0.52 | 0.52 | 0.13 | 0.07 | 0.07 | 0.02 | 0.02 | 0.02 | | | | |
| Crit Volume: | | 1667 | | 16 | | | 197 | | | | | 27 | | | | |
| Crit Moves: | | **** | | **** | | | **** | | | | | **** | | | | |

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Cumulative No Project PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #58 Hazel Ave/ Folsom Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.835
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 138 Level Of Service: D

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 3 | 0 | 1 | 2 | 0 | 3 | 0 | 1 | 2 | 0 | 2 | 0 | 1 | |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 382 | 1967 | 0 | | 0 | 2025 | 533 | | 856 | 0 | 204 | | 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: | 382 | 1967 | 0 | | 0 | 2025 | 533 | | 856 | 0 | 204 | | 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: | 382 | 1967 | 0 | | 0 | 2025 | 533 | | 856 | 0 | 204 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 382 | 1967 | 0 | | 0 | 2025 | 533 | | 856 | 0 | 204 | | 0 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 382 | 1967 | 0 | | 0 | 2025 | 533 | | 856 | 0 | 204 | | 0 | 0 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1550 | 1550 | 1550 | | 1550 | 1550 | 1550 | | 1550 | 1550 | 1550 | | 1550 | 1550 | 1550 | |
| 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: | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 2.00 | 1.00 | | 2.00 | 2.00 | 1.00 | |
| Final Sat.: | 3100 | 4650 | 1550 | | 3100 | 4650 | 1550 | | 3100 | 3100 | 1550 | | 3100 | 3100 | 1550 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.12 | 0.42 | 0.00 | | 0.00 | 0.44 | 0.34 | | 0.28 | 0.00 | 0.13 | | 0.00 | 0.00 | 0.00 | |
| Crit Volume: | 191 | | | | | 675 | | | 428 | | | | | 0 | | |
| Crit Moves: | **** | | | | | **** | | | **** | | | | | | | |





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Cumulative No Project PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #59 Grant Line Rd/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.967
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Permitted | | | | Permitted | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 1593 | | 0 | 0 | 0 | | 0 | 848 | 123 | | 2149 | 675 | 0 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 0 | 0 | 1593 | | 0 | 0 | 0 | | 0 | 848 | 123 | | 2149 | 675 | 0 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Volume: | 0 | 0 | 1593 | | 0 | 0 | 0 | | 0 | 848 | 123 | | 2149 | 675 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 0 | 1593 | | 0 | 0 | 0 | | 0 | 848 | 123 | | 2149 | 675 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 0 | 1593 | | 0 | 0 | 0 | | 0 | 848 | 123 | | 2149 | 675 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1550 | 1550 | 1550 | | 1550 | 1550 | 1550 | | 1550 | 1550 | 1550 | | 1550 | 1550 | 1550 | |
| 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 | 0.00 | 2.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 2.00 | 1.00 | | 2.00 | 2.00 | 0.00 | |
| Final Sat.: | 1550 | 0 | 3100 | | 0 | 0 | 0 | | 0 | 3100 | 1550 | | 3100 | 3100 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.51 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.27 | 0.08 | | 0.69 | 0.22 | 0.00 | |
| Crit Volume: | 0 | | | | | | 0 | | | 424 | | | 1075 | | | |
| Crit Moves: | **** | | | | | | | | | **** | | | **** | | | |

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Cumulative No Project PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #60 Grant Line Rd/ Sunrise Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.706
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 78 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Split Phase | | | Split Phase | | | Protected | | | Protected | | |
| Rights: | | Ovl | | | Ovl | | | Ovl | | | Ovl | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 0 | 0 | 1! 0 | 0 | 1 | 0 0 | 2 | 0 | 2 0 | 1 | 0 | 2 0 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 6 | 1 | 22 | 8 | 15 | 1101 | 204 | 990 | 246 | 29 | 960 | 5 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 6 | 1 | 22 | 8 | 15 | 1101 | 204 | 990 | 246 | 29 | 960 | 5 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 6 | 1 | 22 | 8 | 15 | 1101 | 204 | 990 | 246 | 29 | 960 | 5 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 6 | 1 | 22 | 8 | 15 | 1101 | 204 | 990 | 246 | 29 | 960 | 5 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 6 | 1 | 22 | 8 | 15 | 1101 | 204 | 990 | 246 | 29 | 960 | 5 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 |
| 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: | 0.21 | 0.03 | 0.76 | 0.35 | 0.65 | 2.00 | 2.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 310 | 52 | 1138 | 522 | 978 | 3000 | 3000 | 3000 | 1500 | 1500 | 3000 | 1500 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.02 | 0.02 | 0.02 | 0.02 | 0.37 | 0.07 | 0.33 | 0.16 | 0.02 | 0.32 | 0.00 |
| Crit Volume: | | 29 | | | | 551 | 0 | | | | 480 | |
| Crit Moves: | | **** | | | | **** | **** | | | | **** | |





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Cumulative No Project PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #61 Hazel Ave/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.708
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 78 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Split Phase | | | Split Phase | | | Protected | | | Protected | | |
| Rights: | | Ovl | | | Ovl | | | Ovl | | | Ovl | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 | 0 | 1 0 | 1 | 2 | 0 1 | 0 1 | 2 | 0 3 | 0 1 | 1 | 0 3 0 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 190 | 132 | 122 | 688 | 118 | 373 | 255 | 1061 | 137 | 105 | 1202 | 520 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 190 | 132 | 122 | 688 | 118 | 373 | 255 | 1061 | 137 | 105 | 1202 | 520 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 190 | 132 | 122 | 688 | 118 | 373 | 255 | 1061 | 137 | 105 | 1202 | 520 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 190 | 132 | 122 | 688 | 118 | 373 | 255 | 1061 | 137 | 105 | 1202 | 520 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 190 | 132 | 122 | 688 | 118 | 373 | 255 | 1061 | 137 | 105 | 1202 | 520 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 |
| 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 | 2.00 | 1.00 | 1.00 | 2.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 |
| Final Sat.: | 1500 | 1500 | 1500 | 3000 | 1500 | 1500 | 3000 | 4500 | 1500 | 1500 | 4500 | 1500 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.13 | 0.09 | 0.08 | 0.23 | 0.08 | 0.25 | 0.09 | 0.24 | 0.09 | 0.07 | 0.27 | 0.35 |
| Crit Volume: | 190 | | | 344 | | | 128 | | | | 401 | |
| Crit Moves: | **** | | | **** | | | **** | | | | **** | |

PM Cumulative No Federal AcFri May 8, 2009 17:30:07 Page 64-1

Cumulative No Project PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #62 Aerojet Road/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.737
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 87 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 3 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | | |
| Base Vol: | 97 | 48 | 245 | | 451 | 72 | 42 | | 15 | 986 | 129 | | 278 | 726 | 356 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 97 | 48 | 245 | | 451 | 72 | 42 | | 15 | 986 | 129 | | 278 | 726 | 356 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Volume: | 97 | 48 | 245 | | 451 | 72 | 42 | | 15 | 986 | 129 | | 278 | 726 | 356 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 97 | 48 | 245 | | 451 | 72 | 42 | | 15 | 986 | 129 | | 278 | 726 | 356 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 97 | 48 | 245 | | 451 | 72 | 42 | | 15 | 986 | 129 | | 278 | 726 | 356 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | |
| 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 | 1.00 | 1.00 | | 1.00 | 3.00 | 1.00 | | 1.00 | 3.00 | 1.00 | |
| Final Sat.: | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 4500 | 1500 | | 1500 | 4500 | 1500 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.06 | 0.03 | 0.16 | | 0.30 | 0.05 | 0.03 | | 0.01 | 0.22 | 0.09 | | 0.19 | 0.16 | 0.24 | |
| Crit Volume: | | 48 | | | 451 | | | | | 329 | | | 278 | | | |
| Crit Moves: | | **** | | | **** | | | | | **** | | | **** | | | |





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Cumulative No Project PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #63 Alabama Ave/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.378
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 3 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | | |
| Base Vol: | 10 | 10 | 20 | | 20 | 10 | 165 | | 128 | 1528 | 10 | | 10 | 1178 | 15 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 10 | 10 | 20 | | 20 | 10 | 165 | | 128 | 1528 | 10 | | 10 | 1178 | 15 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Volume: | 10 | 10 | 20 | | 20 | 10 | 165 | | 128 | 1528 | 10 | | 10 | 1178 | 15 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 10 | 10 | 20 | | 20 | 10 | 165 | | 128 | 1528 | 10 | | 10 | 1178 | 15 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 10 | 10 | 20 | | 20 | 10 | 165 | | 128 | 1528 | 10 | | 10 | 1178 | 15 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | |
| 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 | 1.00 | 1.00 | | 1.00 | 3.00 | 1.00 | | 1.00 | 3.00 | 1.00 | |
| Final Sat.: | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 4500 | 1500 | | 1500 | 4500 | 1500 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.01 | 0.01 | | 0.01 | 0.01 | 0.11 | | 0.09 | 0.34 | 0.01 | | 0.01 | 0.26 | 0.01 | |
| Crit Volume: | | 10 | | | | | 165 | | | 509 | | | 10 | | | |
| Crit Moves: | | **** | | | | | **** | | | **** | | | **** | | | |

PM Cumulative No Federal AcFri May 8, 2009 17:30:07 Page 66-1

Cumulative No Project PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #64 Glenborough Rd/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.478
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 1 | 0 1 | 1 | 0 | 1 | 0 1 | 1 | 0 | 3 | 0 1 | 1 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 19 | 7 | 11 | | 206 | 17 | 61 | | 69 | 1465 | 21 | | 16 | 1122 | 125 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 19 | 7 | 11 | | 206 | 17 | 61 | | 69 | 1465 | 21 | | 16 | 1122 | 125 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Volume: | 19 | 7 | 11 | | 206 | 17 | 61 | | 69 | 1465 | 21 | | 16 | 1122 | 125 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 19 | 7 | 11 | | 206 | 17 | 61 | | 69 | 1465 | 21 | | 16 | 1122 | 125 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 19 | 7 | 11 | | 206 | 17 | 61 | | 69 | 1465 | 21 | | 16 | 1122 | 125 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | |
| 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 | 1.00 | 1.00 | | 1.00 | 3.00 | 1.00 | | 1.00 | 3.00 | 1.00 | |
| Final Sat.: | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 4500 | 1500 | | 1500 | 4500 | 1500 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.00 | 0.01 | | 0.14 | 0.01 | 0.04 | | 0.05 | 0.33 | 0.01 | | 0.01 | 0.25 | 0.08 | |
| Crit Volume: | 7 | | | | 206 | | | | | 488 | | | 16 | | | |
| Crit Moves: | | **** | | | **** | | | | | **** | | | **** | | | |





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Cumulative No Project PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #65 Sunrise Blvd/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.652
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 66 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 4 | 810 | 307 | | 78 | 1457 | 116 | | 395 | 833 | 140 | | 426 | 483 | 130 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 4 | 810 | 307 | | 78 | 1457 | 116 | | 395 | 833 | 140 | | 426 | 483 | 130 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Volume: | 4 | 810 | 307 | | 78 | 1457 | 116 | | 395 | 833 | 140 | | 426 | 483 | 130 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 4 | 810 | 307 | | 78 | 1457 | 116 | | 395 | 833 | 140 | | 426 | 483 | 130 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 4 | 810 | 307 | | 78 | 1457 | 116 | | 395 | 833 | 140 | | 426 | 483 | 130 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | |
| 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: | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | |
| Final Sat.: | 3000 | 4500 | 1500 | | 3000 | 4500 | 1500 | | 3000 | 4500 | 1500 | | 3000 | 4500 | 1500 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.18 | 0.20 | | 0.03 | 0.32 | 0.08 | | 0.13 | 0.19 | 0.09 | | 0.14 | 0.11 | 0.09 | |
| Crit Volume: | 2 | | | | | 486 | | | | 278 | | | 213 | | | |
| Crit Moves: | **** | | | | | **** | | | | **** | | | **** | | | |

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Cumulative No Project PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #66 Fitzgerald Road / White Rock Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.333
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Control: | Permitted | | | Permitted | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 0 0 | 1! 0 | 0 | 0 0 | 1! 0 | 0 | 1 0 | 3 0 | 1 | 1 0 | 3 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 173 | 38 | 38 | 25 | 13 | 48 | 19 | 707 | 65 | 7 | 280 | 26 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 173 | 38 | 38 | 25 | 13 | 48 | 19 | 707 | 65 | 7 | 280 | 26 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 173 | 38 | 38 | 25 | 13 | 48 | 19 | 707 | 65 | 7 | 280 | 26 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 173 | 38 | 38 | 25 | 13 | 48 | 19 | 707 | 65 | 7 | 280 | 26 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 173 | 38 | 38 | 25 | 13 | 48 | 19 | 707 | 65 | 7 | 280 | 26 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 |
| 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: | 0.70 | 0.15 | 0.15 | 0.29 | 0.15 | 0.56 | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 |
| Final Sat.: | 1077 | 237 | 237 | 451 | 234 | 865 | 1550 | 4650 | 1550 | 1550 | 4650 | 1550 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.16 | 0.16 | 0.16 | 0.06 | 0.06 | 0.06 | 0.01 | 0.15 | 0.04 | 0.00 | 0.06 | 0.02 |
| Crit Volume: | 249 | | | 25 | | | 236 | | | 7 | | |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |





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Cumulative No Project PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #67 Sunrise Blvd/ Douglas Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.802
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 115 Level Of Service: D

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Ovl | | | Ovl | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 2 0 | 3 0 | 1 | 2 0 | 3 0 | 1 | 2 0 | 3 0 | 1 | 2 0 | 3 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 20 | 593 | 380 | 233 | 1540 | 21 | 11 | 818 | 321 | 736 | 389 | 189 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 20 | 593 | 380 | 233 | 1540 | 21 | 11 | 818 | 321 | 736 | 389 | 189 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 20 | 593 | 380 | 233 | 1540 | 21 | 11 | 818 | 321 | 736 | 389 | 189 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 20 | 593 | 380 | 233 | 1540 | 21 | 11 | 818 | 321 | 736 | 389 | 189 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 20 | 593 | 380 | 233 | 1540 | 21 | 11 | 818 | 321 | 736 | 389 | 189 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 |
| 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: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3000 | 4500 | 1500 | 3000 | 4500 | 1500 | 3000 | 4500 | 1500 | 3000 | 4500 | 1500 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.13 | 0.25 | 0.08 | 0.34 | 0.01 | 0.00 | 0.18 | 0.21 | 0.25 | 0.09 | 0.13 |
| Crit Volume: | 0 | | | 513 | | | | | 321 | 368 | | |
| Crit Moves: | **** | | | **** | | | | | **** | **** | | |

PM Cumulative No Federal AcFri May 8, 2009 17:30:07 Page 70-1

Cumulative No Project PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #68 Grant Line Rd/ Douglas Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.639
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 1 | 2 | 0 | 0 | 0 | 2 | 0 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 156 | 1153 | 0 | 0 | 1564 | 325 | 260 | 0 | 390 | 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: | 156 | 1153 | 0 | 0 | 1564 | 325 | 260 | 0 | 390 | 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: | 156 | 1153 | 0 | 0 | 1564 | 325 | 260 | 0 | 390 | 0 | 0 | 0 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 156 | 1153 | 0 | 0 | 1564 | 325 | 260 | 0 | 390 | 0 | 0 | 0 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| FinalVolume: | 156 | 1153 | 0 | 0 | 1564 | 325 | 260 | 0 | 390 | 0 | 0 | 0 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | | | | |
| 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: | 2.00 | 2.00 | 0.00 | 0.00 | 2.00 | 1.00 | 2.00 | 0.00 | 2.00 | 0.00 | 0.00 | 0.00 | | | | |
| Final Sat.: | 3100 | 3100 | 0 | 0 | 3100 | 1550 | 3100 | 0 | 3100 | 0 | 0 | 0 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.05 | 0.37 | 0.00 | 0.00 | 0.50 | 0.21 | 0.08 | 0.00 | 0.13 | 0.00 | 0.00 | 0.00 | | | | |
| Crit Volume: | 78 | | | | 782 | | 130 | | | | 0 | | | | | |
| Crit Moves: | **** | | | | **** | | **** | | | | | | | | | |

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Cumulative No Project PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #69 Grant Line Rd/ Kiefer Boulevard

Cycle (sec): 100 Critical Vol./Cap. (X): 0.645
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 64 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 2 | 0 | 1 | 1 | 0 | 2 | 0 | 1 | 0 | 2 | 0 | 1 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 260 | 1106 | 24 | 185 | 1186 | 126 | 139 | 338 | 298 | 27 | 180 | 95 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 260 | 1106 | 24 | 185 | 1186 | 126 | 139 | 338 | 298 | 27 | 180 | 95 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Volume: | 260 | 1106 | 24 | 185 | 1186 | 126 | 139 | 338 | 298 | 27 | 180 | 95 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 260 | 1106 | 24 | 185 | 1186 | 126 | 139 | 338 | 298 | 27 | 180 | 95 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| 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: | 260 | 1106 | 24 | 185 | 1186 | 126 | 139 | 338 | 298 | 27 | 180 | 95 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | | | | |
| 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: | 2.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | | | | |
| Final Sat.: | 3000 | 3000 | 1500 | 1500 | 3000 | 1500 | 1500 | 3000 | 1500 | 1500 | 3000 | 1500 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.09 | 0.37 | 0.02 | 0.12 | 0.40 | 0.08 | 0.09 | 0.11 | 0.20 | 0.02 | 0.06 | 0.06 | | | | |
| Crit Volume: | 553 | | | 185 | | | 139 | | | | 90 | | | | | |
| Crit Moves: | **** | | | **** | | | **** | | | | **** | | | | | |

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Cumulative No Project PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #70 Rancho Cordova Pkwy/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.956
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Ovl | | | Ovl | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 | 0 | 3 | 0 2 | 2 | 0 3 | 0 1 | 1 | 0 1 | 0 1 | 2 | 0 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 60 | 1228 | 961 | 595 | 1372 | 141 | 179 | 68 | 73 | 1319 | 60 | 1150 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 60 | 1228 | 961 | 595 | 1372 | 141 | 179 | 68 | 73 | 1319 | 60 | 1150 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 60 | 1228 | 961 | 595 | 1372 | 141 | 179 | 68 | 73 | 1319 | 60 | 1150 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 60 | 1228 | 961 | 595 | 1372 | 141 | 179 | 68 | 73 | 1319 | 60 | 1150 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 60 | 1228 | 961 | 595 | 1372 | 141 | 179 | 68 | 73 | 1319 | 60 | 1150 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 |
| 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 | 3.00 | 2.00 | 2.00 | 3.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 2.00 |
| Final Sat.: | 1500 | 4500 | 3000 | 3000 | 4500 | 1500 | 1500 | 1500 | 1500 | 3000 | 1500 | 3000 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.27 | 0.32 | 0.20 | 0.30 | 0.09 | 0.12 | 0.05 | 0.05 | 0.44 | 0.04 | 0.38 |
| Crit Volume: | | 409 | | 298 | | | | 68 | | 660 | | |
| Crit Moves: | | **** | | **** | | | | **** | | **** | | |





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Cumulative No Project PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #71 Rancho Cordova Pkwy/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.863
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 166 Level Of Service: D

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Ovl | | | Ovl | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 2 | 0 | 3 | 0 1 | 1 | 0 3 | 0 1 | 2 | 0 1 | 0 1 | 1 | 0 3 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 293 | 1069 | 0 | 21 | 1513 | 451 | 996 | 923 | 160 | 0 | 435 | 22 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 293 | 1069 | 0 | 21 | 1513 | 451 | 996 | 923 | 160 | 0 | 435 | 22 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 293 | 1069 | 0 | 21 | 1513 | 451 | 996 | 923 | 160 | 0 | 435 | 22 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 293 | 1069 | 0 | 21 | 1513 | 451 | 996 | 923 | 160 | 0 | 435 | 22 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 293 | 1069 | 0 | 21 | 1513 | 451 | 996 | 923 | 160 | 0 | 435 | 22 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 |
| 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: | 2.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 |
| Final Sat.: | 3000 | 4500 | 1500 | 1500 | 4500 | 1500 | 3000 | 4500 | 1500 | 1500 | 4500 | 1500 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.10 | 0.24 | 0.00 | 0.01 | 0.34 | 0.30 | 0.33 | 0.21 | 0.11 | 0.00 | 0.10 | 0.01 |
| Crit Volume: | 147 | | | | 504 | | 498 | | | | 145 | |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | |

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Cumulative No Project PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #72 International Drive/White Rock Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.690
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 73 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 2 | 0 1 | 2 | 0 | 2 | 0 1 | 1 | 0 | 2 | 0 1 | 1 | 0 | 2 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 225 | 425 | 114 | | 102 | 734 | 0 | | 0 | 479 | 463 | | 92 | 231 | 88 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 225 | 425 | 114 | | 102 | 734 | 0 | | 0 | 479 | 463 | | 92 | 231 | 88 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Volume: | 225 | 425 | 114 | | 102 | 734 | 0 | | 0 | 479 | 463 | | 92 | 231 | 88 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 225 | 425 | 114 | | 102 | 734 | 0 | | 0 | 479 | 463 | | 92 | 231 | 88 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 225 | 425 | 114 | | 102 | 734 | 0 | | 0 | 479 | 463 | | 92 | 231 | 88 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | |
| 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: | 2.00 | 2.00 | 1.00 | | 2.00 | 2.00 | 1.00 | | 1.00 | 2.00 | 1.00 | | 1.00 | 2.00 | 1.00 | |
| Final Sat.: | 3000 | 3000 | 1500 | | 3000 | 3000 | 1500 | | 1500 | 3000 | 1500 | | 1500 | 3000 | 1500 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.08 | 0.14 | 0.08 | | 0.03 | 0.24 | 0.00 | | 0.00 | 0.16 | 0.31 | | 0.06 | 0.08 | 0.06 | |
| Crit Volume: | 113 | | | | | 367 | | | | | 463 | | 92 | | | |
| Crit Moves: | **** | | | | | **** | | | | | **** | | **** | | | |





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Cumulative No Project PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #73 Rio Del Oro Prky/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.360
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Permitted | | | | Permitted | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 1 | 0 | 0 1 | 0 | 1 | 0 | 0 1 | 1 | 0 | 1 | 1 0 | 1 | 0 | 1 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 52 | 80 | | 93 | 136 | 242 | | 167 | 445 | 82 | | 66 | 169 | 42 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 0 | 52 | 80 | | 93 | 136 | 242 | | 167 | 445 | 82 | | 66 | 169 | 42 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Volume: | 0 | 52 | 80 | | 93 | 136 | 242 | | 167 | 445 | 82 | | 66 | 169 | 42 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 52 | 80 | | 93 | 136 | 242 | | 167 | 445 | 82 | | 66 | 169 | 42 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 52 | 80 | | 93 | 136 | 242 | | 167 | 445 | 82 | | 66 | 169 | 42 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1550 | 1550 | 1550 | | 1550 | 1550 | 1550 | | 1550 | 1550 | 1550 | | 1550 | 1550 | 1550 | |
| 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: | 0.00 | 1.00 | 1.00 | | 0.41 | 0.59 | 1.00 | | 1.00 | 1.69 | 0.31 | | 1.00 | 1.60 | 0.40 | |
| Final Sat.: | 0 | 1550 | 1550 | | 629 | 921 | 1550 | | 1550 | 2618 | 482 | | 1550 | 2483 | 617 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.03 | 0.05 | | 0.15 | 0.15 | 0.16 | | 0.11 | 0.17 | 0.17 | | 0.04 | 0.07 | 0.07 | |
| Crit Volume: | 0 | | | | | 229 | | | | | 264 | | 66 | | | |
| Crit Moves: | **** | | | | | **** | | | | | **** | | **** | | | |

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Cumulative No Project PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #74 Villagio Prky/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.524
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Permitted | | | Permitted | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 0 | 0 | 0 1 | 0 0 | 0 | 0 0 | 0 0 | 1 | 1 0 | 1 0 | 2 | 0 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 40 | 0 | 271 | 0 | 0 | 0 | 0 | 589 | 72 | 441 | 289 | 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: | 40 | 0 | 271 | 0 | 0 | 0 | 0 | 589 | 72 | 441 | 289 | 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: | 40 | 0 | 271 | 0 | 0 | 0 | 0 | 589 | 72 | 441 | 289 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 40 | 0 | 271 | 0 | 0 | 0 | 0 | 589 | 72 | 441 | 289 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 40 | 0 | 271 | 0 | 0 | 0 | 0 | 589 | 72 | 441 | 289 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 |
| 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 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.78 | 0.22 | 1.00 | 2.00 | 0.00 |
| Final Sat.: | 1550 | 0 | 1550 | 0 | 0 | 0 | 0 | 2762 | 338 | 1550 | 3100 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.00 | 0.17 | 0.00 | 0.00 | 0.00 | 0.00 | 0.21 | 0.21 | 0.28 | 0.09 | 0.00 |
| Crit Volume: | 40 | | | | 0 | | | 331 | | 441 | | |
| Crit Moves: | **** | | | | | | | **** | | **** | | |





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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #75 Sunrise Rd/ International Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.703
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 77 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Ovl | | | Ovl | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 2 0 | 3 | 0 1 | 2 0 | 3 | 0 1 | 2 0 | 3 | 0 1 | 2 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 408 | 415 | 10 | 470 | 1231 | 322 | 264 | 1222 | 586 | 7 | 924 | 254 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 408 | 415 | 10 | 470 | 1231 | 322 | 264 | 1222 | 586 | 7 | 924 | 254 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 408 | 415 | 10 | 470 | 1231 | 322 | 264 | 1222 | 586 | 7 | 924 | 254 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 408 | 415 | 10 | 470 | 1231 | 322 | 264 | 1222 | 586 | 7 | 924 | 254 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 408 | 415 | 10 | 470 | 1231 | 322 | 264 | 1222 | 586 | 7 | 924 | 254 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 |
| 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: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3000 | 4500 | 1500 | 3000 | 4500 | 1500 | 3000 | 4500 | 1500 | 3000 | 4500 | 1500 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.14 | 0.09 | 0.01 | 0.16 | 0.27 | 0.21 | 0.09 | 0.27 | 0.39 | 0.00 | 0.21 | 0.17 |
| Crit Volume: | 204 | | | | 410 | | 132 | | | | 308 | |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | |

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #76 Villagio Prky/Americanos Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.627
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 61 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Ovl | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 0 | 0 | 1 0 | 1 0 | 0 | 1 0 | 1 0 | 2 | 0 1 | 1 0 | 2 | 0 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 17 | 253 | 0 | 62 | 359 | 29 | 48 | 1071 | 36 | 0 | 462 | 31 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 17 | 253 | 0 | 62 | 359 | 29 | 48 | 1071 | 36 | 0 | 462 | 31 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 17 | 253 | 0 | 62 | 359 | 29 | 48 | 1071 | 36 | 0 | 462 | 31 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 17 | 253 | 0 | 62 | 359 | 29 | 48 | 1071 | 36 | 0 | 462 | 31 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 17 | 253 | 0 | 62 | 359 | 29 | 48 | 1071 | 36 | 0 | 462 | 31 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 |
| 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 | 0.00 | 1.00 | 0.93 | 0.07 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 1500 | 1500 | 0 | 1500 | 1388 | 112 | 1500 | 3000 | 1500 | 1500 | 3000 | 1500 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.17 | 0.00 | 0.04 | 0.26 | 0.26 | 0.03 | 0.36 | 0.02 | 0.00 | 0.15 | 0.02 |
| Crit Volume: | 17 | | | | | 388 | | 536 | | 0 | | |
| Crit Moves: | **** | | | | | **** | | **** | | **** | | |





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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #77 Grant Line Rd/Centenial

Cycle (sec): 100 Critical Vol./Cap. (X): 0.736
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 70 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Permitted | | | Permitted | | |
| Rights: | Include | | | Include | | | Ovl | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 0 | 2 | 0 0 | 0 0 | 2 | 0 1 | 1 0 | 0 | 0 1 | 0 0 | 0 | 0 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 46 | 1369 | 0 | 0 | 1823 | 195 | 183 | 0 | 73 | 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: | 46 | 1369 | 0 | 0 | 1823 | 195 | 183 | 0 | 73 | 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: | 46 | 1369 | 0 | 0 | 1823 | 195 | 183 | 0 | 73 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 46 | 1369 | 0 | 0 | 1823 | 195 | 183 | 0 | 73 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 46 | 1369 | 0 | 0 | 1823 | 195 | 183 | 0 | 73 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 | 1550 |
| 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 | 2.00 | 0.00 | 0.00 | 2.00 | 1.00 | 1.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 1550 | 3100 | 0 | 0 | 3100 | 1550 | 1550 | 0 | 1550 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.44 | 0.00 | 0.00 | 0.59 | 0.13 | 0.12 | 0.00 | 0.05 | 0.00 | 0.00 | 0.00 |
| Crit Volume: | 46 | | | | 911 | | 183 | | | | 0 | |
| Crit Moves: | **** | | | | **** | | **** | | | | | |

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Cumulative No Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #78 Villagio Prky/ Rancho Cordova Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.523
Loss Time (sec): 0 Average Delay (sec/veh): 22.7
Optimal Cycle: 48 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 0 | 1 0 | 1 | 0 | 0 | 1 0 | 1 | 0 | 2 | 0 1 | 1 | 0 | 2 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 141 | 367 | | 1 | 163 | 340 | | 67 | 38 | 811 | | 467 | 1 | 318 | | 62 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 141 | 367 | | 1 | 163 | 340 | | 67 | 38 | 811 | | 467 | 1 | 318 | | 62 |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Volume: | 141 | 367 | | 1 | 163 | 340 | | 67 | 38 | 811 | | 467 | 1 | 318 | | 62 |
| Reduct Vol: | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 |
| Reduced Vol: | 141 | 367 | | 1 | 163 | 340 | | 67 | 38 | 811 | | 467 | 1 | 318 | | 62 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 141 | 367 | | 1 | 163 | 340 | | 67 | 38 | 811 | | 467 | 1 | 318 | | 62 |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 1.00 | 1.00 | | 0.95 | 0.98 | 0.98 | | 0.95 | 0.95 | 0.85 | | 0.95 | 0.95 | 0.85 | |
| Lanes: | 1.00 | 0.99 | 0.01 | | 1.00 | 0.84 | 0.16 | | 1.00 | 2.00 | 1.00 | | 1.00 | 2.00 | 1.00 | |
| Final Sat.: | 1805 | 1895 | | 5 | 1805 | 1548 | | 305 | 1805 | 3610 | 1615 | | 1805 | 3610 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.08 | 0.19 | 0.19 | | 0.09 | 0.22 | 0.22 | | 0.02 | 0.22 | 0.29 | | 0.00 | 0.09 | 0.04 | |
| Crit Moves: | **** | | | | | **** | | | | **** | | | **** | | | |
| Green/Cycle: | 0.15 | 0.39 | 0.39 | | 0.18 | 0.42 | 0.42 | | 0.08 | 0.43 | 0.58 | | 0.00 | 0.35 | 0.53 | |
| Volume/Cap: | 0.52 | 0.50 | 0.50 | | 0.50 | 0.52 | 0.52 | | 0.25 | 0.52 | 0.50 | | 0.52 | 0.25 | 0.07 | |
| Delay/Veh: | 41.1 | 23.7 | 23.7 | | 38.1 | 22.2 | 22.2 | | 43.8 | 21.3 | 12.9 | | 204.2 | 23.4 | 11.6 | |
| 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: | 41.1 | 23.7 | 23.7 | | 38.1 | 22.2 | 22.2 | | 43.8 | 21.3 | 12.9 | | 204.2 | 23.4 | 11.6 | |
| LOS by Move: | D | C | C | | D | C | C | | D | C | B | | F | C | B | |
| HCM2kAvgQ: | 4 | 8 | 8 | | 5 | 9 | 9 | | 1 | 10 | 9 | | 0 | 4 | 1 | |

Note: Queue reported is the number of cars per lane.





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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #79 Rancho Cordova Pkwy/ Douglas Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.762
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 96 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Ovl | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 2 | 0 1 | 1 | 0 | 2 | 0 1 | 1 | 0 | 3 | 0 1 | 1 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 409 | 345 | | 100 | 46 | 949 | | 13 | 10 | 541 | | 626 | 43 | 224 | | 15 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 409 | 345 | | 100 | 46 | 949 | | 13 | 10 | 541 | | 626 | 43 | 224 | | 15 |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Volume: | 409 | 345 | | 100 | 46 | 949 | | 13 | 10 | 541 | | 626 | 43 | 224 | | 15 |
| Reduct Vol: | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 |
| Reduced Vol: | 409 | 345 | | 100 | 46 | 949 | | 13 | 10 | 541 | | 626 | 43 | 224 | | 15 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 409 | 345 | | 100 | 46 | 949 | | 13 | 10 | 541 | | 626 | 43 | 224 | | 15 |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | | 1500 | 1500 | 1500 | |
| 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: | 2.00 | 2.00 | 1.00 | | 1.00 | 2.00 | 1.00 | | 1.00 | 3.00 | 1.00 | | 1.00 | 3.00 | 1.00 | |
| Final Sat.: | 3000 | 3000 | 1500 | | 1500 | 3000 | 1500 | | 1500 | 4500 | 1500 | | 1500 | 4500 | 1500 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.14 | 0.12 | 0.07 | | 0.03 | 0.32 | 0.01 | | 0.01 | 0.12 | 0.42 | | 0.03 | 0.05 | 0.01 | |
| Crit Volume: | 0 | | | | | 475 | | | | | 626 | | 43 | | | |
| Crit Moves: | **** | | | | | **** | | | | | **** | | **** | | | |

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Cumulative No Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #80 Americanos Blvd/ Douglas Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.682
Loss Time (sec): 0 Average Delay (sec/veh): 30.3
Optimal Cycle: 72 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 2 | 0 | 2 | 0 | 1 | 1 | 0 | 2 | 0 | 1 | 0 | 3 | 0 | 1 | 2 | 0 | 3 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | | | | |
| Base Vol: | 203 | 477 | 193 | 200 | 1058 | 59 | 82 | 261 | 392 | 309 | 67 | 110 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 203 | 477 | 193 | 200 | 1058 | 59 | 82 | 261 | 392 | 309 | 67 | 110 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 203 | 477 | 193 | 200 | 1058 | 59 | 82 | 261 | 392 | 309 | 67 | 110 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 203 | 477 | 193 | 200 | 1058 | 59 | 82 | 261 | 392 | 309 | 67 | 110 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 203 | 477 | 193 | 200 | 1058 | 59 | 82 | 261 | 392 | 309 | 67 | 110 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.95 | 0.85 | 0.95 | 0.95 | 0.85 | 0.95 | 0.91 | 0.85 | 0.92 | 0.91 | 0.85 |
| Lanes: | 2.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3502 | 3610 | 1615 | 1805 | 3610 | 1615 | 1805 | 5187 | 1615 | 3502 | 5187 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.06 | 0.13 | 0.12 | 0.11 | 0.29 | 0.04 | 0.05 | 0.05 | 0.24 | 0.09 | 0.01 | 0.07 |
| Crit Moves: | **** | | | | **** | | | | **** | **** | | |
| Green/Cycle: | 0.09 | 0.28 | 0.28 | 0.23 | 0.43 | 0.43 | 0.19 | 0.36 | 0.36 | 0.13 | 0.29 | 0.29 |
| Volume/Cap: | 0.68 | 0.47 | 0.43 | 0.47 | 0.68 | 0.09 | 0.23 | 0.14 | 0.68 | 0.68 | 0.04 | 0.23 |
| Delay/Veh: | 50.8 | 30.2 | 30.1 | 33.8 | 24.3 | 16.9 | 34.4 | 21.9 | 30.7 | 45.8 | 25.5 | 27.2 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 50.8 | 30.2 | 30.1 | 33.8 | 24.3 | 16.9 | 34.4 | 21.9 | 30.7 | 45.8 | 25.5 | 27.2 |
| LOS by Move: | D | C | C | C | C | B | C | C | C | D | C | C |
| HCM2kAvgQ: | 5 | 7 | 5 | 6 | 14 | 1 | 2 | 2 | 10 | 5 | 1 | 2 |

Note: Queue reported is the number of cars per lane.





PM Cumulative No Federal AcFri May 8, 2009 17:30:07 Page 83-1

Cumulative No Project PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #81 Grant Line Rd/ Chrysanthy Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.652
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 65 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L - | T - | R | L - | T - | R | L - | T - | R | L - | T - | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Ovl | | | Ovl | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 2 | 0 | 2 | 0 | 1 | 2 | 0 | 2 | 0 | 1 | 2 | 0 | 2 | 0 | 1 | 1 | 0 | 2 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | | | | |
| Base Vol: | 106 | 857 | 148 | 89 | 1104 | 376 | 258 | 477 | 129 | 134 | 434 | 62 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 106 | 857 | 148 | 89 | 1104 | 376 | 258 | 477 | 129 | 134 | 434 | 62 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 106 | 857 | 148 | 89 | 1104 | 376 | 258 | 477 | 129 | 134 | 434 | 62 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 106 | 857 | 148 | 89 | 1104 | 376 | 258 | 477 | 129 | 134 | 434 | 62 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 106 | 857 | 148 | 89 | 1104 | 376 | 258 | 477 | 129 | 134 | 434 | 62 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 | 1500 |
| 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: | 2.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 3000 | 3000 | 1500 | 3000 | 3000 | 1500 | 3000 | 3000 | 1500 | 1500 | 3000 | 1500 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.29 | 0.10 | 0.03 | 0.37 | 0.25 | 0.09 | 0.16 | 0.09 | 0.09 | 0.14 | 0.04 |
| Crit Volume: | 53 | | | | 552 | | | 238 | | 134 | | |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |

PM Cumulative No Federal AcFri May 8, 2009 17:30:07 Page 84-1

Cumulative No Project PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #82 Grant Line Rd/ Rancho Cordova Parkway

Cycle (sec): 100 Critical Vol./Cap. (X): 0.406
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Ovl | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 2 | 0 0 | 0 | 0 | 2 | 0 1 | 2 | 0 | 0 | 0 1 | 0 | 0 | 0 | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 36 | 876 | 0 | | 0 | 793 | 437 | | 313 | 0 | 16 | | 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: | 36 | 876 | 0 | | 0 | 793 | 437 | | 313 | 0 | 16 | | 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: | 36 | 876 | 0 | | 0 | 793 | 437 | | 313 | 0 | 16 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 36 | 876 | 0 | | 0 | 793 | 437 | | 313 | 0 | 16 | | 0 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 36 | 876 | 0 | | 0 | 793 | 437 | | 313 | 0 | 16 | | 0 | 0 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1550 | 1550 | 1550 | | 1550 | 1550 | 1550 | | 1550 | 1550 | 1550 | | 1550 | 1550 | 1550 | |
| 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 | 2.00 | 0.00 | | 0.00 | 2.00 | 1.00 | | 2.00 | 0.00 | 1.00 | | 0.00 | 0.00 | 0.00 | |
| Final Sat.: | 1550 | 3100 | 0 | | 0 | 3100 | 1550 | | 3100 | 0 | 1550 | | 0 | 0 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.28 | 0.00 | | 0.00 | 0.26 | 0.28 | | 0.10 | 0.00 | 0.01 | | 0.00 | 0.00 | 0.00 | |
| Crit Volume: | 36 | | | | | | 437 | | 157 | | | | | 0 | | |
| Crit Moves: | **** | | | | | | **** | | **** | | | | | | | |





PM Cumulative No Federal AcFri May 8, 2009 17:30:07 Page 85-1

Cumulative No Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #83 White Rock Rd/ Carson Crossing Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 1.023
Loss Time (sec): 12 Average Delay (sec/veh): 42.9
Optimal Cycle: 180 Level Of Service: D

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Split Phase | | | | Split Phase | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Include | | | | Ovl | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 1 | 0 | 0 1 | 0 | 0 | 1! | 0 0 | 1 | 0 | 2 | 0 1 | 1 | 0 | 1 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 1535 | 4 | 97 | | 3 | 2 | 5 | | 8 | 485 | 1284 | | 82 | 1180 | 5 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 1535 | 4 | 97 | | 3 | 2 | 5 | | 8 | 485 | 1284 | | 82 | 1180 | 5 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 1633 | 4 | 103 | | 3 | 2 | 5 | | 9 | 516 | 1366 | | 87 | 1255 | 5 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 1633 | 4 | 103 | | 3 | 2 | 5 | | 9 | 516 | 1366 | | 87 | 1255 | 5 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 1633 | 4 | 103 | | 3 | 2 | 5 | | 9 | 516 | 1366 | | 87 | 1255 | 5 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.95 | 0.85 | | 0.92 | 0.92 | 0.92 | | 0.95 | 0.95 | 0.85 | | 0.95 | 0.95 | 0.95 | |
| Lanes: | 1.99 | 0.01 | 1.00 | | 0.30 | 0.20 | 0.50 | | 1.00 | 2.00 | 1.00 | | 1.00 | 1.99 | 0.01 | |
| Final Sat.: | 3612 | 9 | 1615 | | 524 | 349 | 873 | | 1805 | 3610 | 1615 | | 1805 | 3591 | 15 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.45 | 0.45 | 0.06 | | 0.01 | 0.01 | 0.01 | | 0.00 | 0.14 | 0.85 | | 0.05 | 0.35 | 0.35 | |
| Crit Moves: | **** | | | | | **** | | | | | **** | | **** | | | |
| Green/Cycle: | 0.44 | 0.44 | 0.49 | | 0.01 | 0.01 | 0.01 | | 0.01 | 0.38 | 0.83 | | 0.05 | 0.43 | 0.43 | |
| Volume/Cap: | 1.02 | 1.02 | 0.13 | | 1.02 | 1.02 | 1.02 | | 0.82 | 0.37 | 1.02 | | 1.02 | 0.82 | 0.82 | |
| Delay/Veh: | 56.4 | 56.4 | 14.0 | | 337.2 | 337 | 337.2 | | 226.4 | 22.2 | 39.3 | | 151.5 | 28.9 | 28.9 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 56.4 | 56.4 | 14.0 | | 337.2 | 337 | 337.2 | | 226.4 | 22.2 | 39.3 | | 151.5 | 28.9 | 28.9 | |
| LOS by Move: | E | E | B | | F | F | F | | F | C | D | | F | C | C | |
| HCM2kAvgQ: | 34 | 34 | 2 | | 1 | 1 | 1 | | 0 | 6 | 50 | | 4 | 19 | 19 | |

Note: Queue reported is the number of cars per lane.

Cumulative No Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #84 White Rock Rd/ Stonebriar Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.474
Loss Time (sec): 12 Average Delay (sec/veh): 10.5
Optimal Cycle: 39 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Split Phase | | | | Split Phase | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 1 | 1 0 | 1 | 0 | 2 | 0 1 | 1 | 0 | 0 | 1 0 | 0 | 0 | 1! | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 54 | 582 | 22 | | 42 | 1145 | 70 | | 40 | 3 | 28 | | 15 | 2 | 23 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 54 | 582 | 22 | | 42 | 1145 | 70 | | 40 | 3 | 28 | | 15 | 2 | 23 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 57 | 619 | 23 | | 45 | 1218 | 74 | | 43 | 3 | 30 | | 16 | 2 | 24 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 57 | 619 | 23 | | 45 | 1218 | 74 | | 43 | 3 | 30 | | 16 | 2 | 24 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 57 | 619 | 23 | | 45 | 1218 | 74 | | 43 | 3 | 30 | | 16 | 2 | 24 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.95 | 0.95 | | 0.95 | 0.95 | 0.85 | | 0.95 | 0.87 | 0.87 | | 0.91 | 0.91 | 0.91 | |
| Lanes: | 1.00 | 1.93 | 0.07 | | 1.00 | 2.00 | 1.00 | | 1.00 | 0.10 | 0.90 | | 0.38 | 0.05 | 0.57 | |
| Final Sat.: | 1805 | 3461 | 131 | | 1805 | 3610 | 1615 | | 1805 | 159 | 1484 | | 645 | 86 | 989 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.18 | 0.18 | | 0.02 | 0.34 | 0.05 | | 0.02 | 0.02 | 0.02 | | 0.02 | 0.02 | 0.02 | |
| Crit Moves: | **** | | | | | **** | | | **** | | | | | **** | | |
| Green/Cycle: | 0.07 | 0.68 | 0.68 | | 0.09 | 0.71 | 0.71 | | 0.05 | 0.05 | 0.05 | | 0.05 | 0.05 | 0.05 | |
| Volume/Cap: | 0.47 | 0.26 | 0.26 | | 0.26 | 0.47 | 0.06 | | 0.47 | 0.40 | 0.40 | | 0.47 | 0.47 | 0.47 | |
| Delay/Veh: | 47.9 | 6.2 | 6.2 | | 42.8 | 6.4 | 4.4 | | 50.2 | 49.3 | 49.3 | | 50.0 | 50.0 | 50.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 47.9 | 6.2 | 6.2 | | 42.8 | 6.4 | 4.4 | | 50.2 | 49.3 | 49.3 | | 50.0 | 50.0 | 50.0 | |
| LOS by Move: | D | A | A | | D | A | A | | D | D | D | | D | D | D | |
| HCM2kAvgQ: | 2 | 4 | 4 | | 1 | 9 | 1 | | 1 | 1 | 1 | | 1 | 1 | 1 | |

Note: Queue reported is the number of cars per lane.





Cumulative No Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #85 White Rock Rd/ Windfield Way

Cycle (sec): 100 Critical Vol./Cap. (X): 0.868
Loss Time (sec): 9 Average Delay (sec/veh): 33.4
Optimal Cycle: 89 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 1 | 0 | 0 1 | 0 | 1 | 0 | 0 1 | 1 | 0 | 1 | 1 0 | 1 | 0 | 1 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 490 | 50 | 169 | | 0 | 55 | 122 | | 31 | 177 | 231 | | 347 | 661 | 3 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 490 | 50 | 169 | | 0 | 55 | 122 | | 31 | 177 | 231 | | 347 | 661 | 3 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 521 | 53 | 180 | | 0 | 59 | 130 | | 33 | 188 | 246 | | 369 | 703 | 3 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 521 | 53 | 180 | | 0 | 59 | 130 | | 33 | 188 | 246 | | 369 | 703 | 3 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 521 | 53 | 180 | | 0 | 59 | 130 | | 33 | 188 | 246 | | 369 | 703 | 3 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.69 | 0.69 | 0.85 | | 1.00 | 1.00 | 0.85 | | 0.95 | 0.87 | 0.87 | | 0.95 | 0.95 | 0.95 | |
| Lanes: | 0.91 | 0.09 | 1.00 | | 0.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.99 | 0.01 | |
| Final Sat.: | 1193 | 122 | 1615 | | 0 | 1900 | 1615 | | 1805 | 1652 | 1652 | | 1805 | 3590 | 16 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.44 | 0.44 | 0.11 | | 0.00 | 0.03 | 0.08 | | 0.02 | 0.11 | 0.15 | | 0.20 | 0.20 | 0.20 | |
| Crit Moves: | | **** | | | | | | | | | | **** | **** | | | |
| Green/Cycle: | 0.50 | 0.50 | 0.74 | | 0.00 | 0.50 | 0.54 | | 0.03 | 0.17 | 0.17 | | 0.24 | 0.37 | 0.37 | |
| Volume/Cap: | 0.87 | 0.87 | 0.15 | | 0.00 | 0.06 | 0.15 | | 0.53 | 0.67 | 0.87 | | 0.87 | 0.53 | 0.53 | |
| Delay/Veh: | 33.7 | 33.7 | 3.9 | | 0.0 | 12.8 | 11.7 | | 55.5 | 41.4 | 55.3 | | 53.8 | 24.9 | 24.9 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 33.7 | 33.7 | 3.9 | | 0.0 | 12.8 | 11.7 | | 55.5 | 41.4 | 55.3 | | 53.8 | 24.9 | 24.9 | |
| LOS by Move: | C | C | A | | A | B | B | | E | D | E | | D | C | C | |
| HCM2kAvgQ: | 19 | 19 | 2 | | 0 | 1 | 2 | | 1 | 6 | 9 | | 12 | 9 | 9 | |

Note: Queue reported is the number of cars per lane.

Cumulative No Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #86 White Rock Rd/ Latrobe Rd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.768
Loss Time (sec): 12 Average Delay (sec/veh): 30.0
Optimal Cycle: 74 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Include | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 4 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 1 | 1 0 | 2 | 0 | 2 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 123 | 1739 | 700 | | 309 | 877 | 420 | | 26 | 427 | 31 | | 330 | 439 | 207 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 123 | 1739 | 700 | | 309 | 877 | 420 | | 26 | 427 | 31 | | 330 | 439 | 207 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 131 | 1850 | 745 | | 329 | 933 | 447 | | 28 | 454 | 33 | | 351 | 467 | 220 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 131 | 1850 | 745 | | 329 | 933 | 447 | | 28 | 454 | 33 | | 351 | 467 | 220 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 131 | 1850 | 745 | | 329 | 933 | 447 | | 28 | 454 | 33 | | 351 | 467 | 220 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.91 | 0.85 | | 0.92 | 0.91 | 0.85 | | 0.92 | 0.94 | 0.94 | | 0.92 | 0.95 | 0.85 | |
| Lanes: | 2.00 | 4.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 1.86 | 0.14 | | 2.00 | 2.00 | 1.00 | |
| Final Sat.: | 3502 | 6916 | 1615 | | 3502 | 5187 | 1615 | | 3502 | 3332 | 242 | | 3502 | 3610 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.27 | 0.46 | | 0.09 | 0.18 | 0.28 | | 0.01 | 0.14 | 0.14 | | 0.10 | 0.13 | 0.14 | |
| Crit Moves: | | | **** | | **** | | | | | **** | | | **** | | | |
| Green/Cycle: | 0.07 | 0.47 | 0.60 | | 0.12 | 0.52 | 0.54 | | 0.02 | 0.18 | 0.18 | | 0.13 | 0.29 | 0.41 | |
| Volume/Cap: | 0.52 | 0.57 | 0.77 | | 0.77 | 0.35 | 0.51 | | 0.45 | 0.77 | 0.77 | | 0.77 | 0.45 | 0.33 | |
| Delay/Veh: | 55.5 | 23.3 | 21.6 | | 59.2 | 17.0 | 18.3 | | 63.4 | 52.7 | 52.7 | | 58.1 | 35.0 | 24.3 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 55.5 | 23.3 | 21.6 | | 59.2 | 17.0 | 18.3 | | 63.4 | 52.7 | 52.7 | | 58.1 | 35.0 | 24.3 | |
| LOS by Move: | E | C | C | | E | B | B | | E | D | D | | E | D | C | |
| HCM2kAvgQ: | 3 | 14 | 21 | | 6 | 7 | 10 | | 1 | 9 | 9 | | 7 | 7 | 5 | |

Note: Queue reported is the number of cars per lane.





Cumulative No Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #87 White Rock Rd/ Valley View Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 1.068
Loss Time (sec): 12 Average Delay (sec/veh): 66.0
Optimal Cycle: 180 Level Of Service: E

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Split Phase | | | | Split Phase | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 1 | 0 | 0 1 | 1 | 0 | 0 | 1 0 | 1 | 0 | 1 | 1 0 | 1 | 0 | 1 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 155 | 23 | 645 | | 181 | 39 | 53 | | 61 | 1166 | 191 | | 448 | 800 | 85 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 155 | 23 | 645 | | 181 | 39 | 53 | | 61 | 1166 | 191 | | 448 | 800 | 85 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 165 | 24 | 686 | | 193 | 41 | 56 | | 65 | 1240 | 203 | | 477 | 851 | 90 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 165 | 24 | 686 | | 193 | 41 | 56 | | 65 | 1240 | 203 | | 477 | 851 | 90 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 165 | 24 | 686 | | 193 | 41 | 56 | | 65 | 1240 | 203 | | 477 | 851 | 90 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.96 | 0.96 | 0.85 | | 0.95 | 0.91 | 0.91 | | 0.95 | 0.93 | 0.93 | | 0.95 | 0.94 | 0.94 | |
| Lanes: | 0.87 | 0.13 | 1.00 | | 1.00 | 0.42 | 0.58 | | 1.00 | 1.72 | 0.28 | | 1.00 | 1.81 | 0.19 | |
| Final Sat.: | 1585 | 235 | 1615 | | 1805 | 736 | 1000 | | 1805 | 3037 | 497 | | 1805 | 3218 | 342 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.10 | 0.10 | 0.42 | | 0.11 | 0.06 | 0.06 | | 0.04 | 0.41 | 0.41 | | 0.26 | 0.26 | 0.26 | |
| Crit Moves: | | | **** | | **** | | | | | **** | | | **** | | | |
| Green/Cycle: | 0.15 | 0.15 | 0.40 | | 0.10 | 0.10 | 0.10 | | 0.08 | 0.38 | 0.38 | | 0.25 | 0.55 | 0.55 | |
| Volume/Cap: | 0.69 | 0.69 | 1.07 | | 1.07 | 0.56 | 0.56 | | 0.48 | 1.07 | 1.07 | | 1.07 | 0.48 | 0.48 | |
| Delay/Veh: | 47.6 | 47.6 | 85.2 | | 131.3 | 47.2 | 47.2 | | 47.0 | 75.8 | 75.8 | | 99.6 | 13.7 | 13.7 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 47.6 | 47.6 | 85.2 | | 131.3 | 47.2 | 47.2 | | 47.0 | 75.8 | 75.8 | | 99.6 | 13.7 | 13.7 | |
| LOS by Move: | D | D | F | | F | D | D | | D | E | E | | F | B | B | |
| HCM2kAvgQ: | 7 | 7 | 31 | | 11 | 4 | 4 | | 2 | 31 | 31 | | 21 | 9 | 9 | |

Note: Queue reported is the number of cars per lane.

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Cumulative No Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #88 El Dorado Hills Blvd/Serrano Prky

Cycle (sec): 100 Critical Vol./Cap. (X): 0.823
Loss Time (sec): 12 Average Delay (sec/veh): 26.2
Optimal Cycle: 83 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Split Phase | | | | Split Phase | | | |
| Rights: | Ignore | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 2 | 0 1 | 1 | 0 | 1 | 1 0 | 1 | 0 | 0 | 1 0 | 1 | 0 | 1! | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 134 | 1647 | 719 | | 25 | 929 | 35 | | 29 | 48 | 42 | | 405 | 35 | 50 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 134 | 1647 | 719 | | 25 | 929 | 35 | | 29 | 48 | 42 | | 405 | 35 | 50 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 143 | 1752 | 0 | | 27 | 988 | 37 | | 31 | 51 | 45 | | 431 | 37 | 53 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 143 | 1752 | 0 | | 27 | 988 | 37 | | 31 | 51 | 45 | | 431 | 37 | 53 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 143 | 1752 | 0 | | 27 | 988 | 37 | | 31 | 51 | 45 | | 431 | 37 | 53 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.95 | 1.00 | | 0.95 | 0.95 | 0.95 | | 0.95 | 0.93 | 0.93 | | 0.95 | 0.95 | 0.95 | |
| Lanes: | 1.00 | 2.00 | 1.00 | | 1.00 | 1.93 | 0.07 | | 1.00 | 0.53 | 0.47 | | 1.71 | 0.12 | 0.17 | |
| Final Sat.: | 1805 | 3610 | 1900 | | 1805 | 3462 | 130 | | 1805 | 942 | 825 | | 3062 | 219 | 312 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.08 | 0.49 | 0.00 | | 0.01 | 0.29 | 0.29 | | 0.02 | 0.05 | 0.05 | | 0.14 | 0.17 | 0.17 | |
| Crit Moves: | | **** | | | **** | | | | | **** | | | | **** | | |
| Green/Cycle: | 0.13 | 0.59 | 0.00 | | 0.02 | 0.48 | 0.48 | | 0.07 | 0.07 | 0.07 | | 0.21 | 0.21 | 0.21 | |
| Volume/Cap: | 0.60 | 0.82 | 0.00 | | 0.82 | 0.60 | 0.60 | | 0.26 | 0.82 | 0.82 | | 0.68 | 0.82 | 0.82 | |
| Delay/Veh: | 45.2 | 19.1 | 0.0 | | 137.2 | 19.8 | 19.8 | | 45.6 | 81.8 | 81.8 | | 39.1 | 46.5 | 46.5 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 45.2 | 19.1 | 0.0 | | 137.2 | 19.8 | 19.8 | | 45.6 | 81.8 | 81.8 | | 39.1 | 46.5 | 46.5 | |
| LOS by Move: | D | B | A | | F | B | B | | D | F | F | | D | D | D | |
| HCM2kAvgQ: | 4 | 22 | 0 | | 2 | 12 | 12 | | 1 | 5 | 5 | | 8 | 11 | 11 | |

Note: Queue reported is the number of cars per lane.





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Cumulative No Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #89 El Dorado Hills Blvd/Saratoga Way

Cycle (sec): 100 Critical Vol./Cap. (X): 0.921
Loss Time (sec): 12 Average Delay (sec/veh): 42.8
Optimal Cycle: 120 Level Of Service: D

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Split Phase | | | | Split Phase | | | |
| Rights: | Include | | | | Include | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 2 | 1 0 | 1 | 0 | 2 | 1 0 | 1 | 1 | 0 | 0 2 | 0 | 1 | 0 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 728 | 1310 | 0 | | 261 | 909 | 233 | | 814 | 48 | 478 | | 0 | 45 | 378 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 728 | 1310 | 0 | | 261 | 909 | 233 | | 814 | 48 | 478 | | 0 | 45 | 378 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 774 | 1394 | 0 | | 278 | 967 | 248 | | 866 | 51 | 509 | | 0 | 48 | 402 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 774 | 1394 | 0 | | 278 | 967 | 248 | | 866 | 51 | 509 | | 0 | 48 | 402 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 774 | 1394 | 0 | | 278 | 967 | 248 | | 866 | 51 | 509 | | 0 | 48 | 402 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.91 | 0.91 | | 0.95 | 0.88 | 0.88 | | 0.96 | 0.96 | 0.75 | | 1.00 | 1.00 | 0.85 | |
| Lanes: | 2.00 | 3.00 | 0.00 | | 1.00 | 2.39 | 0.61 | | 1.89 | 0.11 | 2.00 | | 0.00 | 1.00 | 1.00 | |
| Final Sat.: | 3502 | 5187 | 0 | | 1805 | 4001 | 1025 | | 3427 | 202 | 2842 | | 0 | 1900 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.22 | 0.27 | 0.00 | | 0.15 | 0.24 | 0.24 | | 0.25 | 0.25 | 0.18 | | 0.00 | 0.03 | 0.25 | |
| Crit Moves: | **** | | | | | **** | | | **** | | | | | | **** | |
| Green/Cycle: | 0.24 | 0.32 | 0.00 | | 0.18 | 0.26 | 0.26 | | 0.27 | 0.27 | 0.51 | | 0.00 | 0.10 | 0.29 | |
| Volume/Cap: | 0.92 | 0.84 | 0.00 | | 0.84 | 0.92 | 0.92 | | 0.92 | 0.92 | 0.35 | | 0.00 | 0.24 | 0.87 | |
| Delay/Veh: | 52.4 | 35.7 | 0.0 | | 56.8 | 46.6 | 46.6 | | 48.7 | 48.7 | 14.5 | | 0.0 | 41.9 | 50.1 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 52.4 | 35.7 | 0.0 | | 56.8 | 46.6 | 46.6 | | 48.7 | 48.7 | 14.5 | | 0.0 | 41.9 | 50.1 | |
| LOS by Move: | D | D | A | | E | D | D | | D | D | B | | A | D | D | |
| HCM2kAvgQ: | 13 | 15 | 0 | | 9 | 15 | 15 | | 13 | 13 | 5 | | 0 | 2 | 15 | |

Note: Queue reported is the number of cars per lane.

PM Cumulative No Federal AcFri May 8, 2009 17:30:07 Page 92-1

Cumulative No Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #90 El Dorado Hills Blvd/Park Drive

Cycle (sec): 100 Critical Vol./Cap. (X): 0.798
Loss Time (sec): 12 Average Delay (sec/veh): 26.9
Optimal Cycle: 76 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Split Phase | | | | Split Phase | | | |
| Rights: | Include | | | | Ovl | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 2 | 1 0 | 1 | 0 | 3 | 0 1 | 1 | 1 | 0 | 0 2 | 1 | 1 | 1 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 1144 | 1689 | 336 | | 82 | 713 | 415 | | 173 | 18 | 53 | | 245 | 52 | 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: | 1144 | 1689 | 336 | | 82 | 713 | 415 | | 173 | 18 | 53 | | 245 | 52 | 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: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 1217 | 1797 | 357 | | 87 | 759 | 441 | | 184 | 19 | 56 | | 261 | 55 | 131 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 1217 | 1797 | 357 | | 87 | 759 | 441 | | 184 | 19 | 56 | | 261 | 55 | 131 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 1217 | 1797 | 357 | | 87 | 759 | 441 | | 184 | 19 | 56 | | 261 | 55 | 131 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.89 | 0.89 | | 0.95 | 0.91 | 0.85 | | 0.96 | 0.96 | 0.75 | | 0.91 | 0.91 | 0.85 | |
| Lanes: | 2.00 | 2.50 | 0.50 | | 1.00 | 3.00 | 1.00 | | 1.81 | 0.19 | 2.00 | | 2.00 | 1.00 | 1.00 | |
| Final Sat.: | 3502 | 4218 | 839 | | 1805 | 5187 | 1615 | | 3294 | 343 | 2842 | | 3466 | 1733 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.35 | 0.43 | 0.43 | | 0.05 | 0.15 | 0.27 | | 0.06 | 0.06 | 0.02 | | 0.08 | 0.03 | 0.08 | |
| Crit Moves: | **** | | | | | | **** | | **** | | | | | | **** | |
| Green/Cycle: | 0.44 | 0.64 | 0.64 | | 0.07 | 0.27 | 0.34 | | 0.07 | 0.07 | 0.07 | | 0.10 | 0.10 | 0.10 | |
| Volume/Cap: | 0.80 | 0.67 | 0.67 | | 0.67 | 0.54 | 0.80 | | 0.80 | 0.80 | 0.28 | | 0.74 | 0.31 | 0.80 | |
| Delay/Veh: | 27.4 | 12.1 | 12.1 | | 57.9 | 31.4 | 37.7 | | 61.8 | 61.8 | 44.9 | | 50.4 | 41.9 | 67.2 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 27.4 | 12.1 | 12.1 | | 57.9 | 31.4 | 37.7 | | 61.8 | 61.8 | 44.9 | | 50.4 | 41.9 | 67.2 | |
| LOS by Move: | C | B | B | | E | C | D | | E | E | D | | D | D | E | |
| HCM2kAvgQ: | 17 | 15 | 15 | | 2 | 7 | 12 | | 5 | 5 | 1 | | 6 | 2 | 6 | |

Note: Queue reported is the number of cars per lane.





PM Cumulative No Federal AcFri May 8, 2009 17:30:07 Page 93-1

Cumulative No Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #91 Latrobe Rd/ Town Center Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 1.113
Loss Time (sec): 12 Average Delay (sec/veh): 77.1
Optimal Cycle: 180 Level Of Service: E

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 4 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 1 | 1 0 | 1 | 0 | 0 | 1 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 50 | 1991 | 74 | | 588 | 1357 | 239 | | 773 | 86 | 156 | | 161 | 21 | 772 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 50 | 1991 | 74 | | 588 | 1357 | 239 | | 773 | 86 | 156 | | 161 | 21 | 772 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 53 | 2118 | 79 | | 626 | 1444 | 254 | | 822 | 91 | 166 | | 171 | 22 | 821 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 53 | 2118 | 79 | | 626 | 1444 | 254 | | 822 | 91 | 166 | | 171 | 22 | 821 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 53 | 2118 | 79 | | 626 | 1444 | 254 | | 822 | 91 | 166 | | 171 | 22 | 821 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.91 | 0.85 | | 0.92 | 0.91 | 0.85 | | 0.92 | 0.86 | 0.86 | | 0.95 | 0.85 | 0.85 | |
| Lanes: | 2.00 | 4.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 1.00 | 1.00 | | 1.00 | 0.05 | 1.95 | |
| Final Sat.: | 3502 | 6916 | 1615 | | 3502 | 5187 | 1615 | | 3502 | 1630 | 1630 | | 1805 | 86 | 3159 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.31 | 0.05 | | 0.18 | 0.28 | 0.16 | | 0.23 | 0.06 | 0.10 | | 0.09 | 0.26 | 0.26 | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.02 | 0.28 | 0.28 | | 0.16 | 0.41 | 0.41 | | 0.21 | 0.23 | 0.23 | | 0.21 | 0.23 | 0.23 | |
| Volume/Cap: | 0.67 | 1.11 | 0.18 | | 1.11 | 0.67 | 0.38 | | 1.11 | 0.24 | 0.44 | | 0.44 | 1.11 | 1.11 | |
| Delay/Veh: | 69.1 | 95.3 | 27.8 | | 115.0 | 24.7 | 20.8 | | 108.2 | 31.5 | 33.5 | | 34.9 | 107 | 106.7 | |
| 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: | 69.1 | 95.3 | 27.8 | | 115.0 | 24.7 | 20.8 | | 108.2 | 31.5 | 33.5 | | 34.9 | 107 | 106.7 | |
| LOS by Move: | E | F | C | | F | C | C | | F | C | C | | C | F | F | |
| HCM2kAvgQ: | 1 | 26 | 2 | | 15 | 13 | 5 | | 22 | 3 | 5 | | 5 | 22 | 22 | |

Note: Queue reported is the number of cars per lane.

PM Cumulative No Federal AcFri May 8, 2009 17:30:08 Page 94-1

Cumulative No Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #92 Hazel Blvd/ Tributary- WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 1.258
Loss Time (sec): 9 Average Delay (sec/veh): 102.1
Optimal Cycle: 180 Level Of Service: F

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Ignore | | | | Include | | | | Ovl | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 3 | 0 1 | 0 | 0 | 3 | 1 0 | 0 | 0 | 0 | 0 1 | 1 | 1 | 0 | 0 2 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 209 | 3914 | 323 | | 0 | 2417 | 82 | | 0 | 0 | 626 | | 83 | 221 | 992 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 209 | 3914 | 323 | | 0 | 2417 | 82 | | 0 | 0 | 626 | | 83 | 221 | 992 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 222 | 4164 | 0 | | 0 | 2571 | 87 | | 0 | 0 | 666 | | 88 | 235 | 1055 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 222 | 4164 | 0 | | 0 | 2571 | 87 | | 0 | 0 | 666 | | 88 | 235 | 1055 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 222 | 4164 | 0 | | 0 | 2571 | 87 | | 0 | 0 | 666 | | 88 | 235 | 1055 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.91 | 1.00 | | 1.00 | 0.91 | 0.91 | | 1.00 | 1.00 | 0.87 | | 0.87 | 0.87 | 0.75 | |
| Lanes: | 2.00 | 3.00 | 1.00 | | 0.00 | 3.87 | 0.13 | | 0.00 | 0.00 | 1.00 | | 1.00 | 1.00 | 2.00 | |
| Final Sat.: | 3502 | 5187 | 1900 | | 0 | 6656 | 226 | | 0 | 0 | 1644 | | 1651 | 1651 | 2842 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.06 | 0.80 | 0.00 | | 0.00 | 0.39 | 0.39 | | 0.00 | 0.00 | 0.41 | | 0.05 | 0.14 | 0.37 | |
| Crit Moves: | | **** | | | **** | | | | | | **** | | | | | |
| Green/Cycle: | 0.09 | 0.64 | 0.00 | | 0.00 | 0.55 | 0.55 | | 0.00 | 0.00 | 0.36 | | 0.27 | 0.27 | 0.27 | |
| Volume/Cap: | 0.70 | 1.26 | 0.00 | | 0.00 | 0.70 | 0.70 | | 0.00 | 0.00 | 1.12 | | 0.20 | 0.52 | 1.37 | |
| Delay/Veh: | 51.3 | 137 | 0.0 | | 0.0 | 17.3 | 17.3 | | 0.0 | 0.0 | 106.4 | | 28.1 | 31.8 | 209.6 | |
| 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: | 51.3 | 137 | 0.0 | | 0.0 | 17.3 | 17.3 | | 0.0 | 0.0 | 106.4 | | 28.1 | 31.8 | 209.6 | |
| LOS by Move: | D | F | A | | A | B | B | | A | A | F | | C | C | F | |
| HCM2kAvgQ: | 3 | 82 | 0 | | 0 | 16 | 16 | | 0 | 0 | 33 | | 2 | 7 | 40 | |

Note: Queue reported is the number of cars per lane.





PM Cumulative No Federal AcFri May 8, 2009 17:30:08 Page 95-1

Cumulative No Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #93 Hazel Ave/ EB US-50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 1.379
Loss Time (sec): 6 Average Delay (sec/veh): 146.6
Optimal Cycle: 180 Level Of Service: F

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Ignore | | | | Ignore | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 3 | 0 1 | 0 | 0 | 3 | 0 1 | 3 | 0 | 0 | 0 2 | 0 | 0 | 0 | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 2315 | 219 | | 0 | 1107 | 1033 | | 2123 | 0 | 834 | | 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 | 2315 | 219 | | 0 | 1107 | 1033 | | 2123 | 0 | 834 | | 0 | 0 | 0 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 0 | 2463 | 0 | | 0 | 1178 | 0 | | 2259 | 0 | 887 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 2463 | 0 | | 0 | 1178 | 0 | | 2259 | 0 | 887 | | 0 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 2463 | 0 | | 0 | 1178 | 0 | | 2259 | 0 | 887 | | 0 | 0 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.91 | 1.00 | | 1.00 | 0.91 | 1.00 | | 0.48 | 1.00 | 0.75 | | 1.00 | 1.00 | 1.00 | |
| Lanes: | 0.00 | 3.00 | 1.00 | | 0.00 | 3.00 | 1.00 | | 3.00 | 0.00 | 2.00 | | 0.00 | 0.00 | 0.00 | |
| Final Sat.: | 0 | 5187 | 1900 | | 0 | 5187 | 1900 | | 2748 | 0 | 2842 | | 0 | 0 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.47 | 0.00 | | 0.00 | 0.23 | 0.00 | | 0.82 | 0.00 | 0.31 | | 0.00 | 0.00 | 0.00 | |
| Crit Moves: | | **** | | | | | | | **** | | | | | | | |
| Green/Cycle: | 0.00 | 0.34 | 0.00 | | 0.00 | 0.34 | 0.00 | | 0.60 | 0.00 | 0.60 | | 0.00 | 0.00 | 0.00 | |
| Volume/Cap: | 0.00 | 1.38 | 0.00 | | 0.00 | 0.66 | 0.00 | | 1.38 | 0.00 | 0.52 | | 0.00 | 0.00 | 0.00 | |
| Delay/Veh: | 0.0 | 207 | 0.0 | | 0.0 | 28.7 | 0.0 | | 194.9 | 0.0 | 12.2 | | 0.0 | 0.0 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 207 | 0.0 | | 0.0 | 28.7 | 0.0 | | 194.9 | 0.0 | 12.2 | | 0.0 | 0.0 | 0.0 | |
| LOS by Move: | A | F | A | | A | C | A | | F | A | B | | A | A | A | |
| HCM2kAvgQ: | 0 | 58 | 0 | | 0 | 11 | 0 | | 51 | 0 | 9 | | 0 | 0 | 0 | |

Note: Queue reported is the number of cars per lane.

Cumulative No Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #94 Folsom Blvd/ WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.583
Loss Time (sec): 9 Average Delay (sec/veh): 10.8
Optimal Cycle: 40 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Ignore | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 3 | 0 0 | 0 | 0 | 3 | 0 1 | 1 | 0 | 1! | 0 1 | 0 | 0 | 0 | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 110 | 2193 | 0 | | 0 | 979 | 1727 | | 166 | 0 | 149 | | 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: | 110 | 2193 | 0 | | 0 | 979 | 1727 | | 166 | 0 | 149 | | 0 | 0 | 0 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 117 | 2333 | 0 | | 0 | 1041 | 0 | | 177 | 0 | 159 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 117 | 2333 | 0 | | 0 | 1041 | 0 | | 177 | 0 | 159 | | 0 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 117 | 2333 | 0 | | 0 | 1041 | 0 | | 177 | 0 | 159 | | 0 | 0 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.91 | 1.00 | | 1.00 | 0.91 | 1.00 | | 0.75 | 1.00 | 0.75 | | 1.00 | 1.00 | 1.00 | |
| Lanes: | 1.00 | 3.00 | 0.00 | | 0.00 | 3.00 | 1.00 | | 1.53 | 0.00 | 1.47 | | 0.00 | 0.00 | 0.00 | |
| Final Sat.: | 1805 | 5187 | 0 | | 0 | 5187 | 1900 | | 2178 | 0 | 2101 | | 0 | 0 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.06 | 0.45 | 0.00 | | 0.00 | 0.20 | 0.00 | | 0.08 | 0.00 | 0.08 | | 0.00 | 0.00 | 0.00 | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | | | |
| Green/Cycle: | 0.19 | 0.77 | 0.00 | | 0.00 | 0.58 | 0.00 | | 0.14 | 0.00 | 0.14 | | 0.00 | 0.00 | 0.00 | |
| Volume/Cap: | 0.34 | 0.58 | 0.00 | | 0.00 | 0.34 | 0.00 | | 0.58 | 0.00 | 0.54 | | 0.00 | 0.00 | 0.00 | |
| Delay/Veh: | 35.8 | 5.0 | 0.0 | | 0.0 | 11.0 | 0.0 | | 41.9 | 0.0 | 41.1 | | 0.0 | 0.0 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 35.8 | 5.0 | 0.0 | | 0.0 | 11.0 | 0.0 | | 41.9 | 0.0 | 41.1 | | 0.0 | 0.0 | 0.0 | |
| LOS by Move: | D | A | A | | A | B | A | | D | A | D | | A | A | A | |
| HCM2kAvgQ: | 3 | 11 | 0 | | 0 | 6 | 0 | | 4 | 0 | 4 | | 0 | 0 | 0 | |

Note: Queue reported is the number of cars per lane.





Cumulative No Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #95 Folsom Blvd/ EB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.675
Loss Time (sec): 12 Average Delay (sec/veh): 26.3
Optimal Cycle: 56 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Ignore | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 2 | 0 1 | 1 | 0 | 2 | 0 1 | 3 | 0 | 1 | 0 1 | 1 | 0 | 0 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 849 | 103 | | 113 | 777 | 238 | | 1188 | 134 | 27 | | 122 | 0 | 156 | |
| Growth Adj: | 1.00 | 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 | 849 | 103 | | 113 | 777 | 238 | | 1188 | 134 | 27 | | 122 | 0 | 156 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 0 | 903 | 110 | | 120 | 827 | 253 | | 1264 | 143 | 0 | | 130 | 0 | 166 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 903 | 110 | | 120 | 827 | 253 | | 1264 | 143 | 0 | | 130 | 0 | 166 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 903 | 110 | | 120 | 827 | 253 | | 1264 | 143 | 0 | | 130 | 0 | 166 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.95 | 0.85 | | 0.95 | 0.95 | 0.85 | | 0.92 | 1.00 | 1.00 | | 0.95 | 1.00 | 0.85 | |
| Lanes: | 1.00 | 2.00 | 1.00 | | 1.00 | 2.00 | 1.00 | | 3.00 | 1.00 | 1.00 | | 1.00 | 0.00 | 1.00 | |
| Final Sat.: | 1900 | 3610 | 1615 | | 1805 | 3610 | 1615 | | 5253 | 1900 | 1900 | | 1805 | 0 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.25 | 0.07 | | 0.07 | 0.23 | 0.16 | | 0.24 | 0.08 | 0.00 | | 0.07 | 0.00 | 0.10 | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | | **** | |
| Green/Cycle: | 0.00 | 0.37 | 0.37 | | 0.10 | 0.47 | 0.47 | | 0.36 | 0.21 | 0.00 | | 0.20 | 0.00 | 0.30 | |
| Volume/Cap: | 0.00 | 0.67 | 0.18 | | 0.67 | 0.49 | 0.33 | | 0.67 | 0.36 | 0.00 | | 0.36 | 0.00 | 0.34 | |
| Delay/Veh: | 0.0 | 27.8 | 21.4 | | 53.3 | 18.5 | 16.9 | | 28.2 | 34.3 | 0.0 | | 35.0 | 0.0 | 27.8 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 27.8 | 21.4 | | 53.3 | 18.5 | 16.9 | | 28.2 | 34.3 | 0.0 | | 35.0 | 0.0 | 27.8 | |
| LOS by Move: | A | C | C | | D | B | B | | C | C | A | | D | A | C | |
| HCM2kAvgQ: | 0 | 13 | 2 | | 4 | 9 | 5 | | 11 | 4 | 0 | | 3 | 0 | 4 | |

Note: Queue reported is the number of cars per lane.

PM Cumulative No Federal AcFri May 8, 2009 17:30:08 Page 98-1

Cumulative No Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #96 Prairie City/ WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.582
Loss Time (sec): 6 Average Delay (sec/veh): 12.8
Optimal Cycle: 32 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Ignore | | | | Ignore | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 2 | 0 1 | 0 | 0 | 2 | 0 1 | 0 | 0 | 0 | 0 0 | 2 | 0 | 0 | 0 2 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1333 | 393 | | 0 | 937 | 532 | | 0 | 0 | 0 | | 97 | 0 | 413 | |
| Growth Adj: | 1.00 | 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 | 1333 | 393 | | 0 | 937 | 532 | | 0 | 0 | 0 | | 97 | 0 | 413 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 0 | 1418 | 0 | | 0 | 997 | 0 | | 0 | 0 | 0 | | 103 | 0 | 439 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 1418 | 0 | | 0 | 997 | 0 | | 0 | 0 | 0 | | 103 | 0 | 439 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 1418 | 0 | | 0 | 997 | 0 | | 0 | 0 | 0 | | 103 | 0 | 439 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.95 | 1.00 | | 1.00 | 0.95 | 1.00 | | 1.00 | 1.00 | 1.00 | | 0.61 | 1.00 | 0.75 | |
| Lanes: | 0.00 | 2.00 | 1.00 | | 0.00 | 2.00 | 1.00 | | 0.00 | 0.00 | 0.00 | | 2.00 | 0.00 | 2.00 | |
| Final Sat.: | 0 | 3610 | 1900 | | 0 | 3610 | 1900 | | 0 | 0 | 0 | | 2322 | 0 | 2842 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.39 | 0.00 | | 0.00 | 0.28 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.04 | 0.00 | 0.15 | |
| Crit Moves: | | **** | | | | | | | | | | | | | **** | |
| Green/Cycle: | 0.00 | 0.67 | 0.00 | | 0.00 | 0.67 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.27 | 0.00 | 0.27 | |
| Volume/Cap: | 0.00 | 0.58 | 0.00 | | 0.00 | 0.41 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.17 | 0.00 | 0.58 | |
| Delay/Veh: | 0.0 | 9.1 | 0.0 | | 0.0 | 7.4 | 0.0 | | 0.0 | 0.0 | 0.0 | | 28.4 | 0.0 | 33.1 | |
| 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: | 0.0 | 9.1 | 0.0 | | 0.0 | 7.4 | 0.0 | | 0.0 | 0.0 | 0.0 | | 28.4 | 0.0 | 33.1 | |
| LOS by Move: | A | A | A | | A | A | A | | A | A | A | | C | A | C | |
| HCM2kAvgQ: | 0 | 12 | 0 | | 0 | 7 | 0 | | 0 | 0 | 0 | | 1 | 0 | 7 | |

Note: Queue reported is the number of cars per lane.





PM Cumulative No Federal AcFri May 8, 2009 17:30:08 Page 99-1

Cumulative No Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #97 Prairie City/ EB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.628
Loss Time (sec): 6 Average Delay (sec/veh): 13.2
Optimal Cycle: 35 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 2 | 0 1 | 0 | 0 | 2 | 0 1 | 1 | 1 | 0 | 0 2 | 0 | 0 | 0 | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1506 | 315 | | 0 | 1035 | 0 | | 473 | 2 | 299 | | 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 | 1506 | 315 | | 0 | 1035 | 0 | | 473 | 2 | 299 | | 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: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 0 | 1602 | 335 | | 0 | 1101 | 0 | | 503 | 2 | 318 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 1602 | 335 | | 0 | 1101 | 0 | | 503 | 2 | 318 | | 0 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 1602 | 335 | | 0 | 1101 | 0 | | 503 | 2 | 318 | | 0 | 0 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.95 | 0.85 | | 1.00 | 0.95 | 1.00 | | 0.91 | 0.91 | 0.75 | | 1.00 | 1.00 | 1.00 | |
| Lanes: | 0.00 | 2.00 | 1.00 | | 0.00 | 2.00 | 1.00 | | 1.99 | 0.01 | 2.00 | | 0.00 | 0.00 | 0.00 | |
| Final Sat.: | 0 | 3610 | 1615 | | 0 | 3610 | 1900 | | 3436 | 15 | 2842 | | 0 | 0 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.44 | 0.21 | | 0.00 | 0.31 | 0.00 | | 0.15 | 0.15 | 0.11 | | 0.00 | 0.00 | 0.00 | |
| Crit Moves: | | **** | | | | | | | | **** | | | | | | |
| Green/Cycle: | 0.00 | 0.71 | 0.71 | | 0.00 | 0.71 | 0.00 | | 0.23 | 0.23 | 0.23 | | 0.00 | 0.00 | 0.00 | |
| Volume/Cap: | 0.00 | 0.63 | 0.29 | | 0.00 | 0.43 | 0.00 | | 0.63 | 0.63 | 0.48 | | 0.00 | 0.00 | 0.00 | |
| Delay/Veh: | 0.0 | 8.2 | 5.6 | | 0.0 | 6.3 | 0.0 | | 36.0 | 36.0 | 33.7 | | 0.0 | 0.0 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 8.2 | 5.6 | | 0.0 | 6.3 | 0.0 | | 36.0 | 36.0 | 33.7 | | 0.0 | 0.0 | 0.0 | |
| LOS by Move: | A | A | A | | A | A | A | | D | D | C | | A | A | A | |
| HCM2kAvgQ: | 0 | 13 | 4 | | 0 | 7 | 0 | | 8 | 8 | 5 | | 0 | 0 | 0 | |

Note: Queue reported is the number of cars per lane.

Cumulative No Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #98 East Bidwell St/ WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.725
Loss Time (sec): 6 Average Delay (sec/veh): 21.3
Optimal Cycle: 45 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Ignore | | | | Ignore | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 3 | 0 1 | 0 | 0 | 3 | 0 1 | 0 | 0 | 0 | 0 0 | 2 | 0 | 0 | 0 2 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1757 | 498 | | 0 | 1702 | 620 | | 0 | 0 | 0 | | 428 | 0 | 859 | |
| Growth Adj: | 1.00 | 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 | 1757 | 498 | | 0 | 1702 | 620 | | 0 | 0 | 0 | | 428 | 0 | 859 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 0 | 1869 | 0 | | 0 | 1811 | 0 | | 0 | 0 | 0 | | 455 | 0 | 914 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 1869 | 0 | | 0 | 1811 | 0 | | 0 | 0 | 0 | | 455 | 0 | 914 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 1869 | 0 | | 0 | 1811 | 0 | | 0 | 0 | 0 | | 455 | 0 | 914 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.91 | 1.00 | | 1.00 | 0.91 | 1.00 | | 1.00 | 1.00 | 1.00 | | 0.59 | 1.00 | 0.75 | |
| Lanes: | 0.00 | 3.00 | 1.00 | | 0.00 | 3.00 | 1.00 | | 0.00 | 0.00 | 0.00 | | 2.00 | 0.00 | 2.00 | |
| Final Sat.: | 0 | 5187 | 1900 | | 0 | 5187 | 1900 | | 0 | 0 | 0 | | 2237 | 0 | 2842 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.36 | 0.00 | | 0.00 | 0.35 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.20 | 0.00 | 0.32 | |
| Crit Moves: | | **** | | | | | | | | | | | | | **** | |
| Green/Cycle: | 0.00 | 0.50 | 0.00 | | 0.00 | 0.50 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.44 | 0.00 | 0.44 | |
| Volume/Cap: | 0.00 | 0.73 | 0.00 | | 0.00 | 0.70 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.46 | 0.00 | 0.73 | |
| Delay/Veh: | 0.0 | 20.8 | 0.0 | | 0.0 | 20.3 | 0.0 | | 0.0 | 0.0 | 0.0 | | 19.8 | 0.0 | 25.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 20.8 | 0.0 | | 0.0 | 20.3 | 0.0 | | 0.0 | 0.0 | 0.0 | | 19.8 | 0.0 | 25.0 | |
| LOS by Move: | A | C | A | | A | C | A | | A | A | A | | B | A | C | |
| HCM2kAvgQ: | 0 | 16 | 0 | | 0 | 15 | 0 | | 0 | 0 | 0 | | 5 | 0 | 14 | |

Note: Queue reported is the number of cars per lane.





Cumulative No Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #99 East Bidwell St/ EB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.721
Loss Time (sec): 6 Average Delay (sec/veh): 20.7
Optimal Cycle: 45 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Ignore | | | | Ignore | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 3 | 0 1 | 0 | 0 | 3 | 0 1 | 2 | 0 | 0 | 0 2 | 0 | 0 | 0 | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1583 | 899 | | 0 | 1748 | 382 | | 672 | 0 | 287 | | 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 | 1583 | 899 | | 0 | 1748 | 382 | | 672 | 0 | 287 | | 0 | 0 | 0 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 0 | 1684 | 0 | | 0 | 1860 | 0 | | 715 | 0 | 305 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 1684 | 0 | | 0 | 1860 | 0 | | 715 | 0 | 305 | | 0 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 1684 | 0 | | 0 | 1860 | 0 | | 715 | 0 | 305 | | 0 | 0 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.91 | 1.00 | | 1.00 | 0.91 | 1.00 | | 0.59 | 1.00 | 0.75 | | 1.00 | 1.00 | 1.00 | |
| Lanes: | 0.00 | 3.00 | 1.00 | | 0.00 | 3.00 | 1.00 | | 2.00 | 0.00 | 2.00 | | 0.00 | 0.00 | 0.00 | |
| Final Sat.: | 0 | 5187 | 1900 | | 0 | 5187 | 1900 | | 2237 | 0 | 2842 | | 0 | 0 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.32 | 0.00 | | 0.00 | 0.36 | 0.00 | | 0.32 | 0.00 | 0.11 | | 0.00 | 0.00 | 0.00 | |
| Crit Moves: | | | | | | **** | | | **** | | | | | | | |
| Green/Cycle: | 0.00 | 0.50 | 0.00 | | 0.00 | 0.50 | 0.00 | | 0.44 | 0.00 | 0.44 | | 0.00 | 0.00 | 0.00 | |
| Volume/Cap: | 0.00 | 0.65 | 0.00 | | 0.00 | 0.72 | 0.00 | | 0.72 | 0.00 | 0.24 | | 0.00 | 0.00 | 0.00 | |
| Delay/Veh: | 0.0 | 19.3 | 0.0 | | 0.0 | 20.7 | 0.0 | | 25.4 | 0.0 | 17.5 | | 0.0 | 0.0 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 19.3 | 0.0 | | 0.0 | 20.7 | 0.0 | | 25.4 | 0.0 | 17.5 | | 0.0 | 0.0 | 0.0 | |
| LOS by Move: | A | B | A | | A | C | A | | C | A | B | | A | A | A | |
| HCM2kAvgQ: | 0 | 13 | 0 | | 0 | 16 | 0 | | 11 | 0 | 3 | | 0 | 0 | 0 | |

Note: Queue reported is the number of cars per lane.

PM Cumulative No Federal AcFri May 8, 2009 17:30:08 Page 102-1

Cumulative No Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #100 El Dorado Hills Blvd/ WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.671
Loss Time (sec): 0 Average Delay (sec/veh): 0.3
Optimal Cycle: 44 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 3271 | 0 | | 0 | 1199 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 0 | 3271 | 0 | | 0 | 1199 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 0 | 3480 | 0 | | 0 | 1276 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 3480 | 0 | | 0 | 1276 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 3480 | 0 | | 0 | 1276 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.91 | 1.00 | | 1.00 | 0.91 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Lanes: | 0.00 | 3.00 | 0.00 | | 0.00 | 3.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | |
| Final Sat.: | 0 | 5187 | 0 | | 0 | 5187 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.67 | 0.00 | | 0.00 | 0.25 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | |
| Crit Moves: | | **** | | | | | | | | | | | | | | |
| Green/Cycle: | 0.00 | 1.00 | 0.00 | | 0.00 | 1.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | |
| Volume/Cap: | 0.00 | 0.67 | 0.00 | | 0.00 | 0.25 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | |
| Delay/Veh: | 0.0 | 0.3 | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 0.3 | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | |
| LOS by Move: | A | A | A | | A | A | A | | A | A | A | | A | A | A | |
| HCM2kAvgQ: | 0 | 1 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |

Note: Queue reported is the number of cars per lane.





PM Cumulative No Federal AcFri May 8, 2009 17:30:08 Page 103-1

Cumulative No Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #101 El Dorado Hills Blvd/ EB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.748
Loss Time (sec): 6 Average Delay (sec/veh): 4.1
Optimal Cycle: 49 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Ignore | | | | Ignore | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 3 | 0 | 1 | 1 | 0 | 3 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 3120 | 262 | | 108 | 1095 | 0 | | 0 | 0 | 1155 | | 0 | 0 | 767 | |
| Growth Adj: | 1.00 | 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 | 3120 | 262 | | 108 | 1095 | 0 | | 0 | 0 | 1155 | | 0 | 0 | 767 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.00 | |
| PHF Volume: | 0 | 3319 | 279 | | 115 | 1165 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 3319 | 279 | | 115 | 1165 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| FinalVolume: | 0 | 3319 | 279 | | 115 | 1165 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.97 | 0.91 | 0.85 | | 0.95 | 0.91 | 1.00 | | 1.00 | 1.00 | 0.88 | | 1.00 | 1.00 | 1.00 | |
| Lanes: | 2.00 | 3.00 | 1.00 | | 1.00 | 3.00 | 0.00 | | 0.00 | 0.00 | 2.00 | | 0.00 | 0.00 | 1.00 | |
| Final Sat.: | 3686 | 5187 | 1615 | | 1805 | 5187 | 0 | | 0 | 0 | 3344 | | 0 | 0 | 1900 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.64 | 0.17 | | 0.06 | 0.22 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | |
| Crit Moves: | | **** | | | **** | | | | | | | | | | | |
| Green/Cycle: | 0.00 | 0.85 | 0.85 | | 0.09 | 0.94 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | |
| Volume/Cap: | 0.00 | 0.75 | 0.20 | | 0.75 | 0.24 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | |
| Delay/Veh: | 0.0 | 3.7 | 1.3 | | 63.0 | 0.3 | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 3.7 | 1.3 | | 63.0 | 0.3 | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | |
| LOS by Move: | A | A | A | | E | A | A | | A | A | A | | A | A | A | |
| HCM2kAvgQ: | 0 | 14 | 1 | | 4 | 1 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |

Note: Queue reported is the number of cars per lane.

PM Cumulative No Federal AcFri May 8, 2009 17:30:08 Page 104-1

Cumulative No Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #102 Sunrise Rd/ Jackson Hwy-SR16

Cycle (sec): 100 Critical Vol./Cap. (X): 0.832
Loss Time (sec): 12 Average Delay (sec/veh): 30.3
Optimal Cycle: 85 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 2 | 0 1 | 2 | 0 | 2 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 4 | 418 | 234 | | 120 | 1226 | 104 | | 110 | 1423 | 14 | | 197 | 724 | 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: | 4 | 418 | 234 | | 120 | 1226 | 104 | | 110 | 1423 | 14 | | 197 | 724 | 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: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 4 | 445 | 249 | | 128 | 1304 | 111 | | 117 | 1514 | 15 | | 210 | 770 | 55 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 4 | 445 | 249 | | 128 | 1304 | 111 | | 117 | 1514 | 15 | | 210 | 770 | 55 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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 | 445 | 249 | | 128 | 1304 | 111 | | 117 | 1514 | 15 | | 210 | 770 | 55 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.91 | 0.85 | | 0.92 | 0.91 | 0.85 | | 0.92 | 0.95 | 0.85 | | 0.92 | 0.95 | 0.85 | |
| Lanes: | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 2.00 | 1.00 | | 2.00 | 2.00 | 1.00 | |
| Final Sat.: | 3502 | 5187 | 1615 | | 3502 | 5187 | 1615 | | 3502 | 3610 | 1615 | | 3502 | 3610 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.09 | 0.15 | | 0.04 | 0.25 | 0.07 | | 0.03 | 0.42 | 0.01 | | 0.06 | 0.21 | 0.03 | |
| Crit Moves: | **** | | | | | **** | | | | **** | | | **** | | | |
| Green/Cycle: | 0.00 | 0.22 | 0.29 | | 0.08 | 0.30 | 0.38 | | 0.08 | 0.50 | 0.51 | | 0.07 | 0.50 | 0.58 | |
| Volume/Cap: | 0.83 | 0.39 | 0.53 | | 0.43 | 0.83 | 0.18 | | 0.43 | 0.83 | 0.02 | | 0.83 | 0.43 | 0.06 | |
| Delay/Veh: | 324.5 | 33.6 | 30.9 | | 44.5 | 36.4 | 20.8 | | 45.1 | 24.6 | 12.3 | | 66.1 | 16.2 | 9.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 324.5 | 33.6 | 30.9 | | 44.5 | 36.4 | 20.8 | | 45.1 | 24.6 | 12.3 | | 66.1 | 16.2 | 9.0 | |
| LOS by Move: | F | C | C | | D | D | C | | D | C | B | | E | B | A | |
| HCM2kAvgQ: | 0 | 4 | 6 | | 2 | 14 | 2 | | 2 | 23 | 0 | | 4 | 8 | 1 | |

Note: Queue reported is the number of cars per lane.





PM Cumulative No Federal AcFri May 8, 2009 17:30:08 Page 105-1

Cumulative No Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #103 Grant Line Rd/ Jackson Rd- SR16

Cycle (sec): 100 Critical Vol./Cap. (X): 0.611
Loss Time (sec): 12 Average Delay (sec/veh): 26.2
Optimal Cycle: 49 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 2 | 0 1 | 2 | 0 | 2 | 0 2 | 2 | 0 | 2 | 0 2 | 2 | 0 | 2 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 185 | 762 | 82 | | 1 | 750 | 87 | | 132 | 791 | 171 | | 91 | 396 | 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: | 185 | 762 | 82 | | 1 | 750 | 87 | | 132 | 791 | 171 | | 91 | 396 | 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: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 197 | 811 | 87 | | 1 | 798 | 93 | | 140 | 841 | 182 | | 97 | 421 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 197 | 811 | 87 | | 1 | 798 | 93 | | 140 | 841 | 182 | | 97 | 421 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 197 | 811 | 87 | | 1 | 798 | 93 | | 140 | 841 | 182 | | 97 | 421 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.95 | 0.85 | | 0.92 | 0.95 | 0.75 | | 0.92 | 0.95 | 0.75 | | 0.92 | 0.95 | 1.00 | |
| Lanes: | 2.00 | 2.00 | 1.00 | | 2.00 | 2.00 | 2.00 | | 2.00 | 2.00 | 2.00 | | 2.00 | 2.00 | 1.00 | |
| Final Sat.: | 3502 | 3610 | 1615 | | 3502 | 3610 | 2842 | | 3502 | 3610 | 2842 | | 3502 | 3610 | 1900 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.06 | 0.22 | 0.05 | | 0.00 | 0.22 | 0.03 | | 0.04 | 0.23 | 0.06 | | 0.03 | 0.12 | 0.00 | |
| Crit Moves: | **** | | | | | **** | | | | **** | | | **** | | | |
| Green/Cycle: | 0.09 | 0.45 | 0.50 | | 0.00 | 0.36 | 0.47 | | 0.11 | 0.38 | 0.47 | | 0.05 | 0.32 | 0.00 | |
| Volume/Cap: | 0.61 | 0.50 | 0.11 | | 0.50 | 0.61 | 0.07 | | 0.37 | 0.61 | 0.14 | | 0.61 | 0.37 | 0.00 | |
| Delay/Veh: | 47.1 | 19.5 | 13.4 | | 169.0 | 27.0 | 14.5 | | 41.9 | 25.8 | 14.9 | | 53.7 | 26.6 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 47.1 | 19.5 | 13.4 | | 169.0 | 27.0 | 14.5 | | 41.9 | 25.8 | 14.9 | | 53.7 | 26.6 | 0.0 | |
| LOS by Move: | D | B | B | | F | C | B | | D | C | B | | D | C | A | |
| HCM2kAvgQ: | 4 | 9 | 1 | | 0 | 10 | 1 | | 2 | 11 | 2 | | 2 | 5 | 0 | |

Note: Queue reported is the number of cars per lane.

Cumulative No Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #104 Oak Ave Pkwy/ WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.642
Loss Time (sec): 6 Average Delay (sec/veh): 10.9
Optimal Cycle: 36 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Ignore | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 2 | 0 1 | 0 | 0 | 2 | 0 1 | 0 | 0 | 0 | 0 0 | 2 | 0 | 0 | 0 2 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1566 | 267 | | 0 | 1137 | 680 | | 0 | 0 | 0 | | 306 | 0 | 160 | |
| Growth Adj: | 1.00 | 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 | 1566 | 267 | | 0 | 1137 | 680 | | 0 | 0 | 0 | | 306 | 0 | 160 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 0 | 1666 | 0 | | 0 | 1210 | 723 | | 0 | 0 | 0 | | 326 | 0 | 170 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 1666 | 0 | | 0 | 1210 | 723 | | 0 | 0 | 0 | | 326 | 0 | 170 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 1666 | 0 | | 0 | 1210 | 723 | | 0 | 0 | 0 | | 326 | 0 | 170 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.95 | 1.00 | | 1.00 | 0.95 | 0.85 | | 1.00 | 1.00 | 1.00 | | 0.60 | 1.00 | 0.75 | |
| Lanes: | 0.00 | 2.00 | 1.00 | | 0.00 | 2.00 | 1.00 | | 0.00 | 0.00 | 0.00 | | 2.00 | 0.00 | 2.00 | |
| Final Sat.: | 0 | 3610 | 1900 | | 0 | 3610 | 1615 | | 0 | 0 | 0 | | 2285 | 0 | 2842 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.46 | 0.00 | | 0.00 | 0.34 | 0.45 | | 0.00 | 0.00 | 0.00 | | 0.14 | 0.00 | 0.06 | |
| Crit Moves: | | **** | | | | | | | | | | | **** | | | |
| Green/Cycle: | 0.00 | 0.72 | 0.00 | | 0.00 | 0.72 | 0.72 | | 0.00 | 0.00 | 0.00 | | 0.22 | 0.00 | 0.22 | |
| Volume/Cap: | 0.00 | 0.64 | 0.00 | | 0.00 | 0.47 | 0.62 | | 0.00 | 0.00 | 0.00 | | 0.64 | 0.00 | 0.27 | |
| Delay/Veh: | 0.0 | 7.9 | 0.0 | | 0.0 | 6.1 | 8.3 | | 0.0 | 0.0 | 0.0 | | 38.1 | 0.0 | 32.4 | |
| 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: | 0.0 | 7.9 | 0.0 | | 0.0 | 6.1 | 8.3 | | 0.0 | 0.0 | 0.0 | | 38.1 | 0.0 | 32.4 | |
| LOS by Move: | A | A | A | | A | A | A | | A | A | A | | D | A | C | |
| HCM2kAvgQ: | 0 | 14 | 0 | | 0 | 8 | 11 | | 0 | 0 | 0 | | 6 | 0 | 3 | |

Note: Queue reported is the number of cars per lane.





Cumulative No Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #105 Oak Ave Pkwy/ EB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.817
Loss Time (sec): 6 Average Delay (sec/veh): 27.4
Optimal Cycle: 62 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 2 | 0 1 | 0 | 0 | 2 | 0 1 | 2 | 0 | 0 | 0 2 | 0 | 0 | 0 | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 759 | 327 | | 0 | 860 | 127 | | 1073 | 0 | 208 | | 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 | 759 | 327 | | 0 | 860 | 127 | | 1073 | 0 | 208 | | 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: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 0 | 807 | 348 | | 0 | 915 | 135 | | 1141 | 0 | 221 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 807 | 348 | | 0 | 915 | 135 | | 1141 | 0 | 221 | | 0 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 807 | 348 | | 0 | 915 | 135 | | 1141 | 0 | 221 | | 0 | 0 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.95 | 0.85 | | 1.00 | 0.95 | 0.85 | | 0.58 | 1.00 | 0.75 | | 1.00 | 1.00 | 1.00 | |
| Lanes: | 0.00 | 2.00 | 1.00 | | 0.00 | 2.00 | 1.00 | | 2.00 | 0.00 | 2.00 | | 0.00 | 0.00 | 0.00 | |
| Final Sat.: | 0 | 3610 | 1615 | | 0 | 3610 | 1615 | | 2219 | 0 | 2842 | | 0 | 0 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.22 | 0.22 | | 0.00 | 0.25 | 0.08 | | 0.51 | 0.00 | 0.08 | | 0.00 | 0.00 | 0.00 | |
| Crit Moves: | | | | | | **** | | | **** | | | | | | | |
| Green/Cycle: | 0.00 | 0.31 | 0.31 | | 0.00 | 0.31 | 0.31 | | 0.63 | 0.00 | 0.63 | | 0.00 | 0.00 | 0.00 | |
| Volume/Cap: | 0.00 | 0.72 | 0.69 | | 0.00 | 0.82 | 0.27 | | 0.82 | 0.00 | 0.12 | | 0.00 | 0.00 | 0.00 | |
| Delay/Veh: | 0.0 | 33.0 | 34.5 | | 0.0 | 36.7 | 26.3 | | 18.0 | 0.0 | 7.5 | | 0.0 | 0.0 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 33.0 | 34.5 | | 0.0 | 36.7 | 26.3 | | 18.0 | 0.0 | 7.5 | | 0.0 | 0.0 | 0.0 | |
| LOS by Move: | A | C | C | | A | D | C | | B | A | A | | A | A | A | |
| HCM2kAvgQ: | 0 | 12 | 9 | | 0 | 14 | 3 | | 16 | 0 | 2 | | 0 | 0 | 0 | |

Note: Queue reported is the number of cars per lane.

Cumulative No Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #106 Empire Ranch Rd/ WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.550
Loss Time (sec): 6 Average Delay (sec/veh): 15.8
Optimal Cycle: 30 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1373 | 463 | | 0 | 1364 | 300 | | 0 | 0 | 0 | | 263 | 0 | 566 | |
| Growth Adj: | 1.00 | 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 | 1373 | 463 | | 0 | 1364 | 300 | | 0 | 0 | 0 | | 263 | 0 | 566 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 0 | 1461 | 493 | | 0 | 1451 | 319 | | 0 | 0 | 0 | | 280 | 0 | 602 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 1461 | 493 | | 0 | 1451 | 319 | | 0 | 0 | 0 | | 280 | 0 | 602 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 0 | 1461 | 493 | | 0 | 1451 | 319 | | 0 | 0 | 0 | | 280 | 0 | 602 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.91 | 0.85 | | 1.00 | 0.91 | 0.85 | | 1.00 | 1.00 | 1.00 | | 0.59 | 1.00 | 0.75 | |
| Lanes: | 0.00 | 3.00 | 1.00 | | 0.00 | 3.00 | 1.00 | | 0.00 | 0.00 | 0.00 | | 2.00 | 0.00 | 2.00 | |
| Final Sat.: | 0 | 5187 | 1615 | | 0 | 5187 | 1615 | | 0 | 0 | 0 | | 2245 | 0 | 2842 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.28 | 0.30 | | 0.00 | 0.28 | 0.20 | | 0.00 | 0.00 | 0.00 | | 0.12 | 0.00 | 0.21 | |
| Crit Moves: | | | **** | | | | | | | | | | | | **** | |
| Green/Cycle: | 0.00 | 0.55 | 0.55 | | 0.00 | 0.55 | 0.55 | | 0.00 | 0.00 | 0.00 | | 0.39 | 0.00 | 0.39 | |
| Volume/Cap: | 0.00 | 0.51 | 0.55 | | 0.00 | 0.50 | 0.36 | | 0.00 | 0.00 | 0.00 | | 0.32 | 0.00 | 0.55 | |
| Delay/Veh: | 0.0 | 13.9 | 15.0 | | 0.0 | 13.9 | 12.6 | | 0.0 | 0.0 | 0.0 | | 21.8 | 0.0 | 24.6 | |
| 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: | 0.0 | 13.9 | 15.0 | | 0.0 | 13.9 | 12.6 | | 0.0 | 0.0 | 0.0 | | 21.8 | 0.0 | 24.6 | |
| LOS by Move: | A | B | B | | A | B | B | | A | A | A | | C | A | C | |
| HCM2kAvgQ: | 0 | 10 | 9 | | 0 | 9 | 5 | | 0 | 0 | 0 | | 3 | 0 | 9 | |

Note: Queue reported is the number of cars per lane.





Cumulative No Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #107 Empire Ranch Rd/ EB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.509
Loss Time (sec): 6 Average Delay (sec/veh): 18.8
Optimal Cycle: 28 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Ignore | | | | Ignore | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 3 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1227 | 274 | | 0 | 918 | 709 | | 608 | 0 | 261 | | 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 | 1227 | 274 | | 0 | 918 | 709 | | 608 | 0 | 261 | | 0 | 0 | 0 | |
| User Adj: | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Volume: | 0 | 1153 | 0 | | 0 | 863 | 0 | | 572 | 0 | 245 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 1153 | 0 | | 0 | 863 | 0 | | 572 | 0 | 245 | | 0 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 1153 | 0 | | 0 | 863 | 0 | | 572 | 0 | 245 | | 0 | 0 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.91 | 1.00 | | 1.00 | 0.91 | 1.00 | | 0.59 | 1.00 | 0.75 | | 1.00 | 1.00 | 1.00 | |
| Lanes: | 0.00 | 3.00 | 1.00 | | 0.00 | 3.00 | 1.00 | | 2.00 | 0.00 | 2.00 | | 0.00 | 0.00 | 0.00 | |
| Final Sat.: | 0 | 5187 | 1900 | | 0 | 5187 | 1900 | | 2234 | 0 | 2842 | | 0 | 0 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.22 | 0.00 | | 0.00 | 0.17 | 0.00 | | 0.26 | 0.00 | 0.09 | | 0.00 | 0.00 | 0.00 | |
| Crit Moves: | | **** | | | | | | | **** | | | | | | | |
| Green/Cycle: | 0.00 | 0.44 | 0.00 | | 0.00 | 0.44 | 0.00 | | 0.50 | 0.00 | 0.50 | | 0.00 | 0.00 | 0.00 | |
| Volume/Cap: | 0.00 | 0.51 | 0.00 | | 0.00 | 0.38 | 0.00 | | 0.51 | 0.00 | 0.17 | | 0.00 | 0.00 | 0.00 | |
| Delay/Veh: | 0.0 | 20.6 | 0.0 | | 0.0 | 19.1 | 0.0 | | 17.0 | 0.0 | 13.6 | | 0.0 | 0.0 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 20.6 | 0.0 | | 0.0 | 19.1 | 0.0 | | 17.0 | 0.0 | 13.6 | | 0.0 | 0.0 | 0.0 | |
| LOS by Move: | A | C | A | | A | B | A | | B | A | B | | A | A | A | |
| HCM2kAvgQ: | 0 | 9 | 0 | | 0 | 6 | 0 | | 6 | 0 | 2 | | 0 | 0 | 0 | |

Note: Queue reported is the number of cars per lane.

PM Cumulative No Federal AcFri May 8, 2009 17:30:08 Page 110-1

Cumulative No Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #108 Silva Way/ WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.862
Loss Time (sec): 6 Average Delay (sec/veh): 22.9
Optimal Cycle: 76 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - | R | L | - T | - | R | L | - T | - | R | L | - T | - | R |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Ignore | | | | Ignore | | | | Include | | | | Ignore | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1704 | 0 | | 0 | 699 | 277 | | 0 | 0 | 0 | | 651 | 0 | 259 | |
| Growth Adj: | 1.00 | 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 | 1704 | 0 | | 0 | 699 | 277 | | 0 | 0 | 0 | | 651 | 0 | 259 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.00 | |
| PHF Volume: | 0 | 1813 | 0 | | 0 | 744 | 0 | | 0 | 0 | 0 | | 693 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 1813 | 0 | | 0 | 744 | 0 | | 0 | 0 | 0 | | 693 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| FinalVolume: | 0 | 1813 | 0 | | 0 | 744 | 0 | | 0 | 0 | 0 | | 693 | 0 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.95 | 1.00 | | 1.00 | 0.95 | 1.00 | | 1.00 | 1.00 | 1.00 | | 0.59 | 1.00 | 1.00 | |
| Lanes: | 0.00 | 2.00 | 1.00 | | 0.00 | 2.00 | 1.00 | | 0.00 | 0.00 | 0.00 | | 2.00 | 0.00 | 1.00 | |
| Final Sat.: | 0 | 3610 | 1900 | | 0 | 3610 | 1900 | | 0 | 0 | 0 | | 2248 | 0 | 1900 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.50 | 0.00 | | 0.00 | 0.21 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.31 | 0.00 | 0.00 | |
| Crit Moves: | | **** | | | | | | | | | | | **** | | | |
| Green/Cycle: | 0.00 | 0.58 | 0.00 | | 0.00 | 0.58 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.36 | 0.00 | 0.00 | |
| Volume/Cap: | 0.00 | 0.86 | 0.00 | | 0.00 | 0.35 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.86 | 0.00 | 0.00 | |
| Delay/Veh: | 0.0 | 21.4 | 0.0 | | 0.0 | 11.1 | 0.0 | | 0.0 | 0.0 | 0.0 | | 39.3 | 0.0 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 21.4 | 0.0 | | 0.0 | 11.1 | 0.0 | | 0.0 | 0.0 | 0.0 | | 39.3 | 0.0 | 0.0 | |
| LOS by Move: | A | C | A | | A | B | A | | A | A | A | | D | A | A | |
| HCM2kAvgQ: | 0 | 25 | 0 | | 0 | 6 | 0 | | 0 | 0 | 0 | | 13 | 0 | 0 | |

Note: Queue reported is the number of cars per lane.





PM Cumulative No Federal AcFri May 8, 2009 17:30:08 Page 111-1

Cumulative No Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #109 Silva Way/ EB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.777
Loss Time (sec): 6 Average Delay (sec/veh): 22.8
Optimal Cycle: 53 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - | R | L | - T | - | R | L | - T | - | R | L | - T | - | R |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Ignore | | | | Ignore | | | | Ignore | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 2 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1336 | 654 | | 0 | 1207 | 0 | | 710 | 0 | 126 | | 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 | 1336 | 654 | | 0 | 1207 | 0 | | 710 | 0 | 126 | | 0 | 0 | 0 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 0 | 1421 | 0 | | 0 | 1284 | 0 | | 755 | 0 | 0 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 1421 | 0 | | 0 | 1284 | 0 | | 755 | 0 | 0 | | 0 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 1421 | 0 | | 0 | 1284 | 0 | | 755 | 0 | 0 | | 0 | 0 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.95 | 1.00 | | 1.00 | 0.95 | 1.00 | | 0.59 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Lanes: | 0.00 | 2.00 | 1.00 | | 0.00 | 2.00 | 1.00 | | 2.00 | 0.00 | 1.00 | | 0.00 | 0.00 | 0.00 | |
| Final Sat.: | 0 | 3610 | 1900 | | 0 | 3610 | 1900 | | 2241 | 0 | 1900 | | 0 | 0 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.39 | 0.00 | | 0.00 | 0.36 | 0.00 | | 0.34 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | |
| Crit Moves: | | **** | | | | | | | **** | | | | | | | |
| Green/Cycle: | 0.00 | 0.51 | 0.00 | | 0.00 | 0.51 | 0.00 | | 0.43 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | |
| Volume/Cap: | 0.00 | 0.78 | 0.00 | | 0.00 | 0.70 | 0.00 | | 0.78 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | |
| Delay/Veh: | 0.0 | 22.3 | 0.0 | | 0.0 | 20.2 | 0.0 | | 28.2 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 22.3 | 0.0 | | 0.0 | 20.2 | 0.0 | | 28.2 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | |
| LOS by Move: | A | C | A | | A | C | A | | C | A | A | | A | A | A | |
| HCM2kAvgQ: | 0 | 20 | 0 | | 0 | 16 | 0 | | 9 | 0 | 0 | | 0 | 0 | 0 | |

Note: Queue reported is the number of cars per lane.

LEVEL OF SERVICE WORKSHEETS

# CUMULATIVE CONDITIONS
# WITH MITIGATED ROADWAY NETWORK
# PROPOSED PROJECT (PP) ALTERNATIVE
# AM PEAK HOUR

Folsom South of US-50 Annexation
Cumulative Plus Project AM

Impact Analysis Report
Level Of Service

| Intersection | Base LOS | Base Del/ Veh | Base V/ C | Future LOS | Future Del/ Veh | Future V/ C | Change in |
|---|---|---|---|---|---|---|---|
| # 1 Folsom Blvd/ Blue Ravine Rd | D | 50.1 | 0.986 | D | 50.1 | 0.986 | + 0.000 D/V |
| # 2 Sibly Street/ Blue Ravine Road | D | 36.0 | 0.859 | D | 36.0 | 0.859 | + 0.000 D/V |
| # 3 Oak Avenue Parkway/ Blue Ravin | D | 35.8 | 0.848 | D | 35.8 | 0.848 | + 0.000 D/V |
| # 4 Empire Ranch Road/ Natoma Stre | C | 24.2 | 0.842 | C | 24.2 | 0.842 | + 0.000 D/V |
| # 5 Oak Avenue Parkway/ Riley Stre | B | 19.8 | 0.738 | B | 19.8 | 0.738 | + 0.000 D/V |
| # 6 Oak Avenue Parkway/ East Bidwe | C | 32.3 | 0.727 | C | 32.3 | 0.727 | + 0.000 D/V |
| # 7 East Bidwell St/Nesmith Ct | C | 24.4 | 0.864 | C | 24.4 | 0.864 | + 0.000 D/V |
| # 8 East Bidwell St/Scholar Way | B | 12.4 | 0.564 | B | 12.4 | 0.564 | + 0.000 D/V |
| # 9 East Bidwell St/Power Center D | A | 7.1 | 0.561 | A | 7.1 | 0.561 | + 0.000 D/V |
| # 10 Broadstone Pkwy/ East Bidwell | C | 27.8 | 0.674 | C | 27.8 | 0.674 | + 0.000 D/V |
| # 11 Empire Ranch Road/ Broadstone | B | 19.7 | 0.604 | B | 19.7 | 0.604 | + 0.000 D/V |
| # 12 Oak Avenue Prky / Haverhill Dr | B | 15.0 | 0.609 | B | 15.0 | 0.609 | + 0.000 D/V |
| # 13 Oak Avenue Prky / Haldion Wy | B | 14.6 | 0.634 | B | 14.6 | 0.634 | + 0.000 D/V |
| # 14 Folsom Blvd/ Iron Point Road | B | 19.4 | 0.855 | B | 19.4 | 0.855 | + 0.000 D/V |
| # 15 Prairie City Rd/ Iron Point Rd | C | 24.9 | 0.719 | C | 24.9 | 0.719 | + 0.000 D/V |
| # 16 Grover Rd/ Iron Point Rd | B | 18.9 | 0.453 | B | 18.9 | 0.453 | + 0.000 D/V |
| # 17 McAdoo Dr/ Iron Point Rd | C | 20.9 | 0.513 | C | 20.9 | 0.513 | + 0.000 D/V |
| # 18 Oak Ave Pkwy/ Iron Point Rd | C | 32.5 | 0.709 | C | 32.5 | 0.709 | + 0.000 D/V |
| # 19 Rowberry Dr/ Iron Point Rd | C | 27.1 | 0.629 | C | 27.1 | 0.629 | + 0.000 D/V |
| # 20 Broadstone Pkwy/ Iron Point Rd | B | 18.5 | 0.337 | B | 18.5 | 0.337 | + 0.000 D/V |
| # 21 East Bidwell St/ Iron Point Rd | C | 29.4 | 0.771 | C | 29.4 | 0.771 | + 0.000 D/V |
| # 22 Cavitt Dr/ Iron Point Rd | B | 12.9 | 0.368 | B | 12.9 | 0.368 | + 0.000 D/V |
| # 23 Serpa Way / Iron Point Rd | C | 25.8 | 0.583 | C | 25.8 | 0.583 | + 0.000 D/V |
| # 24 Empire Ranch Road/ Iron Point | D | 46.9 | 0.940 | D | 46.9 | 0.940 | + 0.000 D/V |

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Folsom South of US-50 Annexation
Cumulative Plus Project AM

| Intersection | Base LOS | Base Del/ Veh | Base V/ C | Future LOS | Future Del/ Veh | Future V/ C | Change in |
|---|---|---|---|---|---|---|---|
| # 25 Prairie City Rd/ High School | C | 34.3 | 0.907 | C | 34.3 | 0.907 | + 0.000 D/V |
| # 26 East Bidwell St / Placerville | F | 136.1 | 1.157 | F | 136.1 | 1.157 | + 0.000 D/V |
| # 27 Prairie City Rd/ White Rock Rd | C | 34.2 | 1.011 | D | 51.1 | 1.095 | +16.896 D/V |
| # 28 Scott Rd (South)/ White Rock R | B | 13.1 | 0.723 | B | 13.1 | 0.723 | + 0.000 D/V |
| # 29 Scott Rd (North)/ White Rock R | C | 28.0 | 0.746 | C | 28.0 | 0.746 | + 0.000 D/V |
| # 30 Placerville Rd/ White Rock Rd | B | 12.7 | 0.618 | B | 12.7 | 0.618 | + 0.000 D/V |
| # 31 Empire Ranch Rd/ North Rd | B | 10.7 | 0.320 | B | 10.7 | 0.320 | + 0.000 D/V |
| # 32 Prairie City Rd/ Easton Valley | C | 31.9 | 0.772 | C | 31.9 | 0.772 | + 0.000 D/V |
| # 33 Oak Ave Pkwy/ Easton Valley Pk | C | 30.3 | 0.656 | C | 30.3 | 0.656 | + 0.000 D/V |
| # 34 RowberryDr/ Easton Valley Pkwy | C | 21.8 | 0.550 | C | 21.8 | 0.550 | + 0.000 D/V |
| # 35 1st/ Easton Valley Pkwy | B | 19.5 | 0.357 | B | 19.5 | 0.357 | + 0.000 D/V |
| # 36 2nd St/ Easton Valley Pkwy | C | 25.7 | 0.521 | C | 25.7 | 0.521 | + 0.000 D/V |
| # 37 3rd St/ Easton Valley Pkwy | C | 24.1 | 0.401 | C | 24.1 | 0.401 | + 0.000 D/V |
| # 38 Scott Rd (North)/ Easton Valle | C | 30.8 | 0.747 | C | 30.8 | 0.747 | + 0.000 D/V |
| # 39 Placerville Rd / Easton Valley | C | 31.5 | 0.727 | C | 31.5 | 0.727 | + 0.000 D/V |
| # 40 4th St/ Easton Valley Pkwy | A | 0.8 | 0.147 | A | 0.8 | 0.147 | + 0.000 D/V |
| # 41 Hillside Dr/ Easton Valley Pkw | B | 16.2 | 0.393 | B | 16.2 | 0.393 | + 0.000 D/V |
| # 42 Empire Ranch Rd/ Easton Valley | C | 23.7 | 0.460 | C | 23.7 | 0.460 | + 0.000 D/V |
| # 43 Prairie City Rd/Middle Rd | A | 8.9 | 0.553 | A | 8.9 | 0.553 | + 0.000 D/V |
| # 44 Oak Ave Pkwy/Middle Rd | B | 16.2 | 0.494 | B | 16.2 | 0.494 | + 0.000 D/V |
| # 45 Scott Rd (North)/ Street "B" | C | 24.1 | 0.563 | C | 24.1 | 0.563 | + 0.000 D/V |
| # 46 Placerville Drive/Street "B" | C | 24.7 | 0.520 | C | 24.7 | 0.520 | + 0.000 D/V |
| # 47 Prairie City Rd/Street "A" | A | 9.0 | 0.688 | A | 9.0 | 0.688 | + 0.000 D/V |
| # 48 Oak Ave Pkwy/Street "A" | C | 25.0 | 0.710 | C | 25.0 | 0.710 | + 0.000 D/V |
| # 49 2nd St/Street "A" | B | 17.9 | 0.408 | B | 17.9 | 0.408 | + 0.000 D/V |

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Folsom South of US-50 Annexation
Cumulative Plus Project AM

| Intersection | Base LOS | Base Del/ Veh | Base V/ C | Future LOS | Future Del/ Veh | Future V/ C | Change in |
|---|---|---|---|---|---|---|---|
| # 50 Scott Rd (North)/ Street "A" | C | 23.4 | 0.558 | C | 23.4 | 0.558 | + 0.000 D/V |
| # 51 East Rd/Street "A" | A | 9.8 | 0.395 | A | 9.8 | 0.395 | + 0.000 V/C |
| # 52 Placerville Rd/ Street "A" | C | 25.1 | 0.453 | C | 25.1 | 0.453 | + 0.000 D/V |
| # 53 Empire Ranch Rd/Street "A" | B | 14.2 | 0.389 | B | 14.2 | 0.389 | + 0.000 D/V |
| # 54 Scott Rd (North)/South Rd | B | 19.1 | 0.480 | B | 19.1 | 0.480 | + 0.000 D/V |
| # 55 Oak Ave Pkwy/ White Rock Rd | C | 30.9 | 0.976 | C | 30.9 | 0.976 | + 0.000 D/V |
| # 56 Empire Ranch Rd/ White Rock Rd | C | 32.4 | 0.893 | C | 32.4 | 0.893 | + 0.000 D/V |
| # 57 Hazel Blvd/ Gold Country | F | xxxxx | 1.085 | F | xxxxx | 1.085 | + 0.000 V/C |
| # 58 Hazel Ave/ Folsom Blvd | D | xxxxx | 0.834 | D | xxxxx | 0.834 | + 0.000 V/C |
| # 59 Grant Line Rd/ White Rock Rd | F | xxxxx | 1.236 | F | xxxxx | 1.236 | + 0.000 V/C |
| # 60 Grant Line Rd/ Sunrise Rd | E | xxxxx | 0.911 | E | xxxxx | 0.911 | + 0.000 V/C |
| # 61 Hazel Ave/ Easton Valley Pkwy | A | xxxxx | 0.490 | A | xxxxx | 0.490 | + 0.000 V/C |
| # 62 Aerojet Road/ Easton Valley Pk | A | xxxxx | 0.420 | A | xxxxx | 0.420 | + 0.000 V/C |
| # 63 Alabama Ave/ Easton Valley Pkw | A | xxxxx | 0.427 | A | xxxxx | 0.427 | + 0.000 V/C |
| # 64 Glenborough Rd/ Easton Valley | A | xxxxx | 0.425 | A | xxxxx | 0.425 | + 0.000 V/C |
| # 65 Sunrise Blvd/ White Rock Rd | C | xxxxx | 0.724 | C | xxxxx | 0.724 | + 0.000 V/C |
| # 66 Fitzgerald Road / White Rock R | A | xxxxx | 0.343 | A | xxxxx | 0.343 | + 0.000 V/C |
| # 67 Sunrise Blvd/ Douglas Rd | C | xxxxx | 0.713 | C | xxxxx | 0.713 | + 0.000 V/C |
| # 68 Grant Line Rd/ Douglas Rd | C | xxxxx | 0.778 | C | xxxxx | 0.778 | + 0.000 V/C |
| # 69 Grant Line Rd/ Kiefer Boulevar | D | xxxxx | 0.890 | D | xxxxx | 0.890 | + 0.000 V/C |
| # 70 Rancho Cordova Pkwy/ Easton Va | C | xxxxx | 0.714 | C | xxxxx | 0.714 | + 0.000 V/C |
| # 71 Rancho Cordova Pkwy/ White Roc | F | xxxxx | 1.118 | F | xxxxx | 1.118 | + 0.000 V/C |
| # 72 International Drive/White Rock | A | xxxxx | 0.476 | A | xxxxx | 0.476 | + 0.000 V/C |
| # 73 Rio Del Oro Prky/ White Rock R | B | xxxxx | 0.628 | B | xxxxx | 0.628 | + 0.000 V/C |
| # 74 Villagio Prky/ White Rock Rd | A | xxxxx | 0.508 | A | xxxxx | 0.508 | + 0.000 V/C |

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Folsom South of US-50 Annexation
Cumulative Plus Project AM

| Intersection | Base LOS | Base Del/ Veh | Base V/ C | Future LOS | Future Del/ Veh | Future V/ C | Change in |
|---|---|---|---|---|---|---|---|
| # 75 Sunrise Rd/ International Dr | D | xxxxx | 0.815 | D | xxxxx | 0.815 | + 0.000 V/C |
| # 76 Villagio Prky/Americanos Blvd | B | xxxxx | 0.628 | B | xxxxx | 0.628 | + 0.000 V/C |
| # 77 Grant Line Rd/Centenial | D | xxxxx | 0.897 | D | xxxxx | 0.897 | + 0.000 V/C |
| # 78 Villagio Prky/ Rancho Cordova | C | 26.9 | 0.651 | C | 26.9 | 0.651 | + 0.000 D/V |
| # 79 Rancho Cordova Pkwy/ Douglas R | A | xxxxx | 0.537 | A | xxxxx | 0.537 | + 0.000 V/C |
| # 80 Americanos Blvd/ Douglas Rd | C | 23.5 | 0.468 | C | 23.5 | 0.468 | + 0.000 D/V |
| # 81 Grant Line Rd/ Chrysanthy Blvd | C | xxxxx | 0.788 | C | xxxxx | 0.788 | + 0.000 V/C |
| # 82 Grant Line Rd/ Rancho Cordova | C | xxxxx | 0.722 | C | xxxxx | 0.722 | + 0.000 V/C |
| # 83 White Rock Rd/ Carson Crossing | A | 5.5 | 0.564 | A | 5.5 | 0.564 | + 0.000 D/V |
| # 84 White Rock Rd/ Stonebriar Rd | B | 12.7 | 0.583 | B | 12.7 | 0.583 | + 0.000 D/V |
| # 85 White Rock Rd/ Windfield Way | C | 24.6 | 0.794 | C | 24.6 | 0.794 | + 0.000 D/V |
| # 86 White Rock Rd/ Latrobe Rd | D | 40.8 | 0.894 | D | 40.8 | 0.894 | + 0.000 D/V |
| # 87 White Rock Rd/ Valley View Pkw | D | 46.3 | 0.996 | D | 46.3 | 0.996 | + 0.000 D/V |
| # 88 El Dorado Hills Blvd/Serrano P | D | 38.6 | 0.954 | D | 38.6 | 0.954 | + 0.000 D/V |
| # 89 El Dorado Hills Blvd/Saratoga | C | 30.0 | 0.830 | C | 30.0 | 0.830 | + 0.000 D/V |
| # 90 El Dorado Hills Blvd/Park Driv | C | 24.4 | 0.783 | C | 24.4 | 0.783 | + 0.000 D/V |
| # 91 Latrobe Rd/ Town Center Blvd | C | 33.5 | 0.994 | C | 33.5 | 0.994 | + 0.000 D/V |
| # 92 Hazel Blvd/ Tributary- WB US 5 | D | 46.3 | 1.047 | D | 46.3 | 1.047 | + 0.000 D/V |
| # 93 Hazel Ave/ EB US-50 Ramps | D | 37.0 | 0.965 | D | 37.0 | 0.965 | + 0.000 D/V |
| # 94 Folsom Blvd/ WB US 50 Ramps | A | 6.7 | 0.535 | A | 6.7 | 0.535 | + 0.000 D/V |
| # 95 Folsom Blvd/ EB US 50 Ramps | C | 26.8 | 0.704 | C | 26.8 | 0.704 | + 0.000 D/V |
| # 96 Prairie City/ WB US 50 Ramps | D | 42.6 | 1.025 | D | 42.6 | 1.025 | + 0.000 D/V |
| # 97 Prairie City/ EB US 50 Ramps | C | 20.5 | 0.868 | C | 20.5 | 0.868 | + 0.000 D/V |
| # 98 East Bidwell St/ WB US 50 Ramp | C | 28.6 | 0.873 | C | 28.6 | 0.873 | + 0.000 D/V |
| # 99 East Bidwell St/ EB US 50 Ramp | B | 16.6 | 0.741 | B | 16.6 | 0.741 | + 0.000 D/V |

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Folsom South of US-50 Annexation
Cumulative Plus Project AM

| Intersection | Base LOS | Base Del/ Veh | Base V/ C | Future LOS | Future Del/ Veh | Future V/ C | Change in |
|---|---|---|---|---|---|---|---|
| #100 El Dorado Hills Blvd/ WB US 50 | A | 0.0 | 0.441 | A | 0.0 | 0.441 | + 0.000 D/V |
| #101 El Dorado Hills Blvd/ EB US 50 | A | 3.8 | 0.414 | A | 3.8 | 0.414 | + 0.000 D/V |
| #102 Sunrise Rd/ Jackson Hwy-SR16 | C | 28.5 | 0.786 | C | 28.5 | 0.786 | + 0.000 D/V |
| #103 Grant Line Rd/ Jackson Rd- SR1 | C | 24.8 | 0.413 | C | 24.8 | 0.413 | + 0.000 D/V |
| #104 Oak Ave Pkwy/ WB US 50 Ramps | B | 17.9 | 0.759 | B | 17.9 | 0.759 | + 0.000 D/V |
| #105 Oak Ave Pkwy/ EB US 50 Ramps | C | 26.0 | 0.859 | C | 26.0 | 0.859 | + 0.000 D/V |
| #106 Empire Ranch Rd/ WB US 50 Ramp | B | 14.8 | 0.572 | B | 14.8 | 0.572 | + 0.000 D/V |
| #107 Empire Ranch Rd/ EB US 50 Ramp | B | 15.9 | 0.423 | B | 15.9 | 0.423 | + 0.000 D/V |
| #108 Silva Way/ WB US 50 Ramps | D | 36.5 | 0.954 | D | 36.5 | 0.954 | + 0.000 D/V |
| #109 Silva Way/ EB US 50 Ramps | A | 7.4 | 0.708 | A | 7.4 | 0.708 | + 0.000 D/V |





Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #1 Folsom Blvd/ Blue Ravine Rd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.986
Loss Time (sec): 15 Average Delay (sec/veh): 50.1
Optimal Cycle: 180 Level Of Service: D

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 2 | 0 1 | 1 | 0 | 2 | 0 1 | 1 | 0 | 1 | 0 1 | 2 | 0 | 1 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 269 | 1162 | 73 | | 278 | 1616 | 53 | | 34 | 57 | 48 | | 419 | 289 | 283 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 269 | 1162 | 73 | | 278 | 1616 | 53 | | 34 | 57 | 48 | | 419 | 289 | 283 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 302 | 1306 | 82 | | 312 | 1816 | 60 | | 38 | 64 | 54 | | 471 | 325 | 318 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 302 | 1306 | 82 | | 312 | 1816 | 60 | | 38 | 64 | 54 | | 471 | 325 | 318 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 302 | 1306 | 82 | | 312 | 1816 | 60 | | 38 | 64 | 54 | | 471 | 325 | 318 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.95 | 0.85 | | 0.95 | 0.95 | 0.85 | | 0.95 | 1.00 | 0.85 | | 0.92 | 1.00 | 0.85 | |
| Lanes: | 1.00 | 2.00 | 1.00 | | 1.00 | 2.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 2.00 | 1.00 | 1.00 | |
| Final Sat.: | 1805 | 3610 | 1615 | | 1805 | 3610 | 1615 | | 1805 | 1900 | 1615 | | 3502 | 1900 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.17 | 0.36 | 0.05 | | 0.17 | 0.50 | 0.04 | | 0.02 | 0.03 | 0.03 | | 0.13 | 0.17 | 0.20 | |
| Crit Moves: | **** | | | | | **** | | | **** | | | | | **** | | |
| Green/Cycle: | 0.17 | 0.46 | 0.62 | | 0.22 | 0.51 | 0.53 | | 0.02 | 0.04 | 0.21 | | 0.16 | 0.17 | 0.39 | |
| Volume/Cap: | 0.99 | 0.79 | 0.08 | | 0.79 | 0.99 | 0.07 | | 0.99 | 0.86 | 0.16 | | 0.86 | 0.99 | 0.50 | |
| Delay/Veh: | 97.0 | 30.0 | 9.4 | | 54.1 | 46.6 | 13.7 | | 197.4 | 118 | 39.1 | | 62.7 | 95.0 | 28.1 | |
| 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: | 97.0 | 30.0 | 9.4 | | 54.1 | 46.6 | 13.7 | | 197.4 | 118 | 39.1 | | 62.7 | 95.0 | 28.1 | |
| LOS by Move: | F | C | A | | D | D | B | | F | F | D | | E | F | C | |
| HCM2kAvgQ: | 13 | 21 | 1 | | 13 | 41 | 1 | | 3 | 4 | 2 | | 9 | 14 | 8 | |

Note: Queue reported is the number of cars per lane.

AM Cumulative Plus MitigateTue May 12, 2009 17:06:28 Page 4-1

Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #2 Sibly Street/ Blue Ravine Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.859
Loss Time (sec): 12 Average Delay (sec/veh): 36.0
Optimal Cycle: 94 Level Of Service: D

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Ovl | | | Ovl | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 2 0 | 2 0 | 1 | 1 0 | 2 0 | 1 | 2 0 | 2 0 | 1 | 2 0 | 1 1 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 601 | 682 | 277 | 43 | 936 | 289 | 209 | 263 | 359 | 593 | 446 | 40 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 601 | 682 | 277 | 43 | 936 | 289 | 209 | 263 | 359 | 593 | 446 | 40 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 675 | 766 | 311 | 48 | 1052 | 325 | 235 | 296 | 403 | 666 | 501 | 45 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 675 | 766 | 311 | 48 | 1052 | 325 | 235 | 296 | 403 | 666 | 501 | 45 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 675 | 766 | 311 | 48 | 1052 | 325 | 235 | 296 | 403 | 666 | 501 | 45 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.95 | 0.85 | 0.95 | 0.95 | 0.85 | 0.92 | 0.95 | 0.85 | 0.92 | 0.94 | 0.94 |
| Lanes: | 2.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 | 2.00 | 1.84 | 0.16 |
| Final Sat.: | 3502 | 3610 | 1615 | 1805 | 3610 | 1615 | 3502 | 3610 | 1615 | 3502 | 3273 | 294 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.19 | 0.21 | 0.19 | 0.03 | 0.29 | 0.20 | 0.07 | 0.08 | 0.25 | 0.19 | 0.15 | 0.15 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green/Cycle: | 0.22 | 0.50 | 0.72 | 0.06 | 0.34 | 0.44 | 0.10 | 0.10 | 0.32 | 0.22 | 0.22 | 0.28 |
| Volume/Cap: | 0.86 | 0.42 | 0.27 | 0.42 | 0.86 | 0.46 | 0.70 | 0.86 | 0.78 | 0.86 | 0.70 | 0.54 |
| Delay/Veh: | 46.7 | 16.0 | 4.9 | 47.6 | 37.2 | 20.4 | 50.0 | 63.6 | 38.4 | 47.0 | 38.6 | 30.9 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 46.7 | 16.0 | 4.9 | 47.6 | 37.2 | 20.4 | 50.0 | 63.6 | 38.4 | 47.0 | 38.6 | 30.9 |
| LOS by Move: | D | B | A | D | D | C | D | E | D | D | D | C |
| HCM2kAvgQ: | 11 | 8 | 3 | 2 | 19 | 7 | 3 | 5 | 11 | 10 | 8 | 7 |

Note: Queue reported is the number of cars per lane.





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Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #3 Oak Avenue Parkway/ Blue Ravine Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.848
Loss Time (sec): 12 Average Delay (sec/veh): 35.8
Optimal Cycle: 90 Level Of Service: D

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Include | | | Ignore | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 0 | 3 0 | 1 | 1 0 | 2 1 | 0 | 2 0 | 2 0 | 1 | 2 0 | 1 1 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 206 | 638 | 297 | 39 | 1137 | 50 | 20 | 281 | 140 | 847 | 930 | 56 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 206 | 638 | 297 | 39 | 1137 | 50 | 20 | 281 | 140 | 847 | 930 | 56 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | 0.00 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.00 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 231 | 717 | 0 | 44 | 1278 | 56 | 22 | 316 | 0 | 952 | 1045 | 63 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 231 | 717 | 0 | 44 | 1278 | 56 | 22 | 316 | 0 | 952 | 1045 | 63 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 231 | 717 | 0 | 44 | 1278 | 56 | 22 | 316 | 0 | 952 | 1045 | 63 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.91 | 1.00 | 0.95 | 0.90 | 0.90 | 0.92 | 0.95 | 1.00 | 0.92 | 0.94 | 0.94 |
| Lanes: | 1.00 | 3.00 | 1.00 | 1.00 | 2.87 | 0.13 | 2.00 | 2.00 | 1.00 | 2.00 | 1.89 | 0.11 |
| Final Sat.: | 1805 | 5187 | 1900 | 1805 | 4939 | 217 | 3502 | 3610 | 1900 | 3502 | 3374 | 203 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.13 | 0.14 | 0.00 | 0.02 | 0.26 | 0.26 | 0.01 | 0.09 | 0.00 | 0.27 | 0.31 | 0.31 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green/Cycle: | 0.15 | 0.39 | 0.00 | 0.07 | 0.31 | 0.31 | 0.01 | 0.10 | 0.00 | 0.32 | 0.42 | 0.42 |
| Volume/Cap: | 0.85 | 0.36 | 0.00 | 0.36 | 0.85 | 0.85 | 0.75 | 0.85 | 0.00 | 0.85 | 0.75 | 0.75 |
| Delay/Veh: | 62.5 | 21.8 | 0.0 | 46.3 | 37.1 | 37.1 | 116.4 | 60.5 | 0.0 | 37.9 | 26.9 | 26.9 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 62.5 | 21.8 | 0.0 | 46.3 | 37.1 | 37.1 | 116.4 | 60.5 | 0.0 | 37.9 | 26.9 | 26.9 |
| LOS by Move: | E | C | A | D | D | D | F | E | A | D | C | C |
| HCM2kAvgQ: | 7 | 5 | 0 | 2 | 17 | 17 | 0 | 5 | 0 | 17 | 16 | 16 |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #4 Empire Ranch Road/ Natoma Street

Cycle (sec): 100 Critical Vol./Cap. (X): 0.842
Loss Time (sec): 9 Average Delay (sec/veh): 24.2
Optimal Cycle: 80 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - | R | L | - T | - | R | L | - T | - | R | L | - T | - | R |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Ovl | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 606 | 120 | 0 | | 0 | 269 | 10 | | 27 | 0 | 981 | | 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: | 606 | 120 | 0 | | 0 | 269 | 10 | | 27 | 0 | 981 | | 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: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 681 | 135 | 0 | | 0 | 302 | 11 | | 30 | 0 | 1102 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 681 | 135 | 0 | | 0 | 302 | 11 | | 30 | 0 | 1102 | | 0 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 681 | 135 | 0 | | 0 | 302 | 11 | | 30 | 0 | 1102 | | 0 | 0 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.95 | 1.00 | | 1.00 | 0.95 | 0.85 | | 0.87 | 1.00 | 0.85 | | 1.00 | 1.00 | 1.00 | |
| Lanes: | 1.00 | 2.00 | 0.00 | | 0.00 | 2.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 0.00 | 0.00 | 0.00 | |
| Final Sat.: | 1805 | 3610 | 0 | | 0 | 3610 | 1615 | | 1644 | 1900 | 1615 | | 0 | 0 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.38 | 0.04 | 0.00 | | 0.00 | 0.08 | 0.01 | | 0.02 | 0.00 | 0.68 | | 0.00 | 0.00 | 0.00 | |
| Crit Moves: | **** | | | | | **** | | | | | **** | | | | | |
| Green/Cycle: | 0.45 | 0.55 | 0.00 | | 0.00 | 0.10 | 0.10 | | 0.36 | 0.00 | 0.81 | | 0.00 | 0.00 | 0.00 | |
| Volume/Cap: | 0.84 | 0.07 | 0.00 | | 0.00 | 0.84 | 0.07 | | 0.05 | 0.00 | 0.84 | | 0.00 | 0.00 | 0.00 | |
| Delay/Veh: | 32.4 | 10.7 | 0.0 | | 0.0 | 60.5 | 41.0 | | 20.7 | 0.0 | 10.8 | | 0.0 | 0.0 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 32.4 | 10.7 | 0.0 | | 0.0 | 60.5 | 41.0 | | 20.7 | 0.0 | 10.8 | | 0.0 | 0.0 | 0.0 | |
| LOS by Move: | C | B | A | | A | E | D | | C | A | B | | A | A | A | |
| HCM2kAvgQ: | 20 | 1 | 0 | | 0 | 7 | 0 | | 1 | 0 | 23 | | 0 | 0 | 0 | |

Note: Queue reported is the number of cars per lane.





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Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #5 Oak Avenue Parkway/ Riley Street

Cycle (sec): 100 Critical Vol./Cap. (X): 0.738
Loss Time (sec): 12 Average Delay (sec/veh): 19.8
Optimal Cycle: 65 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - | R | L | - T | - | R | L | - T | - | R | L | - T | - | R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 2 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 114 | 975 | 37 | | 9 | 1215 | 166 | | 182 | 3 | 164 | | 43 | 12 | 3 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 114 | 975 | 37 | | 9 | 1215 | 166 | | 182 | 3 | 164 | | 43 | 12 | 3 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 128 | 1096 | 42 | | 10 | 1365 | 187 | | 204 | 3 | 184 | | 48 | 13 | 3 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 128 | 1096 | 42 | | 10 | 1365 | 187 | | 204 | 3 | 184 | | 48 | 13 | 3 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 128 | 1096 | 42 | | 10 | 1365 | 187 | | 204 | 3 | 184 | | 48 | 13 | 3 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.90 | 0.90 | | 0.95 | 0.93 | 0.93 | | 0.95 | 1.00 | 0.85 | | 0.95 | 0.97 | 0.97 | |
| Lanes: | 1.00 | 2.89 | 0.11 | | 1.00 | 1.76 | 0.24 | | 1.00 | 1.00 | 1.00 | | 1.00 | 0.80 | 0.20 | |
| Final Sat.: | 1805 | 4967 | 189 | | 1805 | 3119 | 426 | | 1805 | 1900 | 1615 | | 1805 | 1474 | 369 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.07 | 0.22 | 0.22 | | 0.01 | 0.44 | 0.44 | | 0.11 | 0.00 | 0.11 | | 0.03 | 0.01 | 0.01 | |
| Crit Moves: | **** | | | | | **** | | | | | **** | | **** | | | |
| Green/Cycle: | 0.10 | 0.67 | 0.67 | | 0.02 | 0.59 | 0.59 | | 0.18 | 0.15 | 0.15 | | 0.04 | 0.01 | 0.01 | |
| Volume/Cap: | 0.74 | 0.33 | 0.33 | | 0.33 | 0.74 | 0.74 | | 0.64 | 0.01 | 0.74 | | 0.74 | 0.64 | 0.64 | |
| Delay/Veh: | 59.3 | 7.0 | 7.0 | | 54.7 | 16.1 | 16.1 | | 42.6 | 35.8 | 51.4 | | 83.1 | 92.2 | 92.2 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 59.3 | 7.0 | 7.0 | | 54.7 | 16.1 | 16.1 | | 42.6 | 35.8 | 51.4 | | 83.1 | 92.2 | 92.2 | |
| LOS by Move: | E | A | A | | D | B | B | | D | D | D | | F | F | F | |
| HCM2kAvgQ: | 4 | 5 | 5 | | 0 | 18 | 18 | | 7 | 0 | 7 | | 3 | 1 | 1 | |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #6 Oak Avenue Parkway/ East Bidwell Street

Cycle (sec): 100 Critical Vol./Cap. (X): 0.727
Loss Time (sec): 12 Average Delay (sec/veh): 32.3
Optimal Cycle: 63 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Ignore | | | Ignore | | | Ignore | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 2 | 0 | 3 | 0 | 1 | 2 | 0 | 3 | 0 | 1 | 2 | 0 | 3 | 0 | 1 | 2 | 0 | 3 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | | | | | |
| Base Vol: | 217 | 402 | 591 | 809 | 830 | 57 | 53 | 1033 | 177 | 217 | 979 | 521 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 217 | 402 | 591 | 809 | 830 | 57 | 53 | 1033 | 177 | 217 | 979 | 521 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 0.89 | 0.89 | 0.00 | 0.89 | 0.89 | 0.00 | 0.89 | 0.89 | 0.00 | 0.89 | 0.89 | 0.00 |
| PHF Volume: | 244 | 452 | 0 | 909 | 933 | 0 | 60 | 1161 | 0 | 244 | 1100 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 244 | 452 | 0 | 909 | 933 | 0 | 60 | 1161 | 0 | 244 | 1100 | 0 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| FinalVolume: | 244 | 452 | 0 | 909 | 933 | 0 | 60 | 1161 | 0 | 244 | 1100 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.91 | 1.00 | 0.92 | 0.91 | 1.00 | 0.92 | 0.91 | 1.00 | 0.92 | 0.91 | 1.00 |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3502 | 5187 | 1900 | 3502 | 5187 | 1900 | 3502 | 5187 | 1900 | 3502 | 5187 | 1900 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.07 | 0.09 | 0.00 | 0.26 | 0.18 | 0.00 | 0.02 | 0.22 | 0.00 | 0.07 | 0.21 | 0.00 |
| Crit Moves: | | **** | | **** | | | | **** | | **** | | |
| Green/Cycle: | 0.13 | 0.12 | 0.00 | 0.36 | 0.34 | 0.00 | 0.03 | 0.31 | 0.00 | 0.10 | 0.37 | 0.00 |
| Volume/Cap: | 0.52 | 0.73 | 0.00 | 0.73 | 0.52 | 0.00 | 0.57 | 0.73 | 0.00 | 0.73 | 0.57 | 0.00 |
| Delay/Veh: | 41.5 | 46.8 | 0.0 | 30.1 | 26.6 | 0.0 | 55.0 | 32.6 | 0.0 | 51.7 | 25.3 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 41.5 | 46.8 | 0.0 | 30.1 | 26.6 | 0.0 | 55.0 | 32.6 | 0.0 | 51.7 | 25.3 | 0.0 |
| LOS by Move: | D | D | A | C | C | A | E | C | A | D | C | A |
| HCM2kAvgQ: | 4 | 5 | 0 | 12 | 8 | 0 | 2 | 13 | 0 | 4 | 9 | 0 |

Note: Queue reported is the number of cars per lane.





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Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #7 East Bidwell St/Nesmith Ct

Cycle (sec): 100 Critical Vol./Cap. (X): 0.864
Loss Time (sec): 12 Average Delay (sec/veh): 24.4
Optimal Cycle: 95 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Split Phase | | | Split Phase | | |
| Rights: | Ovl | | | Include | | | Include | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 | 0 | 3 | 0 | 1 | 2 | 0 | 2 | 1 | 0 | 0 | 0 | 1! | 0 | 0 | 1 | 1 | 0 | 0 | 2 |
| Volume Module: | | | | | | | | | | | | | | | | | | | | |
| Base Vol: | 43 | 1364 | 625 | 946 | 1581 | 42 | 20 | 1 | 13 | 228 | 1 | 331 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 43 | 1364 | 625 | 946 | 1581 | 42 | 20 | 1 | 13 | 228 | 1 | 331 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 48 | 1533 | 702 | 1063 | 1776 | 47 | 22 | 1 | 15 | 256 | 1 | 372 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 48 | 1533 | 702 | 1063 | 1776 | 47 | 22 | 1 | 15 | 256 | 1 | 372 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 48 | 1533 | 702 | 1063 | 1776 | 47 | 22 | 1 | 15 | 256 | 1 | 372 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.91 | 0.85 | 0.92 | 0.91 | 0.91 | 0.92 | 0.92 | 0.92 | 0.95 | 0.95 | 0.75 |
| Lanes: | 1.00 | 3.00 | 1.00 | 2.00 | 2.92 | 0.08 | 0.59 | 0.03 | 0.38 | 1.99 | 0.01 | 2.00 |
| Final Sat.: | 1805 | 5187 | 1615 | 3502 | 5033 | 134 | 1029 | 51 | 669 | 3606 | 16 | 2842 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.30 | 0.43 | 0.30 | 0.35 | 0.35 | 0.02 | 0.02 | 0.02 | 0.07 | 0.07 | 0.13 |
| Crit Moves: | | | **** | **** | | | | **** | | **** | | |
| Green/Cycle: | 0.05 | 0.42 | 0.50 | 0.35 | 0.72 | 0.72 | 0.03 | 0.03 | 0.03 | 0.08 | 0.08 | 0.43 |
| Volume/Cap: | 0.49 | 0.70 | 0.86 | 0.86 | 0.49 | 0.49 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.30 |
| Delay/Veh: | 49.8 | 24.8 | 31.3 | 36.8 | 6.2 | 6.2 | 133.3 | 133 | 133.3 | 67.4 | 67.4 | 18.6 |
| 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: | 49.8 | 24.8 | 31.3 | 36.8 | 6.2 | 6.2 | 133.3 | 133 | 133.3 | 67.4 | 67.4 | 18.6 |
| LOS by Move: | D | C | C | D | A | A | F | F | F | E | E | B |
| HCM2kAvgQ: | 2 | 15 | 22 | 19 | 9 | 9 | 1 | 1 | 1 | 4 | 4 | 4 |

Note: Queue reported is the number of cars per lane.

AM Cumulative Plus MitigateTue May 12, 2009 17:06:28 Page 10-1

Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #8 East Bidwell St/Scholar Way

Cycle (sec): 100 Critical Vol./Cap. (X): 0.564
Loss Time (sec): 12 Average Delay (sec/veh): 12.4
Optimal Cycle: 45 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Ignore | | | Ignore | | | Ignore | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 2 | 0 3 | 0 1 | 2 | 0 3 | 0 1 | 1 | 0 2 | 0 1 | 1 | 0 2 | 0 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 38 | 1735 | 265 | 77 | 1639 | 110 | 140 | 17 | 0 | 94 | 27 | 151 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 38 | 1735 | 265 | 77 | 1639 | 110 | 140 | 17 | 0 | 94 | 27 | 151 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 0.89 | 0.89 | 0.00 | 0.89 | 0.89 | 0.00 | 0.89 | 0.89 | 0.00 | 0.89 | 0.89 | 0.00 |
| PHF Volume: | 43 | 1949 | 0 | 87 | 1842 | 0 | 157 | 19 | 0 | 106 | 30 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 43 | 1949 | 0 | 87 | 1842 | 0 | 157 | 19 | 0 | 106 | 30 | 0 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| FinalVolume: | 43 | 1949 | 0 | 87 | 1842 | 0 | 157 | 19 | 0 | 106 | 30 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.91 | 1.00 | 0.92 | 0.91 | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 | 1.00 |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 3502 | 5187 | 1900 | 3502 | 5187 | 1900 | 1805 | 3610 | 1900 | 1805 | 3610 | 1900 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.38 | 0.00 | 0.02 | 0.36 | 0.00 | 0.09 | 0.01 | 0.00 | 0.06 | 0.01 | 0.00 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green/Cycle: | 0.02 | 0.67 | 0.00 | 0.04 | 0.69 | 0.00 | 0.15 | 0.01 | 0.00 | 0.16 | 0.01 | 0.00 |
| Volume/Cap: | 0.52 | 0.56 | 0.00 | 0.56 | 0.52 | 0.00 | 0.56 | 0.38 | 0.00 | 0.38 | 0.56 | 0.00 |
| Delay/Veh: | 53.9 | 9.1 | 0.0 | 51.6 | 7.7 | 0.0 | 41.8 | 53.5 | 0.0 | 38.7 | 62.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 53.9 | 9.1 | 0.0 | 51.6 | 7.7 | 0.0 | 41.8 | 53.5 | 0.0 | 38.7 | 62.0 | 0.0 |
| LOS by Move: | D | A | A | D | A | A | D | D | A | D | E | A |
| HCM2kAvgQ: | 1 | 12 | 0 | 2 | 10 | 0 | 4 | 0 | 0 | 3 | 1 | 0 |

Note: Queue reported is the number of cars per lane.





AM Cumulative Plus MitigateTue May 12, 2009 17:06:28 Page 11-1

Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #9 East Bidwell St/Power Center Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.561
Loss Time (sec): 12 Average Delay (sec/veh): 7.1
Optimal Cycle: 45 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Split Phase | | | Split Phase | | |
| Rights: | Ovl | | | Ovl | | | Ovl | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 | 0 3 | 0 1 | 1 | 0 3 | 0 1 | 1 | 1 0 | 0 1 | 0 | 1 0 | 0 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 15 | 1985 | 86 | 19 | 1732 | 16 | 41 | 6 | 42 | 48 | 3 | 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: | 15 | 1985 | 86 | 19 | 1732 | 16 | 41 | 6 | 42 | 48 | 3 | 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: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 17 | 2230 | 97 | 21 | 1946 | 18 | 46 | 7 | 47 | 54 | 3 | 40 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 17 | 2230 | 97 | 21 | 1946 | 18 | 46 | 7 | 47 | 54 | 3 | 40 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 17 | 2230 | 97 | 21 | 1946 | 18 | 46 | 7 | 47 | 54 | 3 | 40 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.91 | 0.85 | 0.95 | 0.91 | 0.85 | 0.96 | 0.96 | 0.85 | 0.96 | 0.96 | 0.85 |
| Lanes: | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 | 1.74 | 0.26 | 1.00 | 0.94 | 0.06 | 1.00 |
| Final Sat.: | 1805 | 5187 | 1615 | 1805 | 5187 | 1615 | 3176 | 465 | 1615 | 1708 | 107 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.43 | 0.06 | 0.01 | 0.38 | 0.01 | 0.01 | 0.01 | 0.03 | 0.03 | 0.03 | 0.03 |
| Crit Moves: | | **** | | **** | | | | | **** | **** | | |
| Green/Cycle: | 0.02 | 0.77 | 0.82 | 0.02 | 0.77 | 0.80 | 0.04 | 0.04 | 0.05 | 0.06 | 0.06 | 0.08 |
| Volume/Cap: | 0.49 | 0.56 | 0.07 | 0.56 | 0.49 | 0.01 | 0.41 | 0.41 | 0.54 | 0.56 | 0.56 | 0.32 |
| Delay/Veh: | 59.0 | 4.9 | 1.7 | 66.0 | 4.4 | 1.9 | 49.3 | 49.3 | 52.3 | 52.9 | 52.9 | 45.2 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 59.0 | 4.9 | 1.7 | 66.0 | 4.4 | 1.9 | 49.3 | 49.3 | 52.3 | 52.9 | 52.9 | 45.2 |
| LOS by Move: | E | A | A | E | A | A | D | D | D | D | D | D |
| HCM2kAvgQ: | 1 | 11 | 1 | 1 | 8 | 0 | 1 | 1 | 1 | 2 | 2 | 1 |

Note: Queue reported is the number of cars per lane.

Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #10 Broadstone Pkwy/ East Bidwell St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.674
Loss Time (sec): 12 Average Delay (sec/veh): 27.8
Optimal Cycle: 56 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Ignore | | | Ignore | | | Ignore | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 2 | 0 | 3 | 0 | 1 | 2 | 0 | 3 | 0 | 1 | 2 | 0 | 3 | 0 | 1 | 2 | 0 | 3 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | | | | | |
| Base Vol: | 15 | 883 | 17 | 244 | 1181 | 139 | 156 | 933 | 32 | 25 | 1263 | 140 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 15 | 883 | 17 | 244 | 1181 | 139 | 156 | 933 | 32 | 25 | 1263 | 140 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 0.89 | 0.89 | 0.00 | 0.89 | 0.89 | 0.00 | 0.89 | 0.89 | 0.00 | 0.89 | 0.89 | 0.00 |
| PHF Volume: | 17 | 992 | 0 | 274 | 1327 | 0 | 175 | 1048 | 0 | 28 | 1419 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 17 | 992 | 0 | 274 | 1327 | 0 | 175 | 1048 | 0 | 28 | 1419 | 0 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| FinalVolume: | 17 | 992 | 0 | 274 | 1327 | 0 | 175 | 1048 | 0 | 28 | 1419 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.91 | 1.00 | 0.92 | 0.91 | 1.00 | 0.92 | 0.91 | 1.00 | 0.92 | 0.91 | 1.00 |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3502 | 5187 | 1900 | 3502 | 5187 | 1900 | 3502 | 5187 | 1900 | 3502 | 5187 | 1900 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.19 | 0.00 | 0.08 | 0.26 | 0.00 | 0.05 | 0.20 | 0.00 | 0.01 | 0.27 | 0.00 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green/Cycle: | 0.01 | 0.28 | 0.00 | 0.12 | 0.39 | 0.00 | 0.07 | 0.46 | 0.00 | 0.02 | 0.41 | 0.00 |
| Volume/Cap: | 0.65 | 0.67 | 0.00 | 0.67 | 0.65 | 0.00 | 0.67 | 0.44 | 0.00 | 0.44 | 0.67 | 0.00 |
| Delay/Veh: | 96.0 | 33.0 | 0.0 | 46.8 | 25.6 | 0.0 | 51.9 | 18.3 | 0.0 | 53.3 | 25.2 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 96.0 | 33.0 | 0.0 | 46.8 | 25.6 | 0.0 | 51.9 | 18.3 | 0.0 | 53.3 | 25.2 | 0.0 |
| LOS by Move: | F | C | A | D | C | A | D | B | A | D | C | A |
| HCM2kAvgQ: | 0 | 9 | 0 | 5 | 13 | 0 | 3 | 8 | 0 | 1 | 14 | 0 |

Note: Queue reported is the number of cars per lane.





Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #11 Empire Ranch Road/ Broadstone Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.604
Loss Time (sec): 12 Average Delay (sec/veh): 19.7
Optimal Cycle: 49 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Split Phase | | | Split Phase | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 | 0 | 2 | 1 | 0 | 1 | 0 | 2 | 1 | 0 | 2 | 0 | 1 | 0 | 1 | 0 | 0 | 1! | 0 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | | | | | |
| Base Vol: | 115 | 739 | 3 | 7 | 1274 | 99 | 31 | 11 | 179 | 15 | 22 | 18 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 115 | 739 | 3 | 7 | 1274 | 99 | 31 | 11 | 179 | 15 | 22 | 18 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 129 | 830 | 3 | 8 | 1431 | 111 | 35 | 12 | 201 | 17 | 25 | 20 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 129 | 830 | 3 | 8 | 1431 | 111 | 35 | 12 | 201 | 17 | 25 | 20 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 129 | 830 | 3 | 8 | 1431 | 111 | 35 | 12 | 201 | 17 | 25 | 20 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.91 | 0.91 | 0.95 | 0.90 | 0.90 | 0.92 | 1.00 | 0.85 | 0.94 | 0.94 | 0.94 |
| Lanes: | 1.00 | 2.99 | 0.01 | 1.00 | 2.78 | 0.22 | 2.00 | 1.00 | 1.00 | 0.27 | 0.40 | 0.33 |
| Final Sat.: | 1805 | 5161 | 21 | 1805 | 4760 | 370 | 3502 | 1900 | 1615 | 489 | 717 | 587 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.07 | 0.16 | 0.16 | 0.00 | 0.30 | 0.30 | 0.01 | 0.01 | 0.12 | 0.03 | 0.03 | 0.03 |
| Crit Moves: | **** | | | | **** | | | | **** | **** | | |
| Green/Cycle: | 0.12 | 0.60 | 0.60 | 0.02 | 0.50 | 0.50 | 0.21 | 0.21 | 0.21 | 0.06 | 0.06 | 0.06 |
| Volume/Cap: | 0.60 | 0.27 | 0.27 | 0.27 | 0.60 | 0.60 | 0.05 | 0.03 | 0.60 | 0.60 | 0.60 | 0.60 |
| Delay/Veh: | 46.7 | 9.6 | 9.6 | 53.5 | 18.4 | 18.4 | 31.8 | 31.7 | 39.1 | 55.8 | 55.8 | 55.8 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 46.7 | 9.6 | 9.6 | 53.5 | 18.4 | 18.4 | 31.8 | 31.7 | 39.1 | 55.8 | 55.8 | 55.8 |
| LOS by Move: | D | A | A | D | B | B | C | C | D | E | E | E |
| HCM2kAvgQ: | 4 | 4 | 4 | 0 | 12 | 12 | 0 | 0 | 6 | 3 | 3 | 3 |

Note: Queue reported is the number of cars per lane.

Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #12 Oak Avenue Prky / Haverhill Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.609
Loss Time (sec): 9 Average Delay (sec/veh): 15.0
Optimal Cycle: 42 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 1! | 0 | 0 | 0 | 1! |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 1 | 984 | 16 | | 84 | 1298 | 1 | | 1 | 20 | 4 | | 75 | 13 | 116 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 1 | 984 | 16 | | 84 | 1298 | 1 | | 1 | 20 | 4 | | 75 | 13 | 116 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 1 | 1106 | 18 | | 94 | 1458 | 1 | | 1 | 22 | 4 | | 84 | 15 | 130 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 1 | 1106 | 18 | | 94 | 1458 | 1 | | 1 | 22 | 4 | | 84 | 15 | 130 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 1 | 1106 | 18 | | 94 | 1458 | 1 | | 1 | 22 | 4 | | 84 | 15 | 130 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.95 | 0.95 | | 0.95 | 0.95 | 0.95 | | 0.97 | 0.97 | 0.97 | | 0.81 | 0.81 | 0.81 | |
| Lanes: | 1.00 | 1.97 | 0.03 | | 1.00 | 1.99 | 0.01 | | 0.04 | 0.80 | 0.16 | | 0.37 | 0.06 | 0.57 | |
| Final Sat.: | 1805 | 3545 | 58 | | 1805 | 3607 | 3 | | 74 | 1476 | 295 | | 564 | 98 | 872 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.31 | 0.31 | | 0.05 | 0.40 | 0.40 | | 0.02 | 0.02 | 0.02 | | 0.15 | 0.15 | 0.15 | |
| Crit Moves: | **** | | | | | **** | | | | | | | | **** | | |
| Green/Cycle: | 0.00 | 0.57 | 0.57 | | 0.10 | 0.66 | 0.66 | | 0.25 | 0.25 | 0.25 | | 0.25 | 0.25 | 0.25 | |
| Volume/Cap: | 0.61 | 0.55 | 0.55 | | 0.55 | 0.61 | 0.61 | | 0.06 | 0.06 | 0.06 | | 0.61 | 0.61 | 0.61 | |
| Delay/Veh: | 298.8 | 13.8 | 13.8 | | 46.9 | 10.0 | 10.0 | | 29.0 | 29.0 | 29.0 | | 36.4 | 36.4 | 36.4 | |
| 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: | 298.8 | 13.8 | 13.8 | | 46.9 | 10.0 | 10.0 | | 29.0 | 29.0 | 29.0 | | 36.4 | 36.4 | 36.4 | |
| LOS by Move: | F | B | B | | D | A | A | | C | C | C | | D | D | D | |
| HCM2kAvgQ: | 0 | 11 | 11 | | 3 | 13 | 13 | | 1 | 1 | 1 | | 7 | 7 | 7 | |

Note: Queue reported is the number of cars per lane.





Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #13 Oak Avenue Prky / Haldion Wy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.634
Loss Time (sec): 9 Average Delay (sec/veh): 14.6
Optimal Cycle: 44 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 1! | 0 | 0 | 0 | 1! |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 44 | 963 | 78 | | 38 | 1298 | 10 | | 16 | 23 | 59 | | 114 | 5 | 32 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 44 | 963 | 78 | | 38 | 1298 | 10 | | 16 | 23 | 59 | | 114 | 5 | 32 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 49 | 1082 | 88 | | 43 | 1458 | 11 | | 18 | 26 | 66 | | 128 | 6 | 36 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 49 | 1082 | 88 | | 43 | 1458 | 11 | | 18 | 26 | 66 | | 128 | 6 | 36 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 49 | 1082 | 88 | | 43 | 1458 | 11 | | 18 | 26 | 66 | | 128 | 6 | 36 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.94 | 0.94 | | 0.95 | 0.95 | 0.95 | | 0.87 | 0.87 | 0.87 | | 0.63 | 0.63 | 0.63 | |
| Lanes: | 1.00 | 1.85 | 0.15 | | 1.00 | 1.98 | 0.02 | | 0.16 | 0.23 | 0.61 | | 0.76 | 0.03 | 0.21 | |
| Final Sat.: | 1805 | 3303 | 268 | | 1805 | 3579 | 28 | | 269 | 387 | 992 | | 901 | 40 | 253 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.33 | 0.33 | | 0.02 | 0.41 | 0.41 | | 0.07 | 0.07 | 0.07 | | 0.14 | 0.14 | 0.14 | |
| Crit Moves: | **** | | | | | **** | | | | | | | | **** | | |
| Green/Cycle: | 0.04 | 0.64 | 0.64 | | 0.05 | 0.64 | 0.64 | | 0.22 | 0.22 | 0.22 | | 0.22 | 0.22 | 0.22 | |
| Volume/Cap: | 0.63 | 0.51 | 0.51 | | 0.51 | 0.63 | 0.63 | | 0.30 | 0.30 | 0.30 | | 0.63 | 0.63 | 0.63 | |
| Delay/Veh: | 62.9 | 9.9 | 9.9 | | 51.9 | 11.4 | 11.4 | | 32.7 | 32.7 | 32.7 | | 40.0 | 40.0 | 40.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 62.9 | 9.9 | 9.9 | | 51.9 | 11.4 | 11.4 | | 32.7 | 32.7 | 32.7 | | 40.0 | 40.0 | 40.0 | |
| LOS by Move: | E | A | A | | D | B | B | | C | C | C | | D | D | D | |
| HCM2kAvgQ: | 2 | 10 | 10 | | 1 | 14 | 14 | | 3 | 3 | 3 | | 6 | 6 | 6 | |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #14 Folsom Blvd/ Iron Point Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.855
Loss Time (sec): 12 Average Delay (sec/veh): 19.4
Optimal Cycle: 92 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 | 2 | 0 1 | 1 | 0 | 2 | 0 0 | 0 | 0 | 0 | 0 0 | 2 | 0 | 0 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1429 | 469 | 177 | 1993 | 0 | 0 | 0 | 0 | 413 | 0 | 92 | | | | |
| Growth Adj: | 1.00 | 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 | 1429 | 469 | 177 | 1993 | 0 | 0 | 0 | 0 | 413 | 0 | 92 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | | | | |
| PHF Volume: | 0 | 1606 | 527 | 199 | 2239 | 0 | 0 | 0 | 0 | 464 | 0 | 103 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 0 | 1606 | 527 | 199 | 2239 | 0 | 0 | 0 | 0 | 464 | 0 | 103 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| 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: | 0 | 1606 | 527 | 199 | 2239 | 0 | 0 | 0 | 0 | 464 | 0 | 103 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 1.00 | 0.95 | 0.85 | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 0.92 | 1.00 | 0.85 | | | | |
| Lanes: | 0.00 | 2.00 | 1.00 | 1.00 | 2.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 1.00 | | | | |
| Final Sat.: | 0 | 3610 | 1615 | 1805 | 3610 | 0 | 0 | 0 | 0 | 3502 | 0 | 1615 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.44 | 0.33 | 0.11 | 0.62 | 0.00 | 0.00 | 0.00 | 0.00 | 0.13 | 0.00 | 0.06 | | | | |
| Crit Moves: | **** | | | | **** | | | | | **** | | | | | | |
| Green/Cycle: | 0.00 | 0.58 | 0.74 | 0.14 | 0.73 | 0.00 | 0.00 | 0.00 | 0.00 | 0.15 | 0.00 | 0.15 | | | | |
| Volume/Cap: | 0.00 | 0.77 | 0.44 | 0.77 | 0.86 | 0.00 | 0.00 | 0.00 | 0.00 | 0.86 | 0.00 | 0.41 | | | | |
| Delay/Veh: | 0.0 | 17.5 | 5.4 | 53.9 | 12.9 | 0.0 | 0.0 | 0.0 | 0.0 | 53.8 | 0.0 | 39.3 | | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| AdjDel/Veh: | 0.0 | 17.5 | 5.4 | 53.9 | 12.9 | 0.0 | 0.0 | 0.0 | 0.0 | 53.8 | 0.0 | 39.3 | | | | |
| LOS by Move: | A | B | A | D | B | A | A | A | A | D | A | D | | | | |
| HCM2kAvgQ: | 0 | 20 | 6 | 5 | 24 | 0 | 0 | 0 | 0 | 8 | 0 | 3 | | | | |

Note: Queue reported is the number of cars per lane.





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Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #15 Prairie City Rd/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.719
Loss Time (sec): 12 Average Delay (sec/veh): 24.9
Optimal Cycle: 62 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ignore | | | | Ignore | | | | Ignore | | | | Ignore | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 408 | 1163 | 192 | 213 | 1781 | 8 | 2 | 67 | 196 | 214 | 534 | 510 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 408 | 1163 | 192 | 213 | 1781 | 8 | 2 | 67 | 196 | 214 | 534 | 510 | | | | |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | | | | |
| PHF Adj: | 0.89 | 0.89 | 0.00 | 0.89 | 0.89 | 0.00 | 0.89 | 0.89 | 0.00 | 0.89 | 0.89 | 0.00 | | | | |
| PHF Volume: | 458 | 1307 | 0 | 239 | 2001 | 0 | 2 | 75 | 0 | 240 | 600 | 0 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 458 | 1307 | 0 | 239 | 2001 | 0 | 2 | 75 | 0 | 240 | 600 | 0 | | | | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | | | | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | | | | |
| FinalVolume: | 458 | 1307 | 0 | 239 | 2001 | 0 | 2 | 75 | 0 | 240 | 600 | 0 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 0.92 | 0.91 | 1.00 | 0.92 | 0.91 | 1.00 | 0.92 | 0.91 | 1.00 | 0.92 | 0.91 | 1.00 | | | | |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | | | | |
| Final Sat.: | 3502 | 5187 | 1900 | 3502 | 5187 | 1900 | 3502 | 5187 | 1900 | 3502 | 5187 | 1900 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.13 | 0.25 | 0.00 | 0.07 | 0.39 | 0.00 | 0.00 | 0.01 | 0.00 | 0.07 | 0.12 | 0.00 | | | | |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | | | | | |
| Green/Cycle: | 0.18 | 0.57 | 0.00 | 0.15 | 0.54 | 0.00 | 0.00 | 0.03 | 0.00 | 0.13 | 0.16 | 0.00 | | | | |
| Volume/Cap: | 0.72 | 0.45 | 0.00 | 0.45 | 0.72 | 0.00 | 0.72 | 0.51 | 0.00 | 0.51 | 0.72 | 0.00 | | | | |
| Delay/Veh: | 42.5 | 12.8 | 0.0 | 39.1 | 18.4 | 0.0 | 318.1 | 51.0 | 0.0 | 41.3 | 42.9 | 0.0 | | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| AdjDel/Veh: | 42.5 | 12.8 | 0.0 | 39.1 | 18.4 | 0.0 | 318.1 | 51.0 | 0.0 | 41.3 | 42.9 | 0.0 | | | | |
| LOS by Move: | D | B | A | D | B | A | F | D | A | D | D | A | | | | |
| HCM2kAvgQ: | 7 | 8 | 0 | 3 | 16 | 0 | 0 | 1 | 0 | 3 | 7 | 0 | | | | |

Note: Queue reported is the number of cars per lane.

AM Cumulative Plus MitigateTue May 12, 2009 17:06:29 Page 18-1

Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #16 Grover Rd/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.453
Loss Time (sec): 12 Average Delay (sec/veh): 18.9
Optimal Cycle: 38 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Split Phase | | | Split Phase | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 0 | 1! 0 | 0 | 1 0 | 0 1 | 0 | 1 0 | 3 0 | 1 | 1 0 | 2 1 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 93 | 19 | 8 | 95 | 52 | 87 | 19 | 532 | 122 | 42 | 1086 | 60 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 93 | 19 | 8 | 95 | 52 | 87 | 19 | 532 | 122 | 42 | 1086 | 60 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 104 | 21 | 9 | 107 | 58 | 98 | 21 | 598 | 137 | 47 | 1220 | 67 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 104 | 21 | 9 | 107 | 58 | 98 | 21 | 598 | 137 | 47 | 1220 | 67 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 104 | 21 | 9 | 107 | 58 | 98 | 21 | 598 | 137 | 47 | 1220 | 67 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.95 | 0.95 | 0.95 | 0.91 | 0.91 | 0.95 | 0.91 | 0.85 | 0.95 | 0.90 | 0.90 |
| Lanes: | 1.63 | 0.26 | 0.11 | 1.00 | 0.37 | 0.63 | 1.00 | 3.00 | 1.00 | 1.00 | 2.84 | 0.16 |
| Final Sat.: | 2957 | 468 | 197 | 1805 | 644 | 1077 | 1805 | 5187 | 1615 | 1805 | 4876 | 269 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.05 | 0.05 | 0.06 | 0.09 | 0.09 | 0.01 | 0.12 | 0.08 | 0.03 | 0.25 | 0.25 |
| Crit Moves: | | | **** | | | **** | **** | | | | **** | |
| Green/Cycle: | 0.10 | 0.10 | 0.10 | 0.20 | 0.20 | 0.20 | 0.03 | 0.47 | 0.47 | 0.11 | 0.55 | 0.55 |
| Volume/Cap: | 0.35 | 0.45 | 0.45 | 0.30 | 0.45 | 0.45 | 0.45 | 0.24 | 0.18 | 0.24 | 0.45 | 0.45 |
| Delay/Veh: | 42.5 | 43.5 | 43.5 | 34.4 | 36.1 | 36.1 | 54.8 | 15.8 | 15.4 | 41.6 | 13.5 | 13.5 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 42.5 | 43.5 | 43.5 | 34.4 | 36.1 | 36.1 | 54.8 | 15.8 | 15.4 | 41.6 | 13.5 | 13.5 |
| LOS by Move: | D | D | D | C | D | D | D | B | B | D | B | B |
| HCM2kAvgQ: | 2 | 3 | 3 | 3 | 5 | 5 | 1 | 4 | 2 | 1 | 8 | 8 |

Note: Queue reported is the number of cars per lane.





AM Cumulative Plus MitigateTue May 12, 2009 17:06:29 Page 19-1

Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #17 McAdoo Dr/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.513
Loss Time (sec): 12 Average Delay (sec/veh): 20.9
Optimal Cycle: 42 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Permitted | | | Permitted | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 0 0 | 0 | 0 0 | 1 0 | 0 0 | 1 | 1 0 | 3 0 | 0 | 0 0 | 2 1 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 163 | 0 | 276 | 68 | 529 | 0 | 0 | 913 | 76 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 163 | 0 | 276 | 68 | 529 | 0 | 0 | 913 | 76 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 0 | 0 | 0 | 183 | 0 | 310 | 76 | 594 | 0 | 0 | 1026 | 85 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 183 | 0 | 310 | 76 | 594 | 0 | 0 | 1026 | 85 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 0 | 0 | 0 | 183 | 0 | 310 | 76 | 594 | 0 | 0 | 1026 | 85 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 0.77 | 1.00 | 0.85 | 0.95 | 0.91 | 1.00 | 1.00 | 0.90 | 0.90 |
| Lanes: | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 3.00 | 0.00 | 0.00 | 2.77 | 0.23 |
| Final Sat.: | 0 | 0 | 0 | 1461 | 0 | 1615 | 1805 | 5187 | 0 | 0 | 4731 | 394 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.13 | 0.00 | 0.19 | 0.04 | 0.11 | 0.00 | 0.00 | 0.22 | 0.22 |
| Crit Moves: | | | | | | **** | **** | | | | **** | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | 0.37 | 0.00 | 0.37 | 0.08 | 0.51 | 0.00 | 0.00 | 0.42 | 0.42 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.33 | 0.00 | 0.51 | 0.51 | 0.23 | 0.00 | 0.00 | 0.51 | 0.51 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 22.7 | 0.0 | 25.0 | 47.0 | 13.9 | 0.0 | 0.0 | 21.5 | 21.5 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 22.7 | 0.0 | 25.0 | 47.0 | 13.9 | 0.0 | 0.0 | 21.5 | 21.5 |
| LOS by Move: | A | A | A | C | A | C | D | B | A | A | C | C |
| HCM2kAvgQ: | 0 | 0 | 0 | 4 | 0 | 8 | 2 | 4 | 0 | 0 | 9 | 9 |

Note: Queue reported is the number of cars per lane.

AM Cumulative Plus MitigateTue May 12, 2009 17:06:29 Page 20-1

Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #18 Oak Ave Pkwy/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.709
Loss Time (sec): 12 Average Delay (sec/veh): 32.5
Optimal Cycle: 61 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Ignore | | | Ovl | | | Ignore | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 2 0 | 2 0 | 1 | 2 0 | 2 0 | 1 | 2 0 | 3 0 | 1 | 2 0 | 3 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 393 | 809 | 379 | 305 | 904 | 430 | 132 | 500 | 266 | 338 | 697 | 134 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 393 | 809 | 379 | 305 | 904 | 430 | 132 | 500 | 266 | 338 | 697 | 134 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.00 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.00 |
| PHF Volume: | 442 | 909 | 426 | 343 | 1016 | 0 | 148 | 562 | 299 | 380 | 783 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 442 | 909 | 426 | 343 | 1016 | 0 | 148 | 562 | 299 | 380 | 783 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| FinalVolume: | 442 | 909 | 426 | 343 | 1016 | 0 | 148 | 562 | 299 | 380 | 783 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.95 | 0.85 | 0.92 | 0.95 | 1.00 | 0.92 | 0.91 | 0.85 | 0.92 | 0.91 | 1.00 |
| Lanes: | 2.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3502 | 3610 | 1615 | 3502 | 3610 | 1900 | 3502 | 5187 | 1615 | 3502 | 5187 | 1900 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.13 | 0.25 | 0.26 | 0.10 | 0.28 | 0.00 | 0.04 | 0.11 | 0.19 | 0.11 | 0.15 | 0.00 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green/Cycle: | 0.18 | 0.41 | 0.57 | 0.16 | 0.40 | 0.00 | 0.07 | 0.15 | 0.33 | 0.15 | 0.24 | 0.00 |
| Volume/Cap: | 0.71 | 0.61 | 0.47 | 0.61 | 0.71 | 0.00 | 0.63 | 0.71 | 0.56 | 0.71 | 0.63 | 0.00 |
| Delay/Veh: | 42.5 | 23.7 | 13.1 | 41.0 | 27.0 | 0.0 | 51.0 | 43.3 | 28.9 | 44.6 | 35.2 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 42.5 | 23.7 | 13.1 | 41.0 | 27.0 | 0.0 | 51.0 | 43.3 | 28.9 | 44.6 | 35.2 | 0.0 |
| LOS by Move: | D | C | B | D | C | A | D | D | C | D | D | A |
| HCM2kAvgQ: | 6 | 11 | 7 | 5 | 14 | 0 | 2 | 6 | 7 | 6 | 8 | 0 |

Note: Queue reported is the number of cars per lane.





AM Cumulative Plus MitigateTue May 12, 2009 17:06:29 Page 21-1

Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #19 Rowberry Dr/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.629
Loss Time (sec): 12 Average Delay (sec/veh): 27.1
Optimal Cycle: 51 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Split Phase | | | Split Phase | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Include | | | Ovl | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 1 | 0 0 | 1 | 1 0 | 0 1 | 0 | 1 0 | 3 0 | 1 | 2 0 | 2 1 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 396 | 60 | 438 | 12 | 101 | 38 | 10 | 752 | 404 | 483 | 798 | 12 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 396 | 60 | 438 | 12 | 101 | 38 | 10 | 752 | 404 | 483 | 798 | 12 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 445 | 67 | 492 | 13 | 113 | 43 | 11 | 845 | 454 | 543 | 897 | 13 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 445 | 67 | 492 | 13 | 113 | 43 | 11 | 845 | 454 | 543 | 897 | 13 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 445 | 67 | 492 | 13 | 113 | 43 | 11 | 845 | 454 | 543 | 897 | 13 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.96 | 0.96 | 0.85 | 0.95 | 0.96 | 0.96 | 0.95 | 0.91 | 0.85 | 0.92 | 0.91 | 0.91 |
| Lanes: | 1.74 | 0.26 | 1.00 | 1.00 | 0.73 | 0.27 | 1.00 | 3.00 | 1.00 | 2.00 | 2.96 | 0.04 |
| Final Sat.: | 3161 | 479 | 1615 | 1805 | 1324 | 498 | 1805 | 5187 | 1615 | 3502 | 5100 | 77 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.14 | 0.14 | 0.30 | 0.01 | 0.09 | 0.09 | 0.01 | 0.16 | 0.28 | 0.15 | 0.18 | 0.18 |
| Crit Moves: | | | **** | | | **** | | **** | | **** | | |
| Green/Cycle: | 0.24 | 0.24 | 0.48 | 0.14 | 0.14 | 0.14 | 0.02 | 0.26 | 0.50 | 0.25 | 0.49 | 0.49 |
| Volume/Cap: | 0.59 | 0.59 | 0.63 | 0.05 | 0.63 | 0.63 | 0.36 | 0.63 | 0.57 | 0.63 | 0.36 | 0.36 |
| Delay/Veh: | 34.9 | 34.9 | 20.7 | 37.7 | 45.9 | 45.9 | 55.6 | 33.8 | 18.5 | 35.1 | 16.0 | 16.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 34.9 | 34.9 | 20.7 | 37.7 | 45.9 | 45.9 | 55.6 | 33.8 | 18.5 | 35.1 | 16.0 | 16.0 |
| LOS by Move: | C | C | C | D | D | D | E | C | B | D | B | B |
| HCM2kAvgQ: | 7 | 7 | 11 | 0 | 6 | 6 | 0 | 8 | 9 | 8 | 6 | 6 |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #20 Broadstone Pkwy/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.337
Loss Time (sec): 12 Average Delay (sec/veh): 18.5
Optimal Cycle: 32 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Split Phase | | | | Split Phase | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Ignore | | | | Include | | | | Ignore | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 1 | 0 | 0 1 | 2 | 0 | 1 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 7 | 8 | 10 | | 47 | 52 | 652 | | 387 | 755 | 55 | | 106 | 622 | 6 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 7 | 8 | 10 | | 47 | 52 | 652 | | 387 | 755 | 55 | | 106 | 622 | 6 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.00 | |
| PHF Volume: | 8 | 9 | 11 | | 53 | 58 | 0 | | 435 | 848 | 62 | | 119 | 699 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 8 | 9 | 11 | | 53 | 58 | 0 | | 435 | 848 | 62 | | 119 | 699 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| FinalVolume: | 8 | 9 | 11 | | 53 | 58 | 0 | | 435 | 848 | 62 | | 119 | 699 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.98 | 0.98 | 0.85 | | 0.92 | 1.00 | 1.00 | | 0.92 | 0.91 | 0.85 | | 0.92 | 0.91 | 1.00 | |
| Lanes: | 1.00 | 1.00 | 1.00 | | 2.00 | 1.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | |
| Final Sat.: | 1856 | 1856 | 1615 | | 3502 | 1900 | 1900 | | 3502 | 5187 | 1615 | | 3502 | 5187 | 1900 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.01 | | 0.02 | 0.03 | 0.00 | | 0.12 | 0.16 | 0.04 | | 0.03 | 0.13 | 0.00 | |
| Crit Moves: | | | **** | | | **** | | | **** | | | | | **** | | |
| Green/Cycle: | 0.02 | 0.02 | 0.02 | | 0.09 | 0.09 | 0.00 | | 0.37 | 0.64 | 0.64 | | 0.13 | 0.40 | 0.00 | |
| Volume/Cap: | 0.21 | 0.23 | 0.34 | | 0.17 | 0.34 | 0.00 | | 0.34 | 0.26 | 0.06 | | 0.26 | 0.34 | 0.00 | |
| Delay/Veh: | 49.4 | 49.9 | 54.2 | | 42.2 | 43.8 | 0.0 | | 22.9 | 8.0 | 6.9 | | 39.3 | 20.9 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 49.4 | 49.9 | 54.2 | | 42.2 | 43.8 | 0.0 | | 22.9 | 8.0 | 6.9 | | 39.3 | 20.9 | 0.0 | |
| LOS by Move: | D | D | D | | D | D | A | | C | A | A | | D | C | A | |
| HCM2kAvgQ: | 0 | 1 | 1 | | 1 | 2 | 0 | | 5 | 4 | 1 | | 2 | 5 | 0 | |

Note: Queue reported is the number of cars per lane.





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Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #21 East Bidwell St/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.771
Loss Time (sec): 12 Average Delay (sec/veh): 29.4
Optimal Cycle: 71 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ignore | | | | Ignore | | | | Ovl | | | | Ignore | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 235 | 1634 | 318 | | 520 | 1308 | 71 | | 97 | 259 | 246 | | 194 | 439 | 520 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 235 | 1634 | 318 | | 520 | 1308 | 71 | | 97 | 259 | 246 | | 194 | 439 | 520 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.00 | |
| PHF Volume: | 264 | 1836 | 0 | | 584 | 1470 | 0 | | 109 | 291 | 276 | | 218 | 493 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 264 | 1836 | 0 | | 584 | 1470 | 0 | | 109 | 291 | 276 | | 218 | 493 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| FinalVolume: | 264 | 1836 | 0 | | 584 | 1470 | 0 | | 109 | 291 | 276 | | 218 | 493 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.91 | 1.00 | | 0.92 | 0.91 | 1.00 | | 0.92 | 0.91 | 0.85 | | 0.92 | 0.91 | 1.00 | |
| Lanes: | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | |
| Final Sat.: | 3502 | 5187 | 1900 | | 3502 | 5187 | 1900 | | 3502 | 5187 | 1615 | | 3502 | 5187 | 1900 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.08 | 0.35 | 0.00 | | 0.17 | 0.28 | 0.00 | | 0.03 | 0.06 | 0.17 | | 0.06 | 0.10 | 0.00 | |
| Crit Moves: | | **** | | | **** | | | | | | **** | | **** | | | |
| Green/Cycle: | 0.14 | 0.46 | 0.00 | | 0.22 | 0.53 | 0.00 | | 0.05 | 0.12 | 0.27 | | 0.08 | 0.15 | 0.00 | |
| Volume/Cap: | 0.53 | 0.77 | 0.00 | | 0.77 | 0.53 | 0.00 | | 0.62 | 0.45 | 0.64 | | 0.77 | 0.62 | 0.00 | |
| Delay/Veh: | 40.9 | 24.3 | 0.0 | | 41.8 | 15.4 | 0.0 | | 52.9 | 41.1 | 35.8 | | 57.3 | 41.0 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 40.9 | 24.3 | 0.0 | | 41.8 | 15.4 | 0.0 | | 52.9 | 41.1 | 35.8 | | 57.3 | 41.0 | 0.0 | |
| LOS by Move: | D | C | A | | D | B | A | | D | D | D | | E | D | A | |
| HCM2kAvgQ: | 4 | 16 | 0 | | 9 | 10 | 0 | | 2 | 3 | 8 | | 4 | 5 | 0 | |

Note: Queue reported is the number of cars per lane.

Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #22 Cavitt Dr/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.368
Loss Time (sec): 12 Average Delay (sec/veh): 12.9
Optimal Cycle: 34 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 1 | 0 | 0 1 | 1 | 1 | 0 | 0 1 | 1 | 0 | 3 | 0 1 | 1 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 97 | 8 | 32 | | 117 | 17 | 81 | | 16 | 975 | 123 | | 52 | 1128 | 132 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 97 | 8 | 32 | | 117 | 17 | 81 | | 16 | 975 | 123 | | 52 | 1128 | 132 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 109 | 9 | 36 | | 131 | 19 | 91 | | 18 | 1096 | 138 | | 58 | 1267 | 148 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 109 | 9 | 36 | | 131 | 19 | 91 | | 18 | 1096 | 138 | | 58 | 1267 | 148 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 109 | 9 | 36 | | 131 | 19 | 91 | | 18 | 1096 | 138 | | 58 | 1267 | 148 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.55 | 0.55 | 0.85 | | 0.57 | 0.57 | 0.85 | | 0.95 | 0.91 | 0.85 | | 0.95 | 0.91 | 0.85 | |
| Lanes: | 1.85 | 0.15 | 1.00 | | 1.75 | 0.25 | 1.00 | | 1.00 | 3.00 | 1.00 | | 1.00 | 3.00 | 1.00 | |
| Final Sat.: | 1927 | 159 | 1615 | | 1898 | 276 | 1615 | | 1805 | 5187 | 1615 | | 1805 | 5187 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.06 | 0.06 | 0.02 | | 0.07 | 0.07 | 0.06 | | 0.01 | 0.21 | 0.09 | | 0.03 | 0.24 | 0.09 | |
| Crit Moves: | | | | | | **** | | | **** | | | | | **** | | |
| Green/Cycle: | 0.19 | 0.19 | 0.19 | | 0.19 | 0.19 | 0.19 | | 0.03 | 0.60 | 0.60 | | 0.09 | 0.66 | 0.66 | |
| Volume/Cap: | 0.30 | 0.30 | 0.12 | | 0.37 | 0.37 | 0.30 | | 0.37 | 0.35 | 0.14 | | 0.35 | 0.37 | 0.14 | |
| Delay/Veh: | 35.3 | 35.3 | 33.9 | | 35.9 | 35.9 | 35.5 | | 52.4 | 10.2 | 8.8 | | 43.9 | 7.5 | 6.3 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 35.3 | 35.3 | 33.9 | | 35.9 | 35.9 | 35.5 | | 52.4 | 10.2 | 8.8 | | 43.9 | 7.5 | 6.3 | |
| LOS by Move: | D | D | C | | D | D | D | | D | B | A | | D | A | A | |
| HCM2kAvgQ: | 2 | 2 | 1 | | 2 | 2 | 3 | | 1 | 6 | 2 | | 2 | 6 | 2 | |

Note: Queue reported is the number of cars per lane.





Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #23 Serpa Way / Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.583
Loss Time (sec): 12 Average Delay (sec/veh): 25.8
Optimal Cycle: 47 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Split Phase | | | | Split Phase | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Include | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 1 | 1 | 0 1 | 2 | 0 | 0 | 1 0 | 1 | 0 | 3 | 0 1 | 1 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 306 | 7 | 100 | | 126 | 17 | 47 | | 31 | 673 | 407 | | 201 | 968 | 173 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 306 | 7 | 100 | | 126 | 17 | 47 | | 31 | 673 | 407 | | 201 | 968 | 173 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 344 | 8 | 112 | | 142 | 19 | 53 | | 35 | 756 | 457 | | 226 | 1088 | 194 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 344 | 8 | 112 | | 142 | 19 | 53 | | 35 | 756 | 457 | | 226 | 1088 | 194 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 344 | 8 | 112 | | 142 | 19 | 53 | | 35 | 756 | 457 | | 226 | 1088 | 194 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.91 | 0.91 | 0.85 | | 0.92 | 0.89 | 0.89 | | 0.95 | 0.91 | 0.85 | | 0.95 | 0.91 | 0.85 | |
| Lanes: | 1.00 | 1.00 | 1.00 | | 2.00 | 0.27 | 0.73 | | 1.00 | 3.00 | 1.00 | | 1.00 | 3.00 | 1.00 | |
| Final Sat.: | 1720 | 1720 | 1615 | | 3502 | 449 | 1242 | | 1805 | 5187 | 1615 | | 1805 | 5187 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.20 | 0.00 | 0.07 | | 0.04 | 0.04 | 0.04 | | 0.02 | 0.15 | 0.28 | | 0.13 | 0.21 | 0.12 | |
| Crit Moves: | **** | | | | | | **** | | | **** | | | **** | | | |
| Green/Cycle: | 0.34 | 0.34 | 0.56 | | 0.07 | 0.07 | 0.07 | | 0.04 | 0.25 | 0.59 | | 0.21 | 0.43 | 0.50 | |
| Volume/Cap: | 0.58 | 0.01 | 0.12 | | 0.55 | 0.58 | 0.58 | | 0.49 | 0.58 | 0.48 | | 0.58 | 0.49 | 0.24 | |
| Delay/Veh: | 28.5 | 21.7 | 10.6 | | 47.4 | 51.8 | 51.8 | | 52.4 | 33.6 | 12.0 | | 37.5 | 21.1 | 14.5 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 28.5 | 21.7 | 10.6 | | 47.4 | 51.8 | 51.8 | | 52.4 | 33.6 | 12.0 | | 37.5 | 21.1 | 14.5 | |
| LOS by Move: | C | C | B | | D | D | D | | D | C | B | | D | C | B | |
| HCM2kAvgQ: | 10 | 0 | 2 | | 3 | 3 | 3 | | 1 | 7 | 8 | | 6 | 8 | 3 | |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #24 Empire Ranch Road/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.940
Loss Time (sec): 12 Average Delay (sec/veh): 46.9
Optimal Cycle: 132 Level Of Service: D

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Ovl | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 2 | 0 | 3 | 0 | 1 | 2 | 0 | 3 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 405 | 710 | 96 | 437 | 1188 | 22 | 110 | 555 | 299 | 256 | 831 | 226 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 405 | 710 | 96 | 437 | 1188 | 22 | 110 | 555 | 299 | 256 | 831 | 226 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 455 | 798 | 108 | 491 | 1335 | 25 | 124 | 624 | 336 | 288 | 934 | 254 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 455 | 798 | 108 | 491 | 1335 | 25 | 124 | 624 | 336 | 288 | 934 | 254 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 455 | 798 | 108 | 491 | 1335 | 25 | 124 | 624 | 336 | 288 | 934 | 254 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.91 | 0.85 | 0.92 | 0.91 | 0.85 | 0.95 | 0.90 | 0.90 | 0.95 | 0.92 | 0.92 |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 1.00 | 1.30 | 0.70 | 1.00 | 1.57 | 0.43 |
| Final Sat.: | 3502 | 5187 | 1615 | 3502 | 5187 | 1615 | 1805 | 2224 | 1198 | 1805 | 2747 | 747 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.13 | 0.15 | 0.07 | 0.14 | 0.26 | 0.02 | 0.07 | 0.28 | 0.28 | 0.16 | 0.34 | 0.34 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green/Cycle: | 0.14 | 0.22 | 0.39 | 0.20 | 0.27 | 0.35 | 0.08 | 0.30 | 0.30 | 0.17 | 0.39 | 0.39 |
| Volume/Cap: | 0.94 | 0.71 | 0.17 | 0.71 | 0.94 | 0.04 | 0.87 | 0.94 | 0.94 | 0.94 | 0.87 | 0.87 |
| Delay/Veh: | 69.2 | 38.6 | 20.4 | 41.1 | 47.8 | 21.3 | 86.2 | 49.9 | 49.9 | 76.8 | 34.7 | 34.7 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 69.2 | 38.6 | 20.4 | 41.1 | 47.8 | 21.3 | 86.2 | 49.9 | 49.9 | 76.8 | 34.7 | 34.7 |
| LOS by Move: | E | D | C | D | D | C | F | D | D | E | C | C |
| HCM2kAvgQ: | 9 | 9 | 2 | 7 | 17 | 0 | 4 | 17 | 17 | 9 | 18 | 18 |

Note: Queue reported is the number of cars per lane.





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Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #25 Prairie City Rd/ High School

Cycle (sec): 100 Critical Vol./Cap. (X): 0.907
Loss Time (sec): 12 Average Delay (sec/veh): 34.3
Optimal Cycle: 113 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 2 | 0 | 2 | 1 | 0 | 2 | 0 | 2 | 1 | 0 | 2 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 842 | 1466 | 115 | 413 | 1220 | 516 | 151 | 3 | 201 | 102 | 0 | 104 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 842 | 1466 | 115 | 413 | 1220 | 516 | 151 | 3 | 201 | 102 | 0 | 104 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 946 | 1647 | 129 | 464 | 1371 | 580 | 170 | 3 | 226 | 115 | 0 | 117 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 946 | 1647 | 129 | 464 | 1371 | 580 | 170 | 3 | 226 | 115 | 0 | 117 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 946 | 1647 | 129 | 464 | 1371 | 580 | 170 | 3 | 226 | 115 | 0 | 117 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.90 | 0.90 | 0.92 | 0.87 | 0.87 | 0.92 | 0.85 | 0.85 | 0.95 | 1.00 | 0.85 |
| Lanes: | 2.00 | 2.78 | 0.22 | 2.00 | 2.11 | 0.89 | 2.00 | 0.03 | 1.97 | 1.00 | 0.00 | 2.00 |
| Final Sat.: | 3502 | 4757 | 373 | 3502 | 3481 | 1472 | 3502 | 48 | 3190 | 1805 | 0 | 3230 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.27 | 0.35 | 0.35 | 0.13 | 0.39 | 0.39 | 0.05 | 0.07 | 0.07 | 0.06 | 0.00 | 0.04 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green/Cycle: | 0.30 | 0.53 | 0.53 | 0.20 | 0.43 | 0.43 | 0.08 | 0.08 | 0.08 | 0.07 | 0.00 | 0.07 |
| Volume/Cap: | 0.91 | 0.65 | 0.65 | 0.65 | 0.91 | 0.91 | 0.57 | 0.91 | 0.91 | 0.91 | 0.00 | 0.52 |
| Delay/Veh: | 45.1 | 17.5 | 17.5 | 38.9 | 32.5 | 32.5 | 46.7 | 78.8 | 78.8 | 98.7 | 0.0 | 47.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 45.1 | 17.5 | 17.5 | 38.9 | 32.5 | 32.5 | 46.7 | 78.8 | 78.8 | 98.7 | 0.0 | 47.0 |
| LOS by Move: | D | B | B | D | C | C | D | E | E | F | A | D |
| HCM2kAvgQ: | 13 | 13 | 13 | 7 | 21 | 21 | 4 | 6 | 6 | 6 | 0 | 3 |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #26 East Bidwell St / Placerville Rd

Average Delay (sec/veh): 10.6 Worst Case Level Of Service: F[136.1]

| 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 | 2 | 1 0 | 0 | 0 | 3 | 0 0 | 0 | 0 | 0 | 0 0 | 0 | 0 | 0 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 2135 | 47 | 0 | 1709 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 329 | | | |
| Growth Adj: | 1.00 | 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 | 2135 | 47 | 0 | 1709 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 329 | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | | | | |
| PHF Volume: | 0 | 2399 | 53 | 0 | 1920 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 370 | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| FinalVolume: | 0 | 2399 | 53 | 0 | 1920 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 370 | | | |

Critical Gap Module:

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Critical Gp: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | 6.9 |
| FollowUpTim: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | 3.3 |

Capacity Module:

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Cnflict Vol: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | 826 |
| Potent Cap.: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | 319 |
| Move Cap.: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | 319 |
| Volume/Cap: | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | xxxx | 1.16 |

Level Of Service Module:

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2Way95thQ: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | 15.3 |
| Control Del: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | 136.1 |
| LOS by Move: | * | * | * | * | * | * | * | * | * | * | * | F |
| Movement: | LT - | LTR - | RT | LT - | LTR - | RT | LT - | LTR - | RT | LT - | LTR - | RT |
| Shared Cap.: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| SharedQueue: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| Shrd ConDel: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx |
| Shared LOS: | * | * | * | * | * | * | * | * | * | * | * | * |
| ApproachDel: | xxxxxx | | | xxxxxx | | | xxxxxx | | | 136.1 | | |
| ApproachLOS: | * | | | * | | | * | | | F | | |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #27 Prairie City Rd/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 1.011
Loss Time (sec): 12 Average Delay (sec/veh): 34.2
Optimal Cycle: 180 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Split Phase | | | | Split Phase | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Ovl | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 1! | 0 0 | 1 | 1 | 0 | 0 2 | 2 | 0 | 3 | 0 1 | 1 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | | 255 | 2 | 883 | | 1310 | 2235 | 1 | | 1 | 1804 | 159 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 0 | 0 | 0 | | 255 | 2 | 883 | | 1310 | 2235 | 1 | | 1 | 1804 | 159 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 0 | 0 | 0 | | 287 | 2 | 992 | | 1472 | 2511 | 1 | | 1 | 2027 | 179 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 0 | 0 | | 287 | 2 | 992 | | 1472 | 2511 | 1 | | 1 | 2027 | 179 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 0 | 0 | 0 | | 287 | 2 | 992 | | 1472 | 2511 | 1 | | 1 | 2027 | 179 | |

Saturation Flow Module:

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 0.97 | 0.97 | 0.75 | 0.92 | 0.91 | 0.85 | 0.95 | 0.91 | 0.85 |
| Lanes: | 0.00 | 1.00 | 0.00 | 1.98 | 0.02 | 2.00 | 2.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 |
| Final Sat.: | 0 | 1900 | 0 | 3642 | 29 | 2842 | 3502 | 5187 | 1615 | 1805 | 5187 | 1615 |

Capacity Analysis Module:

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.08 | 0.08 | 0.35 | 0.42 | 0.48 | 0.00 | 0.00 | 0.39 | 0.11 |
| Crit Moves: | | | | | **** | | **** | | | | **** | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | 0.08 | 0.08 | 0.49 | 0.42 | 0.80 | 0.80 | 0.00 | 0.39 | 0.39 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 1.01 | 1.01 | 0.71 | 1.01 | 0.60 | 0.00 | 0.60 | 1.01 | 0.29 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 102.2 | 102 | 21.4 | 55.6 | 4.1 | 2.0 | 292.2 | 53.5 | 21.4 |
| 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: | 0.0 | 0.0 | 0.0 | 102.2 | 102 | 21.4 | 55.6 | 4.1 | 2.0 | 292.2 | 53.5 | 21.4 |
| LOS by Move: | A | A | A | F | F | C | E | A | A | F | D | C |
| HCM2kAvgQ: | 0 | 0 | 0 | 6 | 6 | 14 | 24 | 10 | 0 | 0 | 28 | 4 |

Note: Queue reported is the number of cars per lane.

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AM Cumulative Plus MitigateTue May 12, 2009 17:06:29 Page 30-1

Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #28 Scott Rd (South)/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.723
Loss Time (sec): 9 Average Delay (sec/veh): 13.1
Optimal Cycle: 54 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Include | | | | Ovl | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 0 | 0 1 | 0 | 0 | 0 | 0 0 | 0 | 0 | 3 | 0 1 | 1 | 0 | 3 | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 269 | 0 | 225 | | 0 | 0 | 0 | | 0 | 2237 | 186 | | 68 | 1877 | 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: | 269 | 0 | 225 | | 0 | 0 | 0 | | 0 | 2237 | 186 | | 68 | 1877 | 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: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 302 | 0 | 253 | | 0 | 0 | 0 | | 0 | 2513 | 209 | | 76 | 2109 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 302 | 0 | 253 | | 0 | 0 | 0 | | 0 | 2513 | 209 | | 76 | 2109 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 302 | 0 | 253 | | 0 | 0 | 0 | | 0 | 2513 | 209 | | 76 | 2109 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.61 | 1.00 | 0.85 | | 1.00 | 1.00 | 1.00 | | 1.00 | 0.91 | 0.85 | | 0.95 | 0.91 | 1.00 | |
| Lanes: | 2.00 | 0.00 | 1.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 3.00 | 1.00 | | 1.00 | 3.00 | 0.00 | |
| Final Sat.: | 2304 | 0 | 1615 | | 0 | 0 | 0 | | 0 | 5187 | 1615 | | 1805 | 5187 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.13 | 0.00 | 0.16 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.48 | 0.13 | | 0.04 | 0.41 | 0.00 | |
| Crit Moves: | **** | | | | | | | | | **** | | | **** | | | |
| Green/Cycle: | 0.18 | 0.00 | 0.24 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.67 | 0.67 | | 0.06 | 0.73 | 0.00 | |
| Volume/Cap: | 0.72 | 0.00 | 0.65 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.72 | 0.19 | | 0.72 | 0.56 | 0.00 | |
| Delay/Veh: | 44.7 | 0.0 | 38.2 | | 0.0 | 0.0 | 0.0 | | 0.0 | 11.3 | 6.3 | | 68.0 | 6.4 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 44.7 | 0.0 | 38.2 | | 0.0 | 0.0 | 0.0 | | 0.0 | 11.3 | 6.3 | | 68.0 | 6.4 | 0.0 | |
| LOS by Move: | D | A | D | | A | A | A | | A | B | A | | E | A | A | |
| HCM2kAvgQ: | 6 | 0 | 8 | | 0 | 0 | 0 | | 0 | 18 | 2 | | 2 | 10 | 0 | |

Note: Queue reported is the number of cars per lane.





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Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #29 Scott Rd (North)/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.746
Loss Time (sec): 12 Average Delay (sec/veh): 28.0
Optimal Cycle: 66 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 1 | 0 1 | 1 | 0 | 1 | 0 2 | 2 | 0 | 3 | 0 1 | 1 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 228 | 163 | 71 | | 167 | 164 | 704 | | 531 | 1642 | 231 | | 72 | 1321 | 95 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 228 | 163 | 71 | | 167 | 164 | 704 | | 531 | 1642 | 231 | | 72 | 1321 | 95 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 256 | 183 | 80 | | 188 | 184 | 791 | | 597 | 1845 | 260 | | 81 | 1484 | 107 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 256 | 183 | 80 | | 188 | 184 | 791 | | 597 | 1845 | 260 | | 81 | 1484 | 107 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 256 | 183 | 80 | | 188 | 184 | 791 | | 597 | 1845 | 260 | | 81 | 1484 | 107 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 1.00 | 0.85 | | 0.95 | 1.00 | 0.75 | | 0.92 | 0.91 | 0.85 | | 0.95 | 0.91 | 0.85 | |
| Lanes: | 2.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 2.00 | | 2.00 | 3.00 | 1.00 | | 1.00 | 3.00 | 1.00 | |
| Final Sat.: | 3502 | 1900 | 1615 | | 1805 | 1900 | 2842 | | 3502 | 5187 | 1615 | | 1805 | 5187 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.07 | 0.10 | 0.05 | | 0.10 | 0.10 | 0.28 | | 0.17 | 0.36 | 0.16 | | 0.04 | 0.29 | 0.07 | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.11 | 0.13 | 0.20 | | 0.14 | 0.16 | 0.39 | | 0.23 | 0.54 | 0.65 | | 0.07 | 0.38 | 0.52 | |
| Volume/Cap: | 0.67 | 0.75 | 0.25 | | 0.75 | 0.61 | 0.72 | | 0.75 | 0.65 | 0.25 | | 0.65 | 0.75 | 0.13 | |
| Delay/Veh: | 47.6 | 53.8 | 34.3 | | 52.9 | 42.6 | 28.2 | | 39.8 | 16.8 | 7.4 | | 57.4 | 28.2 | 12.3 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 47.6 | 53.8 | 34.3 | | 52.9 | 42.6 | 28.2 | | 39.8 | 16.8 | 7.4 | | 57.4 | 28.2 | 12.3 | |
| LOS by Move: | D | D | C | | D | D | C | | D | B | A | | E | C | B | |
| HCM2kAvgQ: | 5 | 7 | 2 | | 6 | 5 | 12 | | 9 | 14 | 3 | | 3 | 15 | 2 | |

Note: Queue reported is the number of cars per lane.

Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #30 Placerville Rd/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.618
Loss Time (sec): 12 Average Delay (sec/veh): 12.7
Optimal Cycle: 50 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Split Phase | | | Split Phase | | | Protected | | | Protected | | |
| Rights: | Include | | | Ovl | | | Ovl | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 0 0 | 1! 0 | 0 | 1 1 | 0 0 | 1 | 1 0 | 3 0 | 1 | 1 0 | 3 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 444 | 0 | 28 | 12 | 1875 | 0 | 0 | 1423 | 195 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 444 | 0 | 28 | 12 | 1875 | 0 | 0 | 1423 | 195 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 0 | 0 | 0 | 499 | 0 | 31 | 13 | 2107 | 0 | 0 | 1599 | 219 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 499 | 0 | 31 | 13 | 2107 | 0 | 0 | 1599 | 219 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 0 | 0 | 0 | 499 | 0 | 31 | 13 | 2107 | 0 | 0 | 1599 | 219 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 0.85 | 0.95 | 0.91 | 1.00 | 1.00 | 0.91 | 0.85 |
| Lanes: | 0.00 | 1.00 | 0.00 | 2.00 | 0.00 | 1.00 | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 |
| Final Sat.: | 0 | 1900 | 0 | 3618 | 0 | 1615 | 1805 | 5187 | 1900 | 1900 | 5187 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.14 | 0.00 | 0.02 | 0.01 | 0.41 | 0.00 | 0.00 | 0.31 | 0.14 |
| Crit Moves: | | | | **** | | | | **** | | **** | | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | 0.22 | 0.00 | 0.24 | 0.02 | 0.66 | 0.00 | 0.00 | 0.64 | 0.86 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.62 | 0.00 | 0.08 | 0.48 | 0.62 | 0.00 | 0.00 | 0.48 | 0.16 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 36.5 | 0.0 | 29.7 | 61.2 | 10.3 | 0.0 | 0.0 | 9.4 | 1.1 |
| 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: | 0.0 | 0.0 | 0.0 | 36.5 | 0.0 | 29.7 | 61.2 | 10.3 | 0.0 | 0.0 | 9.4 | 1.1 |
| LOS by Move: | A | A | A | D | A | C | E | B | A | A | A | A |
| HCM2kAvgQ: | 0 | 0 | 0 | 7 | 0 | 1 | 0 | 13 | 0 | 0 | 9 | 1 |

Note: Queue reported is the number of cars per lane.





Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #31 Empire Ranch Rd/ North Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.320
Loss Time (sec): 12 Average Delay (sec/veh): 10.7
Optimal Cycle: 32 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Ovl | | | Ovl | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 2 0 | 3 0 | 1 | 2 0 | 3 0 | 1 | 2 0 | 1 0 | 1 | 2 0 | 1 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 10 | 883 | 48 | 208 | 1213 | 50 | 33 | 1 | 6 | 46 | 1 | 115 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 10 | 883 | 48 | 208 | 1213 | 50 | 33 | 1 | 6 | 46 | 1 | 115 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 11 | 992 | 54 | 234 | 1363 | 56 | 37 | 1 | 7 | 52 | 1 | 129 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 11 | 992 | 54 | 234 | 1363 | 56 | 37 | 1 | 7 | 52 | 1 | 129 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 11 | 992 | 54 | 234 | 1363 | 56 | 37 | 1 | 7 | 52 | 1 | 129 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.91 | 0.85 | 0.92 | 0.91 | 0.85 | 0.92 | 1.00 | 0.85 | 0.92 | 1.00 | 0.85 |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 |
| Final Sat.: | 3502 | 5187 | 1615 | 3502 | 5187 | 1615 | 3502 | 1900 | 1615 | 3502 | 1900 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.19 | 0.03 | 0.07 | 0.26 | 0.03 | 0.01 | 0.00 | 0.00 | 0.01 | 0.00 | 0.08 |
| Crit Moves: | | **** | | **** | | | **** | | | | | **** |
| Green/Cycle: | 0.01 | 0.60 | 0.67 | 0.21 | 0.80 | 0.83 | 0.03 | 0.00 | 0.01 | 0.07 | 0.04 | 0.25 |
| Volume/Cap: | 0.33 | 0.32 | 0.05 | 0.32 | 0.33 | 0.04 | 0.32 | 0.13 | 0.29 | 0.21 | 0.01 | 0.32 |
| Delay/Veh: | 54.8 | 10.1 | 5.8 | 33.8 | 2.9 | 1.5 | 48.9 | 56.2 | 55.7 | 44.3 | 46.0 | 31.1 |
| 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: | 54.8 | 10.1 | 5.8 | 33.8 | 2.9 | 1.5 | 48.9 | 56.2 | 55.7 | 44.3 | 46.0 | 31.1 |
| LOS by Move: | D | B | A | C | A | A | D | E | E | D | D | C |
| HCM2kAvgQ: | 0 | 5 | 1 | 3 | 4 | 0 | 1 | 0 | 1 | 1 | 0 | 3 |

Note: Queue reported is the number of cars per lane.

Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #32 Prairie City Rd/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.772
Loss Time (sec): 12 Average Delay (sec/veh): 31.9
Optimal Cycle: 71 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 248 | 1343 | 391 | | 308 | 820 | 165 | | 265 | 530 | 91 | | 222 | 945 | 288 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 248 | 1343 | 391 | | 308 | 820 | 165 | | 265 | 530 | 91 | | 222 | 945 | 288 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 279 | 1509 | 439 | | 346 | 921 | 185 | | 298 | 596 | 102 | | 249 | 1062 | 324 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 279 | 1509 | 439 | | 346 | 921 | 185 | | 298 | 596 | 102 | | 249 | 1062 | 324 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 279 | 1509 | 439 | | 346 | 921 | 185 | | 298 | 596 | 102 | | 249 | 1062 | 324 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.91 | 0.85 | | 0.92 | 0.91 | 0.85 | | 0.92 | 0.91 | 0.85 | | 0.92 | 0.91 | 0.85 | |
| Lanes: | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | |
| Final Sat.: | 3502 | 5187 | 1615 | | 3502 | 5187 | 1615 | | 3502 | 5187 | 1615 | | 3502 | 5187 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.08 | 0.29 | 0.27 | | 0.10 | 0.18 | 0.11 | | 0.09 | 0.11 | 0.06 | | 0.07 | 0.20 | 0.20 | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.16 | 0.38 | 0.52 | | 0.13 | 0.35 | 0.46 | | 0.11 | 0.23 | 0.39 | | 0.14 | 0.27 | 0.39 | |
| Volume/Cap: | 0.51 | 0.77 | 0.52 | | 0.77 | 0.51 | 0.25 | | 0.77 | 0.50 | 0.16 | | 0.50 | 0.77 | 0.51 | |
| Delay/Veh: | 39.5 | 29.4 | 16.4 | | 50.3 | 26.0 | 16.7 | | 52.6 | 33.7 | 20.1 | | 40.2 | 36.7 | 23.7 | |
| 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: | 39.5 | 29.4 | 16.4 | | 50.3 | 26.0 | 16.7 | | 52.6 | 33.7 | 20.1 | | 40.2 | 36.7 | 23.7 | |
| LOS by Move: | D | C | B | | D | C | B | | D | C | C | | D | D | C | |
| HCM2kAvgQ: | 4 | 15 | 9 | | 6 | 8 | 3 | | 5 | 6 | 2 | | 4 | 11 | 7 | |

Note: Queue reported is the number of cars per lane.





Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #33 Oak Ave Pkwy/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.656
Loss Time (sec): 12 Average Delay (sec/veh): 30.3
Optimal Cycle: 54 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 2 | 0 1 | 2 | 0 | 2 | 0 2 | 2 | 0 | 2 | 0 1 | 2 | 0 | 2 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 236 | 621 | 204 | | 226 | 516 | 756 | | 354 | 513 | 170 | | 134 | 652 | 223 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 236 | 621 | 204 | | 226 | 516 | 756 | | 354 | 513 | 170 | | 134 | 652 | 223 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 265 | 698 | 229 | | 254 | 580 | 849 | | 398 | 576 | 191 | | 151 | 733 | 251 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 265 | 698 | 229 | | 254 | 580 | 849 | | 398 | 576 | 191 | | 151 | 733 | 251 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 265 | 698 | 229 | | 254 | 580 | 849 | | 398 | 576 | 191 | | 151 | 733 | 251 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.95 | 0.85 | | 0.92 | 0.95 | 0.75 | | 0.92 | 0.95 | 0.85 | | 0.92 | 0.95 | 0.85 | |
| Lanes: | 2.00 | 2.00 | 1.00 | | 2.00 | 2.00 | 2.00 | | 2.00 | 2.00 | 1.00 | | 2.00 | 2.00 | 1.00 | |
| Final Sat.: | 3502 | 3610 | 1615 | | 3502 | 3610 | 2842 | | 3502 | 3610 | 1615 | | 3502 | 3610 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.08 | 0.19 | 0.14 | | 0.07 | 0.16 | 0.30 | | 0.11 | 0.16 | 0.12 | | 0.04 | 0.20 | 0.16 | |
| Crit Moves: | **** | | | | | | **** | | **** | | | | | **** | | |
| Green/Cycle: | 0.12 | 0.29 | 0.39 | | 0.11 | 0.28 | 0.46 | | 0.17 | 0.38 | 0.50 | | 0.10 | 0.31 | 0.42 | |
| Volume/Cap: | 0.66 | 0.67 | 0.36 | | 0.67 | 0.57 | 0.66 | | 0.66 | 0.42 | 0.24 | | 0.42 | 0.66 | 0.37 | |
| Delay/Veh: | 46.2 | 33.0 | 21.9 | | 47.4 | 31.4 | 22.4 | | 41.2 | 23.1 | 14.6 | | 42.9 | 31.4 | 20.4 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 46.2 | 33.0 | 21.9 | | 47.4 | 31.4 | 22.4 | | 41.2 | 23.1 | 14.6 | | 42.9 | 31.4 | 20.4 | |
| LOS by Move: | D | C | C | | D | C | C | | D | C | B | | D | C | C | |
| HCM2kAvgQ: | 4 | 10 | 5 | | 4 | 8 | 11 | | 6 | 7 | 3 | | 2 | 10 | 5 | |

Note: Queue reported is the number of cars per lane.

Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #34 RowberryDr/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.550
Loss Time (sec): 12 Average Delay (sec/veh): 21.8
Optimal Cycle: 44 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Split Phase | | | Split Phase | | | Protected | | | Protected | | |
| Rights: | Include | | | Ovl | | | Ovl | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 0 | 0 | 1! 0 | 0 | 1 | 1 0 | 0 | 1 | 2 0 | 2 0 | 1 | 1 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 5 | 6 | 7 | 210 | 2 | 416 | 499 | 442 | 2 | 3 | 588 | 294 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 5 | 6 | 7 | 210 | 2 | 416 | 499 | 442 | 2 | 3 | 588 | 294 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 6 | 7 | 8 | 236 | 2 | 467 | 561 | 497 | 2 | 3 | 661 | 330 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 6 | 7 | 8 | 236 | 2 | 467 | 561 | 497 | 2 | 3 | 661 | 330 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 6 | 7 | 8 | 236 | 2 | 467 | 561 | 497 | 2 | 3 | 661 | 330 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.93 | 0.93 | 0.93 | 0.95 | 0.95 | 0.85 | 0.92 | 0.95 | 0.85 | 0.95 | 0.95 | 0.85 |
| Lanes: | 0.28 | 0.33 | 0.39 | 1.98 | 0.02 | 1.00 | 2.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 493 | 591 | 690 | 3587 | 34 | 1615 | 3502 | 3610 | 1615 | 1805 | 3610 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.01 | 0.01 | 0.07 | 0.07 | 0.29 | 0.16 | 0.14 | 0.00 | 0.00 | 0.18 | 0.20 |
| Crit Moves: | **** | | | | | **** | **** | | | | **** | |
| Green/Cycle: | 0.02 | 0.02 | 0.02 | 0.24 | 0.24 | 0.53 | 0.29 | 0.62 | 0.64 | 0.01 | 0.33 | 0.57 |
| Volume/Cap: | 0.55 | 0.55 | 0.55 | 0.28 | 0.28 | 0.55 | 0.55 | 0.22 | 0.00 | 0.22 | 0.55 | 0.36 |
| Delay/Veh: | 65.1 | 65.1 | 65.1 | 31.5 | 31.5 | 16.6 | 30.6 | 8.6 | 6.6 | 56.7 | 27.8 | 12.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 65.1 | 65.1 | 65.1 | 31.5 | 31.5 | 16.6 | 30.6 | 8.6 | 6.6 | 56.7 | 27.8 | 12.0 |
| LOS by Move: | E | E | E | C | C | B | C | A | A | E | C | B |
| HCM2kAvgQ: | 1 | 1 | 1 | 3 | 3 | 9 | 7 | 3 | 0 | 0 | 9 | 5 |

Note: Queue reported is the number of cars per lane.





Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #35 1st/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.357
Loss Time (sec): 12 Average Delay (sec/veh): 19.5
Optimal Cycle: 33 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Ovl | | | Include | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 | 0 | 0 1 | 0 | 1 | 0 1 | 0 | 1 | 2 1 | 0 | 1 | 0 3 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 108 | 11 | 13 | 46 | 3 | 115 | 171 | 489 | 37 | 5 | 640 | 60 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 108 | 11 | 13 | 46 | 3 | 115 | 171 | 489 | 37 | 5 | 640 | 60 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 121 | 12 | 15 | 52 | 3 | 129 | 192 | 549 | 42 | 6 | 719 | 67 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 121 | 12 | 15 | 52 | 3 | 129 | 192 | 549 | 42 | 6 | 719 | 67 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 121 | 12 | 15 | 52 | 3 | 129 | 192 | 549 | 42 | 6 | 719 | 67 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.92 | 0.92 | 0.95 | 1.00 | 0.85 | 0.95 | 0.90 | 0.90 | 0.95 | 0.91 | 0.85 |
| Lanes: | 1.00 | 0.46 | 0.54 | 1.00 | 1.00 | 1.00 | 1.00 | 2.79 | 0.21 | 1.00 | 3.00 | 1.00 |
| Final Sat.: | 1805 | 800 | 946 | 1805 | 1900 | 1615 | 1805 | 4774 | 361 | 1805 | 5187 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.07 | 0.02 | 0.02 | 0.03 | 0.00 | 0.08 | 0.11 | 0.12 | 0.12 | 0.00 | 0.14 | 0.04 |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | |
| Green/Cycle: | 0.19 | 0.07 | 0.07 | 0.13 | 0.00 | 0.30 | 0.30 | 0.67 | 0.67 | 0.02 | 0.39 | 0.51 |
| Volume/Cap: | 0.36 | 0.23 | 0.23 | 0.23 | 0.36 | 0.26 | 0.36 | 0.17 | 0.17 | 0.17 | 0.36 | 0.08 |
| Delay/Veh: | 36.0 | 45.1 | 45.1 | 39.9 | 71.2 | 26.7 | 28.0 | 6.2 | 6.2 | 50.9 | 21.8 | 12.4 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 36.0 | 45.1 | 45.1 | 39.9 | 71.2 | 26.7 | 28.0 | 6.2 | 6.2 | 50.9 | 21.8 | 12.4 |
| LOS by Move: | D | D | D | D | E | C | C | A | A | D | C | B |
| HCM2kAvgQ: | 3 | 1 | 1 | 2 | 0 | 3 | 4 | 2 | 2 | 0 | 5 | 1 |

Note: Queue reported is the number of cars per lane.

Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #36 2nd St/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.521
Loss Time (sec): 12 Average Delay (sec/veh): 25.7
Optimal Cycle: 42 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 0 | 0 | 1 0 | 2 0 | 1 0 | 1 | 1 0 | 2 | 1 0 | 1 0 | 2 | 1 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 49 | 134 | 148 | 180 | 69 | 0 | 0 | 479 | 69 | 38 | 657 | 308 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 49 | 134 | 148 | 180 | 69 | 0 | 0 | 479 | 69 | 38 | 657 | 308 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 55 | 151 | 166 | 202 | 78 | 0 | 0 | 538 | 78 | 43 | 738 | 346 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 55 | 151 | 166 | 202 | 78 | 0 | 0 | 538 | 78 | 43 | 738 | 346 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 55 | 151 | 166 | 202 | 78 | 0 | 0 | 538 | 78 | 43 | 738 | 346 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.92 | 0.92 | 0.92 | 1.00 | 1.00 | 1.00 | 0.89 | 0.89 | 0.95 | 0.87 | 0.87 |
| Lanes: | 1.00 | 0.48 | 0.52 | 2.00 | 1.00 | 1.00 | 1.00 | 2.62 | 0.38 | 1.00 | 2.04 | 0.96 |
| Final Sat.: | 1805 | 832 | 918 | 3502 | 1900 | 1900 | 1900 | 4448 | 641 | 1805 | 3362 | 1576 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.18 | 0.18 | 0.06 | 0.04 | 0.00 | 0.00 | 0.12 | 0.12 | 0.02 | 0.22 | 0.22 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green/Cycle: | 0.20 | 0.35 | 0.35 | 0.11 | 0.26 | 0.00 | 0.00 | 0.35 | 0.35 | 0.07 | 0.42 | 0.42 |
| Volume/Cap: | 0.16 | 0.52 | 0.52 | 0.52 | 0.16 | 0.00 | 0.00 | 0.34 | 0.34 | 0.34 | 0.52 | 0.52 |
| Delay/Veh: | 33.5 | 26.8 | 26.8 | 43.2 | 28.5 | 0.0 | 0.0 | 24.0 | 24.0 | 46.0 | 21.7 | 21.7 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 33.5 | 26.8 | 26.8 | 43.2 | 28.5 | 0.0 | 0.0 | 24.0 | 24.0 | 46.0 | 21.7 | 21.7 |
| LOS by Move: | C | C | C | D | C | A | A | C | C | D | C | C |
| HCM2kAvgQ: | 1 | 8 | 8 | 4 | 2 | 0 | 0 | 5 | 5 | 1 | 9 | 9 |

Note: Queue reported is the number of cars per lane.





Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #37 3rd St/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.401
Loss Time (sec): 12 Average Delay (sec/veh): 24.1
Optimal Cycle: 35 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Ovl | | | Include | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 0 | 1 | 0 1 | 2 0 | 1 0 | 1 | 1 0 | 2 | 1 0 | 1 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 137 | 41 | 59 | 184 | 10 | 161 | 161 | 517 | 129 | 51 | 704 | 134 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 137 | 41 | 59 | 184 | 10 | 161 | 161 | 517 | 129 | 51 | 704 | 134 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 154 | 46 | 66 | 207 | 11 | 181 | 181 | 581 | 145 | 57 | 791 | 151 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 154 | 46 | 66 | 207 | 11 | 181 | 181 | 581 | 145 | 57 | 791 | 151 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 154 | 46 | 66 | 207 | 11 | 181 | 181 | 581 | 145 | 57 | 791 | 151 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 1.00 | 0.85 | 0.92 | 1.00 | 0.85 | 0.95 | 0.88 | 0.88 | 0.95 | 0.91 | 0.85 |
| Lanes: | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 1.00 | 2.40 | 0.60 | 1.00 | 3.00 | 1.00 |
| Final Sat.: | 1805 | 1900 | 1615 | 3502 | 1900 | 1615 | 1805 | 4027 | 1005 | 1805 | 5187 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.09 | 0.02 | 0.04 | 0.06 | 0.01 | 0.11 | 0.10 | 0.14 | 0.14 | 0.03 | 0.15 | 0.09 |
| Crit Moves: | | | **** | **** | | | **** | | | | **** | |
| Green/Cycle: | 0.22 | 0.10 | 0.10 | 0.15 | 0.03 | 0.28 | 0.25 | 0.52 | 0.52 | 0.11 | 0.38 | 0.53 |
| Volume/Cap: | 0.39 | 0.24 | 0.40 | 0.40 | 0.20 | 0.40 | 0.40 | 0.28 | 0.28 | 0.28 | 0.40 | 0.18 |
| Delay/Veh: | 33.9 | 41.9 | 43.6 | 39.2 | 49.0 | 29.7 | 31.8 | 13.7 | 13.7 | 41.3 | 22.8 | 12.4 |
| 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: | 33.9 | 41.9 | 43.6 | 39.2 | 49.0 | 29.7 | 31.8 | 13.7 | 13.7 | 41.3 | 22.8 | 12.4 |
| LOS by Move: | C | D | D | D | D | C | C | B | B | D | C | B |
| HCM2kAvgQ: | 4 | 1 | 2 | 3 | 1 | 5 | 4 | 4 | 4 | 2 | 6 | 2 |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #38 Scott Rd (North)/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.747
Loss Time (sec): 12 Average Delay (sec/veh): 30.8
Optimal Cycle: 67 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 107 | 660 | 263 | 817 | 1120 | 244 | 423 | 338 | 2 | 201 | 538 | 283 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 107 | 660 | 263 | 817 | 1120 | 244 | 423 | 338 | 2 | 201 | 538 | 283 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | | | | |
| PHF Volume: | 120 | 742 | 296 | 918 | 1258 | 274 | 475 | 380 | 2 | 226 | 604 | 318 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 120 | 742 | 296 | 918 | 1258 | 274 | 475 | 380 | 2 | 226 | 604 | 318 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| FinalVolume: | 120 | 742 | 296 | 918 | 1258 | 274 | 475 | 380 | 2 | 226 | 604 | 318 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 0.92 | 0.91 | 0.85 | 0.92 | 0.91 | 0.85 | 0.92 | 0.91 | 0.85 | 0.92 | 0.91 | 0.85 | | | | |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | | | | |
| Final Sat.: | 3502 | 5187 | 1615 | 3502 | 5187 | 1615 | 3502 | 5187 | 1615 | 3502 | 5187 | 1615 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.14 | 0.18 | 0.26 | 0.24 | 0.17 | 0.14 | 0.07 | 0.00 | 0.06 | 0.12 | 0.20 | | | | |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | | | | | |
| Green/Cycle: | 0.07 | 0.19 | 0.35 | 0.35 | 0.48 | 0.66 | 0.18 | 0.18 | 0.25 | 0.16 | 0.16 | 0.51 | | | | |
| Volume/Cap: | 0.51 | 0.75 | 0.52 | 0.75 | 0.51 | 0.26 | 0.75 | 0.41 | 0.01 | 0.41 | 0.75 | 0.39 | | | | |
| Delay/Veh: | 46.9 | 41.3 | 26.8 | 31.1 | 18.4 | 7.2 | 43.6 | 36.6 | 28.4 | 38.4 | 44.2 | 15.4 | | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| AdjDel/Veh: | 46.9 | 41.3 | 26.8 | 31.1 | 18.4 | 7.2 | 43.6 | 36.6 | 28.4 | 38.4 | 44.2 | 15.4 | | | | |
| LOS by Move: | D | D | C | C | B | A | D | D | C | D | D | B | | | | |
| HCM2kAvgQ: | 2 | 8 | 7 | 12 | 9 | 3 | 7 | 4 | 0 | 3 | 7 | 6 | | | | |

Note: Queue reported is the number of cars per lane.





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Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #39 Placerville Rd / Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.727
Loss Time (sec): 12 Average Delay (sec/veh): 31.5
Optimal Cycle: 63 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Ovl | | | | Include | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 0 | 1 0 | 1 | 0 | 1 | 0 1 | 2 | 0 | 2 | 1 0 | 1 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 419 | 305 | 51 | 16 | 92 | 150 | 727 | 263 | 297 | 51 | 219 | 145 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 419 | 305 | 51 | 16 | 92 | 150 | 727 | 263 | 297 | 51 | 219 | 145 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | | | | |
| PHF Volume: | 471 | 343 | 57 | 18 | 103 | 169 | 817 | 296 | 334 | 57 | 246 | 163 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 471 | 343 | 57 | 18 | 103 | 169 | 817 | 296 | 334 | 57 | 246 | 163 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| 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: | 471 | 343 | 57 | 18 | 103 | 169 | 817 | 296 | 334 | 57 | 246 | 163 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 0.95 | 0.98 | 0.98 | 0.95 | 1.00 | 0.85 | 0.92 | 0.84 | 0.84 | 0.95 | 0.91 | 0.85 | | | | |
| Lanes: | 1.00 | 0.86 | 0.14 | 1.00 | 1.00 | 1.00 | 2.00 | 2.00 | 1.00 | 1.00 | 3.00 | 1.00 | | | | |
| Final Sat.: | 1805 | 1594 | 266 | 1805 | 1900 | 1615 | 3502 | 3185 | 1592 | 1805 | 5187 | 1615 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.26 | 0.22 | 0.22 | 0.01 | 0.05 | 0.10 | 0.23 | 0.09 | 0.21 | 0.03 | 0.05 | 0.10 | | | | |
| Crit Moves: | **** | | | | **** | | **** | | | | | **** | | | | |
| Green/Cycle: | 0.36 | 0.41 | 0.41 | 0.02 | 0.07 | 0.40 | 0.32 | 0.39 | 0.39 | 0.06 | 0.13 | 0.14 | | | | |
| Volume/Cap: | 0.73 | 0.52 | 0.52 | 0.52 | 0.73 | 0.26 | 0.73 | 0.24 | 0.54 | 0.54 | 0.38 | 0.70 | | | | |
| Delay/Veh: | 31.9 | 22.5 | 22.5 | 61.8 | 62.3 | 20.6 | 32.5 | 20.7 | 24.3 | 51.3 | 40.5 | 49.8 | | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| AdjDel/Veh: | 31.9 | 22.5 | 22.5 | 61.8 | 62.3 | 20.6 | 32.5 | 20.7 | 24.3 | 51.3 | 40.5 | 49.8 | | | | |
| LOS by Move: | C | C | C | E | E | C | C | C | C | D | D | D | | | | |
| HCM2kAvgQ: | 14 | 9 | 9 | 1 | 5 | 4 | 12 | 3 | 9 | 2 | 2 | 5 | | | | |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #40 4th St/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.147
Loss Time (sec): 12 Average Delay (sec/veh): 0.8
Optimal Cycle: 26 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Ovl | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 0 | 1 0 | 1 | 0 | 1 | 0 1 | 1 | 0 | 1 | 1 0 | 1 | 0 | 1 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 331 | 0 | | 0 | 415 | 0 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 331 | 0 | | 0 | 415 | 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: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 372 | 0 | | 0 | 466 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 372 | 0 | | 0 | 466 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 372 | 0 | | 0 | 466 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 0.95 | 0.95 | | 1.00 | 0.95 | 0.95 | |
| Lanes: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 2.00 | 0.00 | | 1.00 | 2.00 | 0.00 | |
| Final Sat.: | 1900 | 1900 | 0 | | 1900 | 1900 | 1900 | | 1900 | 3610 | 0 | | 1900 | 3610 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.10 | 0.00 | | 0.00 | 0.13 | 0.00 | |
| Crit Moves: | | | | | | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.88 | 0.00 | | 0.00 | 0.88 | 0.00 | |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.12 | 0.00 | | 0.00 | 0.15 | 0.00 | |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.0 | 0.8 | 0.0 | | 0.0 | 0.8 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.0 | 0.8 | 0.0 | | 0.0 | 0.8 | 0.0 | |
| LOS by Move: | A | A | A | | A | A | A | | A | A | A | | A | A | A | |
| HCM2kAvgQ: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 1 | 0 | | 0 | 1 | 0 | |

Note: Queue reported is the number of cars per lane.





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Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #41 Hillside Dr/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.393
Loss Time (sec): 9 Average Delay (sec/veh): 16.2
Optimal Cycle: 29 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Ovl | | | | Include | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 0 | 0 0 | 1 | 0 | 0 | 0 1 | 1 | 0 | 1 | 0 0 | 0 | 0 | 1 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | | 25 | 0 | 111 | | 226 | 149 | 0 | | 0 | 341 | 86 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 0 | 0 | 0 | | 25 | 0 | 111 | | 226 | 149 | 0 | | 0 | 341 | 86 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 0 | 0 | 0 | | 28 | 0 | 125 | | 254 | 167 | 0 | | 0 | 383 | 97 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 0 | 0 | | 28 | 0 | 125 | | 254 | 167 | 0 | | 0 | 383 | 97 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 0 | 0 | | 28 | 0 | 125 | | 254 | 167 | 0 | | 0 | 383 | 97 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 1.00 | 1.00 | | 0.95 | 1.00 | 0.85 | | 0.95 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.85 | |
| Lanes: | 0.00 | 0.00 | 0.00 | | 1.00 | 0.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 0.00 | 1.00 | 1.00 | |
| Final Sat.: | 0 | 0 | 0 | | 1805 | 0 | 1615 | | 1805 | 1900 | 0 | | 0 | 1900 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | | 0.02 | 0.00 | 0.08 | | 0.14 | 0.09 | 0.00 | | 0.00 | 0.20 | 0.06 | |
| Crit Moves: | | | | | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | | 0.04 | 0.00 | 0.40 | | 0.36 | 0.87 | 0.00 | | 0.00 | 0.51 | 0.55 | |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | | 0.39 | 0.00 | 0.19 | | 0.39 | 0.10 | 0.00 | | 0.00 | 0.39 | 0.11 | |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | | 50.4 | 0.0 | 19.8 | | 24.4 | 0.9 | 0.0 | | 0.0 | 15.1 | 10.7 | |
| 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: | 0.0 | 0.0 | 0.0 | | 50.4 | 0.0 | 19.8 | | 24.4 | 0.9 | 0.0 | | 0.0 | 15.1 | 10.7 | |
| LOS by Move: | A | A | A | | D | A | B | | C | A | A | | A | B | B | |
| HCM2kAvgQ: | 0 | 0 | 0 | | 1 | 0 | 3 | | 6 | 1 | 0 | | 0 | 7 | 1 | |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #42 Empire Ranch Rd/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.460
Loss Time (sec): 12 Average Delay (sec/veh): 23.7
Optimal Cycle: 38 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Split Phase | | | | Split Phase | | | |
| Rights: | Include | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 2 | 1 0 | 1 | 0 | 3 | 0 1 | 1 | 1 | 0 | 0 1 | 0 | 1 | 0 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 47 | 610 | 37 | 171 | 703 | 391 | 146 | 62 | 31 | 44 | 92 | 185 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 47 | 610 | 37 | 171 | 703 | 391 | 146 | 62 | 31 | 44 | 92 | 185 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | | | | |
| PHF Volume: | 53 | 685 | 42 | 192 | 790 | 439 | 164 | 70 | 35 | 49 | 103 | 208 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 53 | 685 | 42 | 192 | 790 | 439 | 164 | 70 | 35 | 49 | 103 | 208 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| FinalVolume: | 53 | 685 | 42 | 192 | 790 | 439 | 164 | 70 | 35 | 49 | 103 | 208 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 0.95 | 0.90 | 0.90 | 0.95 | 0.91 | 0.85 | 0.97 | 0.97 | 0.85 | 0.86 | 0.86 | 0.86 | | | | |
| Lanes: | 1.00 | 2.83 | 0.17 | 1.00 | 3.00 | 1.00 | 1.40 | 0.60 | 1.00 | 0.32 | 0.68 | 1.00 | | | | |
| Final Sat.: | 1805 | 4846 | 294 | 1805 | 5187 | 1615 | 2577 | 1094 | 1615 | 530 | 1108 | 1638 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.14 | 0.14 | 0.11 | 0.15 | 0.27 | 0.06 | 0.06 | 0.02 | 0.09 | 0.09 | 0.13 | | | | |
| Crit Moves: | | **** | | **** | | | | **** | | | **** | | | | | |
| Green/Cycle: | 0.07 | 0.31 | 0.31 | 0.23 | 0.47 | 0.61 | 0.14 | 0.14 | 0.20 | 0.20 | 0.20 | 0.43 | | | | |
| Volume/Cap: | 0.44 | 0.46 | 0.46 | 0.46 | 0.32 | 0.45 | 0.46 | 0.46 | 0.11 | 0.46 | 0.46 | 0.29 | | | | |
| Delay/Veh: | 47.5 | 28.1 | 28.1 | 33.9 | 16.5 | 10.7 | 40.3 | 40.3 | 32.5 | 35.5 | 35.5 | 18.5 | | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| AdjDel/Veh: | 47.5 | 28.1 | 28.1 | 33.9 | 16.5 | 10.7 | 40.3 | 40.3 | 32.5 | 35.5 | 35.5 | 18.5 | | | | |
| LOS by Move: | D | C | C | C | B | B | D | D | C | D | D | B | | | | |
| HCM2kAvgQ: | 2 | 6 | 6 | 5 | 5 | 7 | 3 | 3 | 1 | 5 | 5 | 4 | | | | |

Note: Queue reported is the number of cars per lane.





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Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #43 Prairie City Rd/Middle Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.553
Loss Time (sec): 9 Average Delay (sec/veh): 8.9
Optimal Cycle: 37 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 | 2 | 1 0 | 1 | 0 | 3 | 0 0 | 0 | 0 | 0 | 0 0 | 1 | 0 | 0 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1766 | 8 | 15 | 1160 | 0 | 0 | 0 | 0 | 8 | 0 | 171 | | | | |
| Growth Adj: | 1.00 | 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 | 1766 | 8 | 15 | 1160 | 0 | 0 | 0 | 0 | 8 | 0 | 171 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | | | | |
| PHF Volume: | 0 | 1984 | 9 | 17 | 1303 | 0 | 0 | 0 | 0 | 9 | 0 | 192 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 0 | 1984 | 9 | 17 | 1303 | 0 | 0 | 0 | 0 | 9 | 0 | 192 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| 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: | 0 | 1984 | 9 | 17 | 1303 | 0 | 0 | 0 | 0 | 9 | 0 | 192 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 1.00 | 0.91 | 0.91 | 0.95 | 0.91 | 1.00 | 1.00 | 1.00 | 1.00 | 0.90 | 1.00 | 0.85 | | | | |
| Lanes: | 0.00 | 2.99 | 0.01 | 1.00 | 3.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | | | | |
| Final Sat.: | 0 | 5158 | 23 | 1805 | 5187 | 0 | 0 | 0 | 0 | 1702 | 0 | 1615 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.38 | 0.38 | 0.01 | 0.25 | 0.00 | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.12 | | | | |
| Crit Moves: | | **** | | **** | | | | | | | | **** | | | | |
| Green/Cycle: | 0.00 | 0.70 | 0.70 | 0.02 | 0.71 | 0.00 | 0.00 | 0.00 | 0.00 | 0.20 | 0.00 | 0.21 | | | | |
| Volume/Cap: | 0.00 | 0.55 | 0.55 | 0.55 | 0.35 | 0.00 | 0.00 | 0.00 | 0.00 | 0.03 | 0.00 | 0.55 | | | | |
| Delay/Veh: | 0.0 | 7.7 | 7.7 | 69.1 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 32.4 | 0.0 | 36.9 | | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| AdjDel/Veh: | 0.0 | 7.7 | 7.7 | 69.1 | 5.6 | 0.0 | 0.0 | 0.0 | 0.0 | 32.4 | 0.0 | 36.9 | | | | |
| LOS by Move: | A | A | A | E | A | A | A | A | A | C | A | D | | | | |
| HCM2kAvgQ: | 0 | 11 | 11 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | | | | |

Note: Queue reported is the number of cars per lane.

AM Cumulative Plus MitigateTue May 12, 2009 17:06:29 Page 46-1

Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #44 Oak Ave Pkwy/Middle Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.494
Loss Time (sec): 12 Average Delay (sec/veh): 16.2
Optimal Cycle: 40 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Ovl | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 186 | 966 | 8 | 30 | 766 | 24 | 25 | 3 | 51 | 15 | 14 | 69 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 186 | 966 | 8 | 30 | 766 | 24 | 25 | 3 | 51 | 15 | 14 | 69 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 209 | 1085 | 9 | 34 | 861 | 27 | 28 | 3 | 57 | 17 | 16 | 78 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 209 | 1085 | 9 | 34 | 861 | 27 | 28 | 3 | 57 | 17 | 16 | 78 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 209 | 1085 | 9 | 34 | 861 | 27 | 28 | 3 | 57 | 17 | 16 | 78 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 1.00 | 0.85 | 0.95 | 0.88 | 0.88 |
| Lanes: | 1.00 | 1.98 | 0.02 | 1.00 | 1.94 | 0.06 | 1.00 | 1.00 | 1.00 | 1.00 | 0.17 | 0.83 |
| Final Sat.: | 1805 | 3577 | 30 | 1805 | 3486 | 109 | 1805 | 1900 | 1615 | 1805 | 280 | 1382 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.12 | 0.30 | 0.30 | 0.02 | 0.25 | 0.25 | 0.02 | 0.00 | 0.04 | 0.01 | 0.06 | 0.06 |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | |
| Green/Cycle: | 0.23 | 0.69 | 0.69 | 0.04 | 0.50 | 0.50 | 0.03 | 0.02 | 0.26 | 0.12 | 0.11 | 0.11 |
| Volume/Cap: | 0.49 | 0.44 | 0.44 | 0.44 | 0.49 | 0.49 | 0.49 | 0.08 | 0.14 | 0.08 | 0.49 | 0.49 |
| Delay/Veh: | 34.0 | 6.9 | 6.9 | 50.7 | 16.8 | 16.8 | 54.2 | 48.5 | 28.7 | 39.1 | 43.6 | 43.6 |
| 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: | 34.0 | 6.9 | 6.9 | 50.7 | 16.8 | 16.8 | 54.2 | 48.5 | 28.7 | 39.1 | 43.6 | 43.6 |
| LOS by Move: | C | A | A | D | B | B | D | D | C | D | D | D |
| HCM2kAvgQ: | 5 | 7 | 7 | 1 | 9 | 9 | 1 | 0 | 1 | 0 | 3 | 3 |

Note: Queue reported is the number of cars per lane.





AM Cumulative Plus MitigateTue May 12, 2009 17:06:29 Page 47-1

Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #45 Scott Rd (North)/ Street "B"

Cycle (sec): 100 Critical Vol./Cap. (X): 0.563
Loss Time (sec): 12 Average Delay (sec/veh): 24.1
Optimal Cycle: 45 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 | 0 | 3 | 0 | 1 | 1 | 0 | 3 | 0 | 1 | 1 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 70 | 807 | 81 | 45 | 1137 | 141 | 71 | 111 | 35 | 73 | 96 | 152 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 70 | 807 | 81 | 45 | 1137 | 141 | 71 | 111 | 35 | 73 | 96 | 152 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 79 | 907 | 91 | 51 | 1278 | 158 | 80 | 125 | 39 | 82 | 108 | 171 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 79 | 907 | 91 | 51 | 1278 | 158 | 80 | 125 | 39 | 82 | 108 | 171 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 79 | 907 | 91 | 51 | 1278 | 158 | 80 | 125 | 39 | 82 | 108 | 171 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.91 | 0.85 | 0.95 | 0.91 | 0.85 | 0.95 | 0.96 | 0.96 | 0.95 | 0.91 | 0.91 |
| Lanes: | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 | 1.00 | 0.76 | 0.24 | 1.00 | 0.39 | 0.61 |
| Final Sat.: | 1805 | 5187 | 1615 | 1805 | 5187 | 1615 | 1805 | 1393 | 439 | 1805 | 668 | 1057 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.17 | 0.06 | 0.03 | 0.25 | 0.10 | 0.04 | 0.09 | 0.09 | 0.05 | 0.16 | 0.16 |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | |
| Green/Cycle: | 0.08 | 0.44 | 0.44 | 0.07 | 0.44 | 0.44 | 0.08 | 0.24 | 0.24 | 0.12 | 0.29 | 0.29 |
| Volume/Cap: | 0.56 | 0.39 | 0.13 | 0.39 | 0.56 | 0.22 | 0.56 | 0.37 | 0.37 | 0.37 | 0.56 | 0.56 |
| Delay/Veh: | 49.7 | 18.9 | 16.5 | 46.4 | 21.3 | 17.7 | 49.5 | 32.0 | 32.0 | 41.3 | 31.8 | 31.8 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 49.7 | 18.9 | 16.5 | 46.4 | 21.3 | 17.7 | 49.5 | 32.0 | 32.0 | 41.3 | 31.8 | 31.8 |
| LOS by Move: | D | B | B | D | C | B | D | C | C | D | C | C |
| HCM2kAvgQ: | 2 | 7 | 2 | 1 | 10 | 3 | 3 | 4 | 4 | 2 | 7 | 7 |

Note: Queue reported is the number of cars per lane.

Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #46 Placerville Drive/Street "B"

Cycle (sec): 100 Critical Vol./Cap. (X): 0.520
Loss Time (sec): 12 Average Delay (sec/veh): 24.7
Optimal Cycle: 42 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 0 | 1 0 | 1 | 0 | 0 | 1 0 | 1 | 0 | 0 | 1 0 | 1 | 0 | 1 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 55 | 213 | | 9 | 256 | 95 | | 40 | 32 | 135 | | 22 | 7 | 157 | | 439 |
| Growth Adj: | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 |
| Initial Bse: | 55 | 213 | | 9 | 256 | 95 | | 40 | 32 | 135 | | 22 | 7 | 157 | | 439 |
| User Adj: | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 |
| PHF Adj: | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 |
| PHF Volume: | 62 | 239 | | 10 | 288 | 107 | | 45 | 36 | 152 | | 25 | 8 | 176 | | 493 |
| Reduct Vol: | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 |
| Reduced Vol: | 62 | 239 | | 10 | 288 | 107 | | 45 | 36 | 152 | | 25 | 8 | 176 | | 493 |
| PCE Adj: | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 |
| 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: | 62 | 239 | | 10 | 288 | 107 | | 45 | 36 | 152 | | 25 | 8 | 176 | | 493 |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 |
| Adjustment: | 0.95 | 0.99 | | 0.99 | 0.95 | 0.96 | | 0.96 | 0.95 | 0.98 | | 0.98 | 0.95 | 1.00 | | 0.85 |
| Lanes: | 1.00 | 0.96 | | 0.04 | 1.00 | 0.70 | | 0.30 | 1.00 | 0.86 | | 0.14 | 1.00 | 1.00 | | 1.00 |
| Final Sat.: | 1805 | 1812 | | 77 | 1805 | 1278 | | 538 | 1805 | 1599 | | 261 | 1805 | 1900 | | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.13 | | 0.13 | 0.16 | 0.08 | | 0.08 | 0.02 | 0.09 | | 0.09 | 0.00 | 0.09 | | 0.31 |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | | | **** |
| Green/Cycle: | 0.16 | 0.25 | | 0.25 | 0.31 | 0.40 | | 0.40 | 0.04 | 0.31 | | 0.31 | 0.01 | 0.28 | | 0.59 |
| Volume/Cap: | 0.21 | 0.52 | | 0.52 | 0.52 | 0.21 | | 0.21 | 0.52 | 0.31 | | 0.31 | 0.31 | 0.33 | | 0.52 |
| Delay/Veh: | 36.6 | 33.1 | | 33.1 | 29.5 | 19.9 | | 19.9 | 54.1 | 27.0 | | 27.0 | 55.7 | 28.9 | | 12.8 |
| User DelAdj: | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 |
| AdjDel/Veh: | 36.6 | 33.1 | | 33.1 | 29.5 | 19.9 | | 19.9 | 54.1 | 27.0 | | 27.0 | 55.7 | 28.9 | | 12.8 |
| LOS by Move: | D | C | | C | C | B | | B | D | C | | C | E | C | | B |
| HCM2kAvgQ: | 2 | 7 | | 7 | 8 | 3 | | 3 | 1 | 4 | | 4 | 1 | 4 | | 9 |

Note: Queue reported is the number of cars per lane.





Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #47 Prairie City Rd/Street "A"

Cycle (sec): 100 Critical Vol./Cap. (X): 0.688
Loss Time (sec): 12 Average Delay (sec/veh): 9.0
Optimal Cycle: 58 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 | 1 | 1 0 | 1 | 0 | 2 | 0 0 | 0 | 0 | 0 | 0 0 | 1 | 0 | 0 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1663 | | 44 | 41 | 1127 | | 0 | 0 | 0 | | 0 | 61 | 0 | | 112 |
| Growth Adj: | 1.00 | 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 | 1663 | | 44 | 41 | 1127 | | 0 | 0 | 0 | | 0 | 61 | 0 | | 112 |
| User Adj: | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 |
| PHF Adj: | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 |
| PHF Volume: | 0 | 1869 | | 49 | 46 | 1266 | | 0 | 0 | 0 | | 0 | 69 | 0 | | 126 |
| Reduct Vol: | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 |
| Reduced Vol: | 0 | 1869 | | 49 | 46 | 1266 | | 0 | 0 | 0 | | 0 | 69 | 0 | | 126 |
| PCE Adj: | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 |
| 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: | 0 | 1869 | | 49 | 46 | 1266 | | 0 | 0 | 0 | | 0 | 69 | 0 | | 126 |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 |
| Adjustment: | 1.00 | 0.95 | | 0.95 | 0.95 | 0.95 | | 1.00 | 1.00 | 1.00 | | 1.00 | 0.77 | 1.00 | | 0.85 |
| Lanes: | 0.00 | 1.95 | | 0.05 | 1.00 | 2.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 1.00 | 0.00 | | 1.00 |
| Final Sat.: | 0 | 3503 | | 93 | 1805 | 3610 | | 0 | 0 | 0 | | 0 | 1461 | 0 | | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.53 | | 0.53 | 0.03 | 0.35 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.05 | 0.00 | | 0.08 |
| Crit Moves: | | **** | | | **** | | | | | | | | **** | | | |
| Green/Cycle: | 0.00 | 0.77 | | 0.77 | 0.04 | 0.81 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.07 | 0.00 | | 0.11 |
| Volume/Cap: | 0.00 | 0.69 | | 0.69 | 0.69 | 0.43 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.69 | 0.00 | | 0.74 |
| Delay/Veh: | 0.0 | 6.2 | | 6.2 | 73.7 | 2.8 | | 0.0 | 0.0 | 0.0 | | 0.0 | 64.0 | 0.0 | | 59.3 |
| User DelAdj: | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 |
| AdjDel/Veh: | 0.0 | 6.2 | | 6.2 | 73.7 | 2.8 | | 0.0 | 0.0 | 0.0 | | 0.0 | 64.0 | 0.0 | | 59.3 |
| LOS by Move: | A | A | | A | E | A | | A | A | A | | A | E | A | | E |
| HCM2kAvgQ: | 0 | 16 | | 16 | 2 | 6 | | 0 | 0 | 0 | | 0 | 2 | 0 | | 4 |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #48 Oak Ave Pkwy/Street "A"

Cycle (sec): 100 Critical Vol./Cap. (X): 0.710
Loss Time (sec): 12 Average Delay (sec/veh): 25.0
Optimal Cycle: 61 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 0 | 1 | 1 0 | 1 0 | 1 | 1 0 | 1 0 | 0 | 1 0 | 1 0 | 0 | 1 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 19 | 931 | 234 | 106 | 729 | 32 | 78 | 124 | 43 | 132 | 59 | 124 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 19 | 931 | 234 | 106 | 729 | 32 | 78 | 124 | 43 | 132 | 59 | 124 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 21 | 1046 | 263 | 119 | 819 | 36 | 88 | 139 | 48 | 148 | 66 | 139 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 21 | 1046 | 263 | 119 | 819 | 36 | 88 | 139 | 48 | 148 | 66 | 139 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 21 | 1046 | 263 | 119 | 819 | 36 | 88 | 139 | 48 | 148 | 66 | 139 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.92 | 0.92 | 0.95 | 0.94 | 0.94 | 0.95 | 0.96 | 0.96 | 0.95 | 0.90 | 0.90 |
| Lanes: | 1.00 | 1.60 | 0.40 | 1.00 | 1.92 | 0.08 | 1.00 | 0.74 | 0.26 | 1.00 | 0.32 | 0.68 |
| Final Sat.: | 1805 | 2798 | 703 | 1805 | 3437 | 151 | 1805 | 1356 | 470 | 1805 | 550 | 1156 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.37 | 0.37 | 0.07 | 0.24 | 0.24 | 0.05 | 0.10 | 0.10 | 0.08 | 0.12 | 0.12 |
| Crit Moves: | | **** | | **** | | | | **** | | **** | | |
| Green/Cycle: | 0.03 | 0.53 | 0.53 | 0.09 | 0.59 | 0.59 | 0.07 | 0.14 | 0.14 | 0.12 | 0.19 | 0.19 |
| Volume/Cap: | 0.40 | 0.71 | 0.71 | 0.71 | 0.40 | 0.40 | 0.65 | 0.71 | 0.71 | 0.71 | 0.65 | 0.65 |
| Delay/Veh: | 52.7 | 19.2 | 19.2 | 57.3 | 11.1 | 11.1 | 55.6 | 49.4 | 49.4 | 53.4 | 42.4 | 42.4 |
| 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: | 52.7 | 19.2 | 19.2 | 57.3 | 11.1 | 11.1 | 55.6 | 49.4 | 49.4 | 53.4 | 42.4 | 42.4 |
| LOS by Move: | D | B | B | E | B | B | E | D | D | D | D | D |
| HCM2kAvgQ: | 1 | 16 | 16 | 4 | 7 | 7 | 3 | 6 | 6 | 5 | 6 | 6 |

Note: Queue reported is the number of cars per lane.





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Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #49 2nd St/Street "A"

Cycle (sec): 100 Critical Vol./Cap. (X): 0.408
Loss Time (sec): 9 Average Delay (sec/veh): 17.9
Optimal Cycle: 30 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Ovl | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 0 0 | 1! | 0 0 | 0 1 | 0 | 0 1 | 1 0 | 0 | 1 0 | 1 0 | 0 | 1 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 6 | 14 | 15 | 19 | 5 | 172 | 307 | 197 | 4 | 8 | 206 | 31 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 6 | 14 | 15 | 19 | 5 | 172 | 307 | 197 | 4 | 8 | 206 | 31 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 7 | 16 | 17 | 21 | 6 | 193 | 345 | 221 | 4 | 9 | 231 | 35 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 7 | 16 | 17 | 21 | 6 | 193 | 345 | 221 | 4 | 9 | 231 | 35 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 7 | 16 | 17 | 21 | 6 | 193 | 345 | 221 | 4 | 9 | 231 | 35 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.93 | 0.93 | 0.93 | 0.96 | 0.96 | 0.85 | 0.95 | 1.00 | 1.00 | 0.95 | 0.98 | 0.98 |
| Lanes: | 0.17 | 0.40 | 0.43 | 0.79 | 0.21 | 1.00 | 1.00 | 0.98 | 0.02 | 1.00 | 0.87 | 0.13 |
| Final Sat.: | 304 | 710 | 761 | 1447 | 381 | 1615 | 1805 | 1857 | 38 | 1805 | 1618 | 244 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.02 | 0.02 | 0.01 | 0.01 | 0.12 | 0.19 | 0.12 | 0.12 | 0.00 | 0.14 | 0.14 |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | |
| Green/Cycle: | 0.05 | 0.05 | 0.05 | 0.04 | 0.04 | 0.50 | 0.47 | 0.79 | 0.79 | 0.03 | 0.35 | 0.35 |
| Volume/Cap: | 0.41 | 0.41 | 0.41 | 0.41 | 0.41 | 0.24 | 0.41 | 0.15 | 0.15 | 0.15 | 0.41 | 0.41 |
| Delay/Veh: | 48.5 | 48.5 | 48.5 | 51.2 | 51.2 | 14.1 | 17.8 | 2.6 | 2.6 | 48.2 | 25.0 | 25.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 48.5 | 48.5 | 48.5 | 51.2 | 51.2 | 14.1 | 17.8 | 2.6 | 2.6 | 48.2 | 25.0 | 25.0 |
| LOS by Move: | D | D | D | D | D | B | B | A | A | D | C | C |
| HCM2kAvgQ: | 2 | 2 | 2 | 1 | 1 | 3 | 7 | 2 | 2 | 0 | 6 | 6 |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #50 Scott Rd (North)/ Street "A"

Cycle (sec): 100 Critical Vol./Cap. (X): 0.558
Loss Time (sec): 12 Average Delay (sec/veh): 23.4
Optimal Cycle: 45 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 2 | 0 1 | 1 | 0 | 2 | 0 1 | 1 | 0 | 1 | 0 1 | 1 | 0 | 1 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 5 | 802 | 39 | | 77 | 966 | 133 | | 157 | 87 | | 7 | 66 | 103 | 138 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 5 | 802 | 39 | | 77 | 966 | 133 | | 157 | 87 | | 7 | 66 | 103 | 138 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 6 | 901 | 44 | | 87 | 1085 | 149 | | 176 | 98 | | 8 | 74 | 116 | 155 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | 0 | |
| Reduced Vol: | 6 | 901 | 44 | | 87 | 1085 | 149 | | 176 | 98 | | 8 | 74 | 116 | 155 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | |
| 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: | 6 | 901 | 44 | | 87 | 1085 | 149 | | 176 | 98 | | 8 | 74 | 116 | 155 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | | 1900 | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.95 | 0.85 | | 0.95 | 0.95 | 0.85 | | 0.95 | 1.00 | | 0.85 | 0.95 | 1.00 | 0.85 | |
| Lanes: | 1.00 | 2.00 | 1.00 | | 1.00 | 2.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | |
| Final Sat.: | 1805 | 3610 | 1615 | | 1805 | 3610 | 1615 | | 1805 | 1900 | | 1615 | 1805 | 1900 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.25 | 0.03 | | 0.05 | 0.30 | 0.09 | | 0.10 | 0.05 | | 0.00 | 0.04 | 0.06 | 0.10 | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | | **** | |
| Green/Cycle: | 0.01 | 0.45 | 0.45 | | 0.09 | 0.53 | 0.53 | | 0.18 | 0.19 | | 0.19 | 0.15 | 0.17 | 0.17 | |
| Volume/Cap: | 0.57 | 0.56 | 0.06 | | 0.56 | 0.57 | 0.18 | | 0.56 | 0.27 | | 0.03 | 0.27 | 0.35 | 0.56 | |
| Delay/Veh: | 110.7 | 20.8 | 15.7 | | 48.4 | 16.4 | 12.4 | | 39.9 | 34.7 | | 32.8 | 37.8 | 37.2 | 40.5 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 110.7 | 20.8 | 15.7 | | 48.4 | 16.4 | 12.4 | | 39.9 | 34.7 | | 32.8 | 37.8 | 37.2 | 40.5 | |
| LOS by Move: | F | C | B | | D | B | B | | D | C | | C | D | D | D | |
| HCM2kAvgQ: | 0 | 10 | 1 | | 3 | 11 | 2 | | 5 | 2 | | 0 | 2 | 3 | 5 | |

Note: Queue reported is the number of cars per lane.





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Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #51 East Rd/Street "A"

Cycle (sec): 100 Critical Vol./Cap. (X): 0.395
Loss Time (sec): 12 Average Delay (sec/veh): 9.8
Optimal Cycle: 0 Level Of Service: A

| 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 | 0 | 0 | 0 | 0 |
| Lanes: | 1 | 0 | 0 | 1 0 | 1 | 0 | 0 | 1 0 | 1 | 0 | 0 | 1 0 | 1 | 0 | 0 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 15 | 36 | 14 | | 40 | 38 | 34 | | 25 | 126 | 21 | | 18 | 132 | 118 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 15 | 36 | 14 | | 40 | 38 | 34 | | 25 | 126 | 21 | | 18 | 132 | 118 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 17 | 40 | 16 | | 45 | 43 | 38 | | 28 | 142 | 24 | | 20 | 148 | 133 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 17 | 40 | 16 | | 45 | 43 | 38 | | 28 | 142 | 24 | | 20 | 148 | 133 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 17 | 40 | 16 | | 45 | 43 | 38 | | 28 | 142 | 24 | | 20 | 148 | 133 | |
| 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 | 0.72 | 0.28 | | 1.00 | 0.53 | 0.47 | | 1.00 | 0.86 | 0.14 | | 1.00 | 0.53 | 0.47 | |
| Final Sat.: | 527 | 423 | 165 | | 537 | 324 | 290 | | 597 | 569 | 95 | | 608 | 376 | 336 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.10 | 0.10 | | 0.08 | 0.13 | 0.13 | | 0.05 | 0.25 | 0.25 | | 0.03 | 0.39 | 0.39 | |
| Crit Moves: | | **** | | | | **** | | | | **** | | | | **** | | |
| Delay/Veh: | 9.3 | 8.9 | 8.9 | | 9.5 | 8.9 | 8.9 | | 8.8 | 9.6 | 9.6 | | 8.6 | 10.7 | 10.7 | |
| 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: | 9.3 | 8.9 | 8.9 | | 9.5 | 8.9 | 8.9 | | 8.8 | 9.6 | 9.6 | | 8.6 | 10.7 | 10.7 | |
| LOS by Move: | A | A | A | | A | A | A | | A | A | A | | A | B | B | |
| ApproachDel: | | 9.0 | | | | 9.1 | | | | 9.5 | | | | 10.5 | | |
| Delay Adj: | | 1.00 | | | | 1.00 | | | | 1.00 | | | | 1.00 | | |
| ApprAdjDel: | | 9.0 | | | | 9.1 | | | | 9.5 | | | | 10.5 | | |
| LOS by Appr: | | A | | | | A | | | | A | | | | B | | |
| AllWayAvgQ: | 0.0 | 0.1 | 0.1 | | 0.1 | 0.1 | 0.1 | | 0.0 | 0.3 | 0.3 | | 0.0 | 0.6 | 0.6 | |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #52 Placerville Rd/ Street "A"

Cycle (sec): 100 Critical Vol./Cap. (X): 0.453
Loss Time (sec): 12 Average Delay (sec/veh): 25.1
Optimal Cycle: 38 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 0 | 1 0 | 1 | 0 | 0 | 1 0 | 1 | 0 | 0 | 1 0 | 1 | 0 | 0 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 60 | 360 | 19 | 65 | 314 | 1 | 1 | 48 | 112 | 43 | 64 | 147 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 60 | 360 | 19 | 65 | 314 | 1 | 1 | 48 | 112 | 43 | 64 | 147 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | | | | |
| PHF Volume: | 67 | 404 | 21 | 73 | 353 | 1 | 1 | 54 | 126 | 48 | 72 | 165 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 67 | 404 | 21 | 73 | 353 | 1 | 1 | 54 | 126 | 48 | 72 | 165 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| 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: | 67 | 404 | 21 | 73 | 353 | 1 | 1 | 54 | 126 | 48 | 72 | 165 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 0.95 | 0.99 | 0.99 | 0.95 | 1.00 | 1.00 | 0.95 | 0.90 | 0.90 | 0.95 | 0.90 | 0.90 | | | | |
| Lanes: | 1.00 | 0.95 | 0.05 | 1.00 | 0.99 | 0.01 | 1.00 | 0.30 | 0.70 | 1.00 | 0.30 | 0.70 | | | | |
| Final Sat.: | 1805 | 1792 | 95 | 1805 | 1894 | 6 | 1805 | 510 | 1190 | 1805 | 516 | 1185 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.23 | 0.23 | 0.04 | 0.19 | 0.19 | 0.00 | 0.11 | 0.11 | 0.03 | 0.14 | 0.14 | | | | |
| Crit Moves: | | **** | | **** | | | | **** | | **** | | | | | | |
| Green/Cycle: | 0.10 | 0.50 | 0.50 | 0.09 | 0.49 | 0.49 | 0.00 | 0.23 | 0.23 | 0.06 | 0.29 | 0.29 | | | | |
| Volume/Cap: | 0.38 | 0.45 | 0.45 | 0.45 | 0.38 | 0.38 | 0.48 | 0.45 | 0.45 | 0.45 | 0.48 | 0.48 | | | | |
| Delay/Veh: | 43.6 | 16.6 | 16.6 | 45.2 | 16.3 | 16.3 | 156.5 | 33.7 | 33.7 | 48.5 | 29.9 | 29.9 | | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| AdjDel/Veh: | 43.6 | 16.6 | 16.6 | 45.2 | 16.3 | 16.3 | 156.5 | 33.7 | 33.7 | 48.5 | 29.9 | 29.9 | | | | |
| LOS by Move: | D | B | B | D | B | B | F | C | C | D | C | C | | | | |
| HCM2kAvgQ: | 2 | 8 | 8 | 3 | 7 | 7 | 0 | 5 | 5 | 1 | 6 | 6 | | | | |

Note: Queue reported is the number of cars per lane.





AM Cumulative Plus MitigateTue May 12, 2009 17:06:30 Page 55-1

Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #53 Empire Ranch Rd/Street "A"

Cycle (sec): 100 Critical Vol./Cap. (X): 0.389
Loss Time (sec): 12 Average Delay (sec/veh): 14.2
Optimal Cycle: 35 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 1 | 1 0 | 1 | 0 | 1 | 1 0 | 1 | 0 | 0 | 1 0 | 1 | 0 | 0 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 12 | 595 | 8 | 18 | 721 | 54 | 84 | 11 | 27 | 22 | 22 | 38 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 12 | 595 | 8 | 18 | 721 | 54 | 84 | 11 | 27 | 22 | 22 | 38 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | | | | |
| PHF Volume: | 13 | 669 | 9 | 20 | 810 | 61 | 94 | 12 | 30 | 25 | 25 | 43 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 13 | 669 | 9 | 20 | 810 | 61 | 94 | 12 | 30 | 25 | 25 | 43 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| FinalVolume: | 13 | 669 | 9 | 20 | 810 | 61 | 94 | 12 | 30 | 25 | 25 | 43 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 0.95 | 0.95 | 0.95 | 0.95 | 0.94 | 0.94 | 0.95 | 0.89 | 0.89 | 0.95 | 0.91 | 0.91 | | | | |
| Lanes: | 1.00 | 1.97 | 0.03 | 1.00 | 1.86 | 0.14 | 1.00 | 0.29 | 0.71 | 1.00 | 0.37 | 0.63 | | | | |
| Final Sat.: | 1805 | 3555 | 48 | 1805 | 3325 | 249 | 1805 | 491 | 1206 | 1805 | 630 | 1089 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.19 | 0.19 | 0.01 | 0.24 | 0.24 | 0.05 | 0.03 | 0.03 | 0.01 | 0.04 | 0.04 | | | | |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | | | | | |
| Green/Cycle: | 0.02 | 0.61 | 0.61 | 0.04 | 0.63 | 0.63 | 0.13 | 0.15 | 0.15 | 0.08 | 0.10 | 0.10 | | | | |
| Volume/Cap: | 0.39 | 0.31 | 0.31 | 0.31 | 0.39 | 0.39 | 0.39 | 0.17 | 0.17 | 0.17 | 0.39 | 0.39 | | | | |
| Delay/Veh: | 55.6 | 9.5 | 9.5 | 49.6 | 9.4 | 9.4 | 40.6 | 37.2 | 37.2 | 43.2 | 43.5 | 43.5 | | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| AdjDel/Veh: | 55.6 | 9.5 | 9.5 | 49.6 | 9.4 | 9.4 | 40.6 | 37.2 | 37.2 | 43.2 | 43.5 | 43.5 | | | | |
| LOS by Move: | E | A | A | D | A | A | D | D | D | D | D | D | | | | |
| HCM2kAvgQ: | 0 | 5 | 5 | 1 | 7 | 7 | 3 | 1 | 1 | 1 | 2 | 2 | | | | |

Note: Queue reported is the number of cars per lane.

AM Cumulative Plus MitigateTue May 12, 2009 17:06:30 Page 56-1

Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #54 Scott Rd (North)/South Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.480
Loss Time (sec): 12 Average Delay (sec/veh): 19.1
Optimal Cycle: 39 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 2 | 0 1 | 1 | 0 | 2 | 0 1 | 0 | 1 | 0 | 0 1 | 0 | 1 | 0 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 38 | 683 | 67 | 92 | 918 | 30 | 67 | 7 | 50 | 67 | 10 | 97 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 38 | 683 | 67 | 92 | 918 | 30 | 67 | 7 | 50 | 67 | 10 | 97 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | | | | |
| PHF Volume: | 43 | 767 | 75 | 103 | 1031 | 34 | 75 | 8 | 56 | 75 | 11 | 109 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 43 | 767 | 75 | 103 | 1031 | 34 | 75 | 8 | 56 | 75 | 11 | 109 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| 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: | 43 | 767 | 75 | 103 | 1031 | 34 | 75 | 8 | 56 | 75 | 11 | 109 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 0.95 | 0.95 | 0.85 | 0.95 | 0.95 | 0.85 | 0.96 | 0.96 | 0.85 | 0.96 | 0.96 | 0.85 | | | | |
| Lanes: | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 0.91 | 0.09 | 1.00 | 0.87 | 0.13 | 1.00 | | | | |
| Final Sat.: | 1805 | 3610 | 1615 | 1805 | 3610 | 1615 | 1646 | 172 | 1615 | 1584 | 236 | 1615 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.21 | 0.05 | 0.06 | 0.29 | 0.02 | 0.05 | 0.05 | 0.03 | 0.05 | 0.05 | 0.07 | | | | |
| Crit Moves: | **** | | | | **** | | **** | | | | | **** | | | | |
| Green/Cycle: | 0.05 | 0.51 | 0.51 | 0.14 | 0.59 | 0.59 | 0.10 | 0.12 | 0.12 | 0.12 | 0.14 | 0.14 | | | | |
| Volume/Cap: | 0.48 | 0.42 | 0.09 | 0.42 | 0.48 | 0.04 | 0.48 | 0.40 | 0.30 | 0.40 | 0.34 | 0.48 | | | | |
| Delay/Veh: | 50.3 | 15.6 | 12.8 | 40.7 | 11.7 | 8.4 | 45.0 | 42.2 | 41.4 | 41.8 | 39.6 | 41.2 | | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| AdjDel/Veh: | 50.3 | 15.6 | 12.8 | 40.7 | 11.7 | 8.4 | 45.0 | 42.2 | 41.4 | 41.8 | 39.6 | 41.2 | | | | |
| LOS by Move: | D | B | B | D | B | A | D | D | D | D | D | D | | | | |
| HCM2kAvgQ: | 1 | 7 | 1 | 3 | 9 | 0 | 3 | 3 | 2 | 3 | 3 | 4 | | | | |

Note: Queue reported is the number of cars per lane.





AM Cumulative Plus MitigateTue May 12, 2009 17:06:30 Page 57-1

Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #55 Oak Ave Pkwy/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.976
Loss Time (sec): 9 Average Delay (sec/veh): 30.9
Optimal Cycle: 166 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Ovl | | | | Include | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 | 0 | 0 0 | 2 | 0 | 0 | 0 2 | 2 | 0 | 3 | 0 0 | 0 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 490 | 0 | 362 | 609 | 1889 | 0 | 0 | 1626 | 648 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 0 | 0 | 0 | 490 | 0 | 362 | 609 | 1889 | 0 | 0 | 1626 | 648 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | | | | |
| PHF Volume: | 0 | 0 | 0 | 551 | 0 | 407 | 684 | 2122 | 0 | 0 | 1827 | 728 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 0 | 0 | 0 | 551 | 0 | 407 | 684 | 2122 | 0 | 0 | 1827 | 728 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| 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: | 0 | 0 | 0 | 551 | 0 | 407 | 684 | 2122 | 0 | 0 | 1827 | 728 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 1.00 | 1.00 | 1.00 | 0.60 | 1.00 | 0.75 | 0.92 | 0.91 | 1.00 | 1.00 | 0.91 | 0.85 | | | | |
| Lanes: | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 2.00 | 2.00 | 3.00 | 0.00 | 0.00 | 3.00 | 1.00 | | | | |
| Final Sat.: | 0 | 0 | 0 | 2278 | 0 | 2842 | 3502 | 5187 | 0 | 0 | 5187 | 1615 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.24 | 0.00 | 0.14 | 0.20 | 0.41 | 0.00 | 0.00 | 0.35 | 0.45 | | | | |
| Crit Moves: | | | | **** | | | **** | | | | | **** | | | | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | 0.25 | 0.00 | 0.45 | 0.20 | 0.66 | 0.00 | 0.00 | 0.46 | 0.46 | | | | |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.98 | 0.00 | 0.32 | 0.98 | 0.62 | 0.00 | 0.00 | 0.76 | 0.98 | | | | |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 69.0 | 0.0 | 17.9 | 67.7 | 10.0 | 0.0 | 0.0 | 23.8 | 53.3 | | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 69.0 | 0.0 | 17.9 | 67.7 | 10.0 | 0.0 | 0.0 | 23.8 | 53.3 | | | | |
| LOS by Move: | A | A | A | E | A | B | E | A | A | A | C | D | | | | |
| HCM2kAvgQ: | 0 | 0 | 0 | 11 | 0 | 4 | 13 | 13 | 0 | 0 | 17 | 25 | | | | |

Note: Queue reported is the number of cars per lane.

Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #56 Empire Ranch Rd/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.893
Loss Time (sec): 12 Average Delay (sec/veh): 32.4
Optimal Cycle: 106 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Ovl | | | Ovl | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 2 | 0 2 | 0 1 | 2 | 0 2 | 0 1 | 1 | 0 3 | 0 2 | 1 | 0 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 1004 | 542 | 0 | 81 | 671 | 20 | 10 | 1175 | 946 | 0 | 875 | 55 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 1004 | 542 | 0 | 81 | 671 | 20 | 10 | 1175 | 946 | 0 | 875 | 55 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 1128 | 609 | 0 | 91 | 754 | 22 | 11 | 1320 | 1063 | 0 | 983 | 62 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 1128 | 609 | 0 | 91 | 754 | 22 | 11 | 1320 | 1063 | 0 | 983 | 62 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 1128 | 609 | 0 | 91 | 754 | 22 | 11 | 1320 | 1063 | 0 | 983 | 62 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.95 | 1.00 | 0.92 | 0.95 | 0.85 | 0.95 | 0.91 | 0.75 | 1.00 | 0.91 | 0.85 |
| Lanes: | 2.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 | 1.00 | 3.00 | 2.00 | 1.00 | 3.00 | 1.00 |
| Final Sat.: | 3502 | 3610 | 1900 | 3502 | 3610 | 1615 | 1805 | 5187 | 2842 | 1900 | 5187 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.32 | 0.17 | 0.00 | 0.03 | 0.21 | 0.01 | 0.01 | 0.25 | 0.37 | 0.00 | 0.19 | 0.04 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green/Cycle: | 0.36 | 0.52 | 0.00 | 0.08 | 0.23 | 0.24 | 0.01 | 0.29 | 0.65 | 0.00 | 0.28 | 0.36 |
| Volume/Cap: | 0.89 | 0.33 | 0.00 | 0.33 | 0.89 | 0.06 | 0.69 | 0.89 | 0.58 | 0.00 | 0.69 | 0.11 |
| Delay/Veh: | 38.5 | 14.2 | 0.0 | 44.2 | 48.9 | 29.1 | 129.2 | 41.6 | 10.5 | 0.0 | 33.7 | 21.7 |
| 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: | 38.5 | 14.2 | 0.0 | 44.2 | 48.9 | 29.1 | 129.2 | 41.6 | 10.5 | 0.0 | 33.7 | 21.7 |
| LOS by Move: | D | B | A | D | D | C | F | D | B | A | C | C |
| HCM2kAvgQ: | 20 | 6 | 0 | 1 | 13 | 1 | 0 | 15 | 10 | 0 | 10 | 1 |

Note: Queue reported is the number of cars per lane.





Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #57 Hazel Blvd/ Gold Country

Cycle (sec): 100 Critical Vol./Cap. (X): 1.085
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Split Phase | | | Split Phase | | |
| Rights: | Ovl | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 2 | 0 3 | 0 1 | 1 | 0 3 | 1 0 | 2 | 0 0 | 1 1 | 1 | 0 0 | 1 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 260 | 2222 | 6 | 3 | 4592 | 484 | 179 | 4 | 159 | 1 | 2 | 2 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 260 | 2222 | 6 | 3 | 4592 | 484 | 179 | 4 | 159 | 1 | 2 | 2 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 260 | 2222 | 6 | 3 | 4592 | 484 | 179 | 4 | 159 | 1 | 2 | 2 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 260 | 2222 | 6 | 3 | 4592 | 484 | 179 | 4 | 159 | 1 | 2 | 2 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 260 | 2222 | 6 | 3 | 4592 | 484 | 179 | 4 | 159 | 1 | 2 | 2 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 |
| 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: | 2.00 | 3.00 | 1.00 | 1.00 | 3.62 | 0.38 | 2.00 | 0.05 | 1.95 | 1.00 | 0.50 | 0.50 |
| Final Sat.: | 2750 | 4125 | 1375 | 1375 | 4976 | 524 | 2750 | 67 | 2683 | 1375 | 688 | 688 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.09 | 0.54 | 0.00 | 0.00 | 0.92 | 0.92 | 0.07 | 0.06 | 0.06 | 0.00 | 0.00 | 0.00 |
| Crit Volume: | 130 | | | | | 1269 | 89 | | | | 4 | |
| Crit Moves: | **** | | | | | **** | **** | | | | **** | |

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Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #58 Hazel Ave/ Folsom Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.834
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 137 Level Of Service: D

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 2 | 0 1 | 2 | 0 | 2 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 262 | 1421 | 0 | 0 | 2333 | 657 | 560 | 0 | 129 | 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: | 262 | 1421 | 0 | 0 | 2333 | 657 | 560 | 0 | 129 | 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: | 262 | 1421 | 0 | 0 | 2333 | 657 | 560 | 0 | 129 | 0 | 0 | 0 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 262 | 1421 | 0 | 0 | 2333 | 657 | 560 | 0 | 129 | 0 | 0 | 0 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| FinalVolume: | 262 | 1421 | 0 | 0 | 2333 | 657 | 560 | 0 | 129 | 0 | 0 | 0 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1425 | 1425 | 1425 | 1425 | 1425 | 1425 | 1425 | 1425 | 1425 | 1425 | 1425 | 1425 | | | | |
| 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: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 | | | | |
| Final Sat.: | 2850 | 4275 | 1425 | 2850 | 4275 | 1425 | 2850 | 2850 | 1425 | 2850 | 2850 | 1425 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.09 | 0.33 | 0.00 | 0.00 | 0.55 | 0.46 | 0.20 | 0.00 | 0.09 | 0.00 | 0.00 | 0.00 | | | | |
| Crit Volume: | 131 | | | | 778 | | 280 | | | | 0 | | | | | |
| Crit Moves: | **** | | | | **** | | **** | | | | | | | | | |





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Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #59 Grant Line Rd/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 1.236
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 0 | 0 2 | 0 | 0 | 0 | 0 0 | 0 | 0 | 2 | 0 1 | 2 | 0 | 2 | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 181 | 0 | 2843 | 0 | 0 | 0 | 0 | 679 | 99 | 1203 | 1388 | 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: | 181 | 0 | 2843 | 0 | 0 | 0 | 0 | 679 | 99 | 1203 | 1388 | 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: | 181 | 0 | 2843 | 0 | 0 | 0 | 0 | 679 | 99 | 1203 | 1388 | 0 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 181 | 0 | 2843 | 0 | 0 | 0 | 0 | 679 | 99 | 1203 | 1388 | 0 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| FinalVolume: | 181 | 0 | 2843 | 0 | 0 | 0 | 0 | 679 | 99 | 1203 | 1388 | 0 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1425 | 1425 | 1425 | 1425 | 1425 | 1425 | 1425 | 1425 | 1425 | 1425 | 1425 | 1425 | | | | |
| 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 | 0.00 | 2.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 | 1.00 | 2.00 | 2.00 | 0.00 | | | | |
| Final Sat.: | 1425 | 0 | 2850 | 0 | 0 | 0 | 0 | 2850 | 1425 | 2850 | 2850 | 0 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.13 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.24 | 0.07 | 0.42 | 0.49 | 0.00 | | | | |
| Crit Volume: | | | 1422 | 0 | | | | 340 | | 0 | | | | | | |
| Crit Moves: | | | **** | | | | | **** | | **** | | | | | | |

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Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #60 Grant Line Rd/ Sunrise Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.911
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Split Phase | | | | Split Phase | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 1! | 0 | 0 | 0 | 1 | 0 | 2 | 2 | 0 | 2 | 0 | 1 | 1 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 24 | 21 | 10 | | 2 | 6 | 437 | | 920 | 1524 | | 6 | 14 | 1458 | | 26 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 |
| Initial Bse: | 24 | 21 | 10 | | 2 | 6 | 437 | | 920 | 1524 | | 6 | 14 | 1458 | | 26 |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 |
| PHF Volume: | 24 | 21 | 10 | | 2 | 6 | 437 | | 920 | 1524 | | 6 | 14 | 1458 | | 26 |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | | 0 |
| Reduced Vol: | 24 | 21 | 10 | | 2 | 6 | 437 | | 920 | 1524 | | 6 | 14 | 1458 | | 26 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 |
| 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: | 24 | 21 | 10 | | 2 | 6 | 437 | | 920 | 1524 | | 6 | 14 | 1458 | | 26 |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1375 | 1375 | 1375 | | 1375 | 1375 | 1375 | | 1375 | 1375 | | 1375 | 1375 | 1375 | | 1375 |
| 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: | 0.44 | 0.38 | 0.18 | | 0.25 | 0.75 | 2.00 | | 2.00 | 2.00 | | 1.00 | 1.00 | 2.00 | | 1.00 |
| Final Sat.: | 600 | 525 | 250 | | 344 | 1031 | 2750 | | 2750 | 2750 | | 1375 | 1375 | 2750 | | 1375 |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.04 | 0.04 | | 0.01 | 0.01 | 0.16 | | 0.33 | 0.55 | | 0.00 | 0.01 | 0.53 | | 0.02 |
| Crit Volume: | | 55 | | | | 8 | | | 460 | | | | | 729 | | |
| Crit Moves: | | **** | | | | **** | | | **** | | | | | **** | | |





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Cumulative Plus Project AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #61 Hazel Ave/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.490
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Split Phase | | | | Split Phase | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 1 | 0 | 1 | 2 | 0 | 1 | 0 | 1 | 2 | 0 | 1 | 1 | 0 | 3 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 113 | 70 | 77 | | 319 | 122 | 174 | | 147 | 755 | | 133 | 110 | 903 | | 487 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 |
| Initial Bse: | 113 | 70 | 77 | | 319 | 122 | 174 | | 147 | 755 | | 133 | 110 | 903 | | 487 |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 |
| PHF Volume: | 113 | 70 | 77 | | 319 | 122 | 174 | | 147 | 755 | | 133 | 110 | 903 | | 487 |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | | 0 |
| Reduced Vol: | 113 | 70 | 77 | | 319 | 122 | 174 | | 147 | 755 | | 133 | 110 | 903 | | 487 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 |
| 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: | 113 | 70 | 77 | | 319 | 122 | 174 | | 147 | 755 | | 133 | 110 | 903 | | 487 |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1375 | 1375 | 1375 | | 1375 | 1375 | 1375 | | 1375 | 1375 | | 1375 | 1375 | 1375 | | 1375 |
| 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 | | 2.00 | 1.00 | 1.00 | | 2.00 | 3.00 | | 1.00 | 1.00 | 3.00 | | 1.00 |
| Final Sat.: | 1375 | 1375 | 1375 | | 2750 | 1375 | 1375 | | 2750 | 4125 | | 1375 | 1375 | 4125 | | 1375 |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.08 | 0.05 | 0.06 | | 0.12 | 0.09 | 0.13 | | 0.05 | 0.18 | | 0.10 | 0.08 | 0.22 | | 0.35 |
| Crit Volume: | 113 | | | | 0 | | | | 74 | | | | | | | 487 |
| Crit Moves: | **** | | | | **** | | | | **** | | | | | | | **** |

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Cumulative Plus Project AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #62 Aerojet Road/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.420
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Ovl | | | Ovl | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 0 | 1 0 | 1 | 1 0 | 1 0 | 1 | 1 0 | 3 0 | 1 | 1 0 | 3 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 150 | 46 | 248 | 191 | 31 | 18 | 22 | 416 | 78 | 199 | 861 | 332 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 150 | 46 | 248 | 191 | 31 | 18 | 22 | 416 | 78 | 199 | 861 | 332 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 150 | 46 | 248 | 191 | 31 | 18 | 22 | 416 | 78 | 199 | 861 | 332 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 150 | 46 | 248 | 191 | 31 | 18 | 22 | 416 | 78 | 199 | 861 | 332 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 150 | 46 | 248 | 191 | 31 | 18 | 22 | 416 | 78 | 199 | 861 | 332 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 |
| 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 | 1.00 | 1.00 | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 |
| Final Sat.: | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 | 4125 | 1375 | 1375 | 4125 | 1375 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.11 | 0.03 | 0.18 | 0.14 | 0.02 | 0.01 | 0.02 | 0.10 | 0.06 | 0.14 | 0.21 | 0.24 |
| Crit Volume: | | | 248 | 191 | | | | 139 | | 0 | | |
| Crit Moves: | | | **** | **** | | | | **** | | **** | | |





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Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #63 Alabama Ave/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.427
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Ovl | | | Ovl | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 0 | 1 0 | 1 | 1 0 | 1 0 | 1 | 1 0 | 3 0 | 1 | 1 0 | 3 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 20 | 30 | 10 | 11 | 10 | 137 | 136 | 707 | 10 | 40 | 1230 | 11 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 20 | 30 | 10 | 11 | 10 | 137 | 136 | 707 | 10 | 40 | 1230 | 11 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 20 | 30 | 10 | 11 | 10 | 137 | 136 | 707 | 10 | 40 | 1230 | 11 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 20 | 30 | 10 | 11 | 10 | 137 | 136 | 707 | 10 | 40 | 1230 | 11 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 20 | 30 | 10 | 11 | 10 | 137 | 136 | 707 | 10 | 40 | 1230 | 11 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 |
| 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 | 1.00 | 1.00 | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 |
| Final Sat.: | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 | 4125 | 1375 | 1375 | 4125 | 1375 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.02 | 0.01 | 0.01 | 0.01 | 0.10 | 0.10 | 0.17 | 0.01 | 0.03 | 0.30 | 0.01 |
| Crit Volume: | | | | 30 | | | 11 | | | 136 | | |
| Crit Moves: | | | | **** | | | **** | | | **** | | |

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #64 Glenborough Rd/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.425
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Ovl | | | Ovl | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 0 | 1 | 0 1 | 1 0 | 1 | 0 1 | 1 0 | 3 | 0 1 | 1 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 27 | 10 | 17 | 160 | 9 | 80 | 35 | 682 | 10 | 9 | 1139 | 118 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 27 | 10 | 17 | 160 | 9 | 80 | 35 | 682 | 10 | 9 | 1139 | 118 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 27 | 10 | 17 | 160 | 9 | 80 | 35 | 682 | 10 | 9 | 1139 | 118 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 27 | 10 | 17 | 160 | 9 | 80 | 35 | 682 | 10 | 9 | 1139 | 118 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 27 | 10 | 17 | 160 | 9 | 80 | 35 | 682 | 10 | 9 | 1139 | 118 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 |
| 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 | 1.00 | 1.00 | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 |
| Final Sat.: | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 | 4125 | 1375 | 1375 | 4125 | 1375 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.01 | 0.01 | 0.12 | 0.01 | 0.06 | 0.03 | 0.17 | 0.01 | 0.01 | 0.28 | 0.09 |
| Crit Volume: | | 10 | | | 160 | | | 35 | | | 380 | |
| Crit Moves: | | **** | | | **** | | | **** | | | **** | |





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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #65 Sunrise Blvd/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.724
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 83 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Ovl | | | Ovl | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 2 0 | 3 | 0 1 | 2 0 | 3 | 0 1 | 2 0 | 3 | 0 1 | 2 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 160 | 1419 | 355 | 95 | 553 | 610 | 123 | 254 | 0 | 270 | 918 | 50 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 160 | 1419 | 355 | 95 | 553 | 610 | 123 | 254 | 0 | 270 | 918 | 50 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 160 | 1419 | 355 | 95 | 553 | 610 | 123 | 254 | 0 | 270 | 918 | 50 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 160 | 1419 | 355 | 95 | 553 | 610 | 123 | 254 | 0 | 270 | 918 | 50 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 160 | 1419 | 355 | 95 | 553 | 610 | 123 | 254 | 0 | 270 | 918 | 50 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 |
| 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: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 2750 | 4125 | 1375 | 2750 | 4125 | 1375 | 2750 | 4125 | 1375 | 2750 | 4125 | 1375 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.06 | 0.34 | 0.26 | 0.03 | 0.13 | 0.44 | 0.04 | 0.06 | 0.00 | 0.10 | 0.22 | 0.04 |
| Crit Volume: | 80 | | | | | 610 | 0 | | | | 306 | |
| Crit Moves: | **** | | | | | **** | **** | | | | **** | |

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Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #66 Fitzgerald Road / White Rock Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.343
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - | R | L | - T | - | R | L | - T | - | R | L | - T | - | R |
| Control: | Permitted | | | | Permitted | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 1! | 0 | 0 | 0 | 1! | 0 | 1 | 0 | 3 | 0 | 1 | 0 | 3 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | | |
| Base Vol: | 82 | 62 | 11 | | 11 | 16 | 47 | | 43 | 178 | 149 | | 20 | 841 | 46 | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | |
| Initial Bse: | 82 | 62 | 11 | | 11 | 16 | 47 | | 43 | 178 | 149 | | 20 | 841 | 46 | | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | |
| PHF Volume: | 82 | 62 | 11 | | 11 | 16 | 47 | | 43 | 178 | 149 | | 20 | 841 | 46 | | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | |
| Reduced Vol: | 82 | 62 | 11 | | 11 | 16 | 47 | | 43 | 178 | 149 | | 20 | 841 | 46 | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | |
| FinalVolume: | 82 | 62 | 11 | | 11 | 16 | 47 | | 43 | 178 | 149 | | 20 | 841 | 46 | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1425 | 1425 | 1425 | | 1425 | 1425 | 1425 | | 1425 | 1425 | 1425 | | 1425 | 1425 | 1425 | | |
| 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: | 0.53 | 0.40 | 0.07 | | 0.15 | 0.22 | 0.63 | | 1.00 | 3.00 | 1.00 | | 1.00 | 3.00 | 1.00 | | |
| Final Sat.: | 754 | 570 | 101 | | 212 | 308 | 905 | | 1425 | 4275 | 1425 | | 1425 | 4275 | 1425 | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.11 | 0.11 | 0.11 | | 0.05 | 0.05 | 0.05 | | 0.03 | 0.04 | 0.10 | | 0.01 | 0.20 | 0.03 | | |
| Crit Volume: | | | 155 | | 11 | | | | 43 | | | | | 280 | | | |
| Crit Moves: | | | **** | | **** | | | | **** | | | | | **** | | | |





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Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #67 Sunrise Blvd/ Douglas Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.713
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 79 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - | R | L | - T | - | R | L | - T | - | R | L | - T | - | R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 3 | 0 | 1 | 2 | 0 | 3 | 0 | 1 | 2 | 0 | 3 | 0 | 1 | 2 | 0 | 3 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | | | | | |
| Base Vol: | 418 | 1484 | 565 | | 148 | 386 | 71 | | 23 | 206 | 17 | | 161 | 941 | 474 | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | |
| Initial Bse: | 418 | 1484 | 565 | | 148 | 386 | 71 | | 23 | 206 | 17 | | 161 | 941 | 474 | | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | |
| PHF Volume: | 418 | 1484 | 565 | | 148 | 386 | 71 | | 23 | 206 | 17 | | 161 | 941 | 474 | | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | |
| Reduced Vol: | 418 | 1484 | 565 | | 148 | 386 | 71 | | 23 | 206 | 17 | | 161 | 941 | 474 | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | |
| 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: | 418 | 1484 | 565 | | 148 | 386 | 71 | | 23 | 206 | 17 | | 161 | 941 | 474 | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1375 | 1375 | 1375 | | 1375 | 1375 | 1375 | | 1375 | 1375 | 1375 | | 1375 | 1375 | 1375 | | |
| 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: | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | |
| Final Sat.: | 2750 | 4125 | 1375 | | 2750 | 4125 | 1375 | | 2750 | 4125 | 1375 | | 2750 | 4125 | 1375 | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.15 | 0.36 | 0.41 | | 0.05 | 0.09 | 0.05 | | 0.01 | 0.05 | 0.01 | | 0.06 | 0.23 | 0.34 | | |
| Crit Volume: | | 495 | | | 0 | | | | 12 | | | | | | 474 | | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | | **** | | |

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Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #68 Grant Line Rd/ Douglas Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.778
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 103 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Ovl | | | Ovl | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 2 | 0 3 | 0 0 | 0 | 0 3 | 0 1 | 2 | 0 0 | 0 2 | 0 | 0 0 | 0 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 549 | 2644 | 0 | 0 | 1310 | 178 | 454 | 0 | 104 | 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: | 549 | 2644 | 0 | 0 | 1310 | 178 | 454 | 0 | 104 | 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: | 549 | 2644 | 0 | 0 | 1310 | 178 | 454 | 0 | 104 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 549 | 2644 | 0 | 0 | 1310 | 178 | 454 | 0 | 104 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 549 | 2644 | 0 | 0 | 1310 | 178 | 454 | 0 | 104 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1425 | 1425 | 1425 | 1425 | 1425 | 1425 | 1425 | 1425 | 1425 | 1425 | 1425 | 1425 |
| 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: | 2.00 | 3.00 | 0.00 | 0.00 | 3.00 | 1.00 | 2.00 | 0.00 | 2.00 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 2850 | 4275 | 0 | 0 | 4275 | 1425 | 2850 | 0 | 2850 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.19 | 0.62 | 0.00 | 0.00 | 0.31 | 0.12 | 0.16 | 0.00 | 0.04 | 0.00 | 0.00 | 0.00 |
| Crit Volume: | | 881 | | | 0 | | 227 | | | | 0 | |
| Crit Moves: | | **** | | | **** | | **** | | | | | |

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Folsom South of US-50 Annexation
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #69 Grant Line Rd/ Kiefer Boulevard

Cycle (sec): 100 Critical Vol./Cap. (X): 0.890
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Ovl | | | Ovl | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 2 | 0 3 | 0 1 | 1 | 0 3 | 0 1 | 1 | 0 2 | 0 1 | 1 | 0 2 | 0 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 288 | 2090 | 30 | 116 | 1474 | 117 | 179 | 145 | 279 | 39 | 349 | 348 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 288 | 2090 | 30 | 116 | 1474 | 117 | 179 | 145 | 279 | 39 | 349 | 348 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 288 | 2090 | 30 | 116 | 1474 | 117 | 179 | 145 | 279 | 39 | 349 | 348 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 288 | 2090 | 30 | 116 | 1474 | 117 | 179 | 145 | 279 | 39 | 349 | 348 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 288 | 2090 | 30 | 116 | 1474 | 117 | 179 | 145 | 279 | 39 | 349 | 348 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 |
| 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: | 2.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 2750 | 4125 | 1375 | 1375 | 4125 | 1375 | 1375 | 2750 | 1375 | 1375 | 2750 | 1375 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.10 | 0.51 | 0.02 | 0.08 | 0.36 | 0.09 | 0.13 | 0.05 | 0.20 | 0.03 | 0.13 | 0.25 |
| Crit Volume: | | 697 | | | 0 | | 179 | | | | | 348 |
| Crit Moves: | | **** | | | **** | | **** | | | | | **** |

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #70 Rancho Cordova Pkwy/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.714
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 80 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Ovl | | | Ovl | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 | 0 | 3 | 0 | 2 | 2 | 0 | 3 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 2 | 0 | 1 | 0 | 2 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 60 | 1220 | 913 | 379 | 1027 | 149 | 104 | 35 | 39 | 700 | 46 | 651 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 60 | 1220 | 913 | 379 | 1027 | 149 | 104 | 35 | 39 | 700 | 46 | 651 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 60 | 1220 | 913 | 379 | 1027 | 149 | 104 | 35 | 39 | 700 | 46 | 651 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 60 | 1220 | 913 | 379 | 1027 | 149 | 104 | 35 | 39 | 700 | 46 | 651 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 60 | 1220 | 913 | 379 | 1027 | 149 | 104 | 35 | 39 | 700 | 46 | 651 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 |
| 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 | 3.00 | 2.00 | 2.00 | 3.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 2.00 |
| Final Sat.: | 1375 | 4125 | 2750 | 2750 | 4125 | 1375 | 1375 | 1375 | 1375 | 2750 | 1375 | 2750 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.30 | 0.33 | 0.14 | 0.25 | 0.11 | 0.08 | 0.03 | 0.03 | 0.25 | 0.03 | 0.24 |
| Crit Volume: | | 407 | | | 190 | | | 35 | | | 350 | |
| Crit Moves: | | **** | | | **** | | | **** | | | **** | |





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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #71 Rancho Cordova Pkwy/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 1.118
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Ovl | | | Ovl | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 2 | 0 | 3 | 0 | 1 | 1 | 0 | 3 | 0 | 1 | 2 | 0 | 3 | 0 | 1 | 1 | 0 | 3 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 350 | 1121 | 0 | 19 | 836 | 1025 | 315 | 285 | 327 | 0 | 1013 | 15 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 350 | 1121 | 0 | 19 | 836 | 1025 | 315 | 285 | 327 | 0 | 1013 | 15 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 350 | 1121 | 0 | 19 | 836 | 1025 | 315 | 285 | 327 | 0 | 1013 | 15 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 350 | 1121 | 0 | 19 | 836 | 1025 | 315 | 285 | 327 | 0 | 1013 | 15 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 350 | 1121 | 0 | 19 | 836 | 1025 | 315 | 285 | 327 | 0 | 1013 | 15 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 |
| 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: | 2.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 |
| Final Sat.: | 2750 | 4125 | 1375 | 1375 | 4125 | 1375 | 2750 | 4125 | 1375 | 1375 | 4125 | 1375 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.13 | 0.27 | 0.00 | 0.01 | 0.20 | 0.75 | 0.11 | 0.07 | 0.24 | 0.00 | 0.25 | 0.01 |
| Crit Volume: | 175 | | | | | 1025 | 0 | | | | 338 | |
| Crit Moves: | **** | | | | | **** | **** | | | | **** | |

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #72 International Drive/White Rock Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.476
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 2 | 0 1 | 2 | 0 | 2 | 0 1 | 1 | 0 | 2 | 0 1 | 2 | 0 | 2 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 419 | 566 | 125 | | 75 | 281 | 0 | | 0 | 235 | 70 | | 314 | 608 | 41 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 419 | 566 | 125 | | 75 | 281 | 0 | | 0 | 235 | 70 | | 314 | 608 | 41 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Volume: | 419 | 566 | 125 | | 75 | 281 | 0 | | 0 | 235 | 70 | | 314 | 608 | 41 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 419 | 566 | 125 | | 75 | 281 | 0 | | 0 | 235 | 70 | | 314 | 608 | 41 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 419 | 566 | 125 | | 75 | 281 | 0 | | 0 | 235 | 70 | | 314 | 608 | 41 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1375 | 1375 | 1375 | | 1375 | 1375 | 1375 | | 1375 | 1375 | 1375 | | 1375 | 1375 | 1375 | |
| 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: | 2.00 | 2.00 | 1.00 | | 2.00 | 2.00 | 1.00 | | 1.00 | 2.00 | 1.00 | | 2.00 | 2.00 | 1.00 | |
| Final Sat.: | 2750 | 2750 | 1375 | | 2750 | 2750 | 1375 | | 1375 | 2750 | 1375 | | 2750 | 2750 | 1375 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.15 | 0.21 | 0.09 | | 0.03 | 0.10 | 0.00 | | 0.00 | 0.09 | 0.05 | | 0.11 | 0.22 | 0.03 | |
| Crit Volume: | 210 | | | | | 141 | | | 0 | | | | | 304 | | |
| Crit Moves: | **** | | | | | **** | | | **** | | | | | **** | | |





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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #73 Rio Del Oro Prky/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.628
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 1 | 0 | 0 1 | 0 | 1 | 0 | 0 1 | 1 | 0 | 1 | 1 0 | 1 | 0 | 1 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 148 | 79 | | 33 | 34 | 116 | | 235 | 200 | 0 | | 176 | 847 | 112 | |
| Growth Adj: | 1.00 | 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 | 148 | 79 | | 33 | 34 | 116 | | 235 | 200 | 0 | | 176 | 847 | 112 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 1.00 | 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 | 148 | 79 | | 33 | 34 | 116 | | 235 | 200 | 0 | | 176 | 847 | 112 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 148 | 79 | | 33 | 34 | 116 | | 235 | 200 | 0 | | 176 | 847 | 112 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 0 | 148 | 79 | | 33 | 34 | 116 | | 235 | 200 | 0 | | 176 | 847 | 112 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1425 | 1425 | 1425 | | 1425 | 1425 | 1425 | | 1425 | 1425 | 1425 | | 1425 | 1425 | 1425 | |
| 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: | 0.00 | 1.00 | 1.00 | | 0.49 | 0.51 | 1.00 | | 1.00 | 2.00 | 0.00 | | 1.00 | 1.77 | 0.23 | |
| Final Sat.: | 0 | 1425 | 1425 | | 702 | 723 | 1425 | | 1425 | 2850 | 0 | | 1425 | 2517 | 333 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.10 | 0.06 | | 0.05 | 0.05 | 0.08 | | 0.16 | 0.07 | 0.00 | | 0.12 | 0.34 | 0.34 | |
| Crit Volume: | | 148 | | | | 33 | | | 235 | | | | | 480 | | |
| Crit Moves: | | **** | | | | **** | | | **** | | | | | **** | | |

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Cumulative Plus Project AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #74 Villagio Prky/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.508
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 0 | 0 1 | 0 | 0 | 0 | 0 0 | 0 | 0 | 2 | 0 1 | 1 | 0 | 2 | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 34 | 0 | 371 | | 0 | 0 | 0 | | 0 | 396 | 0 | | 224 | 1155 | 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: | 34 | 0 | 371 | | 0 | 0 | 0 | | 0 | 396 | 0 | | 224 | 1155 | 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: | 34 | 0 | 371 | | 0 | 0 | 0 | | 0 | 396 | 0 | | 224 | 1155 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 34 | 0 | 371 | | 0 | 0 | 0 | | 0 | 396 | 0 | | 224 | 1155 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 34 | 0 | 371 | | 0 | 0 | 0 | | 0 | 396 | 0 | | 224 | 1155 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1425 | 1425 | 1425 | | 1425 | 1425 | 1425 | | 1425 | 1425 | 1425 | | 1425 | 1425 | 1425 | |
| 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 | 0.00 | 1.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 2.00 | 1.00 | | 1.00 | 2.00 | 0.00 | |
| Final Sat.: | 1425 | 0 | 1425 | | 0 | 0 | 0 | | 0 | 2850 | 1425 | | 1425 | 2850 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.00 | 0.26 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.14 | 0.00 | | 0.16 | 0.41 | 0.00 | |
| Crit Volume: | | | 371 | | | | 0 | | | | | | | 578 | | |
| Crit Moves: | | | **** | | | | | | **** | | | | | **** | | |





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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #75 Sunrise Rd/ International Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.815
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 123 Level Of Service: D

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 546 | 1233 | 4 | | 174 | 393 | 299 | | 334 | 862 | 313 | | 9 | 1367 | 367 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 546 | 1233 | 4 | | 174 | 393 | 299 | | 334 | 862 | 313 | | 9 | 1367 | 367 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Volume: | 546 | 1233 | 4 | | 174 | 393 | 299 | | 334 | 862 | 313 | | 9 | 1367 | 367 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 546 | 1233 | 4 | | 174 | 393 | 299 | | 334 | 862 | 313 | | 9 | 1367 | 367 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 546 | 1233 | 4 | | 174 | 393 | 299 | | 334 | 862 | 313 | | 9 | 1367 | 367 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1375 | 1375 | 1375 | | 1375 | 1375 | 1375 | | 1375 | 1375 | 1375 | | 1375 | 1375 | 1375 | |
| 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: | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | |
| Final Sat.: | 2750 | 4125 | 1375 | | 2750 | 4125 | 1375 | | 2750 | 4125 | 1375 | | 2750 | 4125 | 1375 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.20 | 0.30 | 0.00 | | 0.06 | 0.10 | 0.22 | | 0.12 | 0.21 | 0.23 | | 0.00 | 0.33 | 0.27 | |
| Crit Volume: | | 411 | | | | 87 | | | | 167 | | | | 456 | | |
| Crit Moves: | | **** | | | | **** | | | | **** | | | | **** | | |

AM Cumulative Plus MitigateTue May 12, 2009 17:06:30 Page 78-1

Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #76 Villagio Prky/Americanos Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.628
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 61 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 0 | 1 0 | 1 | 0 | 0 | 1 0 | 1 | 0 | 2 | 0 1 | 1 | 0 | 2 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 61 | 306 | 0 | | 33 | 217 | 95 | | 55 | 238 | 14 | | 0 | 872 | 44 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 61 | 306 | 0 | | 33 | 217 | 95 | | 55 | 238 | 14 | | 0 | 872 | 44 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Volume: | 61 | 306 | 0 | | 33 | 217 | 95 | | 55 | 238 | 14 | | 0 | 872 | 44 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 61 | 306 | 0 | | 33 | 217 | 95 | | 55 | 238 | 14 | | 0 | 872 | 44 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 61 | 306 | 0 | | 33 | 217 | 95 | | 55 | 238 | 14 | | 0 | 872 | 44 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1375 | 1375 | 1375 | | 1375 | 1375 | 1375 | | 1375 | 1375 | 1375 | | 1375 | 1375 | 1375 | |
| 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 | 0.00 | | 1.00 | 0.70 | 0.30 | | 1.00 | 2.00 | 1.00 | | 1.00 | 2.00 | 1.00 | |
| Final Sat.: | 1375 | 1375 | 0 | | 1375 | 956 | 419 | | 1375 | 2750 | 1375 | | 1375 | 2750 | 1375 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.22 | 0.00 | | 0.02 | 0.23 | 0.23 | | 0.04 | 0.09 | 0.01 | | 0.00 | 0.32 | 0.03 | |
| Crit Volume: | 61 | | | | | | 312 | | 55 | | | | | 436 | | |
| Crit Moves: | **** | | | | | | **** | | **** | | | | | **** | | |





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Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #77 Grant Line Rd/Centenial

Cycle (sec): 100 Critical Vol./Cap. (X): 0.897
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 3 | 0 1 | 1 | 0 | 3 | 0 1 | 1 | 0 | 0 | 0 1 | 2 | 0 | 0 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 65 | 2670 | 498 | | 99 | 931 | 156 | | 220 | 0 | 28 | | 490 | 0 | 97 | |
| Growth Adj: | 1.00 | 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 | 2670 | 498 | | 99 | 931 | 156 | | 220 | 0 | 28 | | 490 | 0 | 97 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Volume: | 65 | 2670 | 498 | | 99 | 931 | 156 | | 220 | 0 | 28 | | 490 | 0 | 97 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 65 | 2670 | 498 | | 99 | 931 | 156 | | 220 | 0 | 28 | | 490 | 0 | 97 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 65 | 2670 | 498 | | 99 | 931 | 156 | | 220 | 0 | 28 | | 490 | 0 | 97 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1375 | 1375 | 1375 | | 1375 | 1375 | 1375 | | 1375 | 1375 | 1375 | | 1375 | 1375 | 1375 | |
| 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 | 3.00 | 1.00 | | 1.00 | 3.00 | 1.00 | | 1.00 | 0.00 | 1.00 | | 2.00 | 0.00 | 1.00 | |
| Final Sat.: | 1375 | 4125 | 1375 | | 1375 | 4125 | 1375 | | 1375 | 0 | 1375 | | 2750 | 0 | 1375 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.05 | 0.65 | 0.36 | | 0.07 | 0.23 | 0.11 | | 0.16 | 0.00 | 0.02 | | 0.18 | 0.00 | 0.07 | |
| Crit Volume: | | 890 | | | 99 | | | | | 0 | | | 245 | | | |
| Crit Moves: | | **** | | | **** | | | | | **** | | | **** | | | |

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Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #78 Villagio Prky/ Rancho Cordova Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.651
Loss Time (sec): 0 Average Delay (sec/veh): 26.9
Optimal Cycle: 65 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 0 | 1 0 | 1 | 0 | 0 | 1 0 | 1 | 0 | 2 | 0 1 | 1 | 0 | 2 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 306 | 388 | 1 | | 44 | 318 | 139 | | 59 | 227 | 104 | | 1 | 710 | 86 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 306 | 388 | 1 | | 44 | 318 | 139 | | 59 | 227 | 104 | | 1 | 710 | 86 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Volume: | 306 | 388 | 1 | | 44 | 318 | 139 | | 59 | 227 | 104 | | 1 | 710 | 86 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 306 | 388 | 1 | | 44 | 318 | 139 | | 59 | 227 | 104 | | 1 | 710 | 86 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 306 | 388 | 1 | | 44 | 318 | 139 | | 59 | 227 | 104 | | 1 | 710 | 86 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 1.00 | 1.00 | | 0.95 | 0.95 | 0.95 | | 0.95 | 0.95 | 0.85 | | 0.95 | 0.95 | 0.85 | |
| Lanes: | 1.00 | 0.99 | 0.01 | | 1.00 | 0.70 | 0.30 | | 1.00 | 2.00 | 1.00 | | 1.00 | 2.00 | 1.00 | |
| Final Sat.: | 1805 | 1895 | 5 | | 1805 | 1261 | 551 | | 1805 | 3610 | 1615 | | 1805 | 3610 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.17 | 0.20 | 0.20 | | 0.02 | 0.25 | 0.25 | | 0.03 | 0.06 | 0.06 | | 0.00 | 0.20 | 0.05 | |
| Crit Moves: | **** | | | | | **** | | | **** | | | | | **** | | |
| Green/Cycle: | 0.26 | 0.58 | 0.58 | | 0.07 | 0.39 | 0.39 | | 0.05 | 0.35 | 0.61 | | 0.00 | 0.30 | 0.37 | |
| Volume/Cap: | 0.65 | 0.35 | 0.35 | | 0.35 | 0.65 | 0.65 | | 0.65 | 0.18 | 0.11 | | 0.18 | 0.65 | 0.14 | |
| Delay/Veh: | 36.2 | 11.4 | 11.4 | | 46.2 | 27.3 | 27.3 | | 62.2 | 22.7 | 8.2 | | 64.8 | 31.7 | 21.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 36.2 | 11.4 | 11.4 | | 46.2 | 27.3 | 27.3 | | 62.2 | 22.7 | 8.2 | | 64.8 | 31.7 | 21.0 | |
| LOS by Move: | D | B | B | | D | C | C | | E | C | A | | E | C | C | |
| HCM2kAvgQ: | 8 | 6 | 6 | | 2 | 12 | 12 | | 3 | 3 | 1 | | 0 | 10 | 2 | |

Note: Queue reported is the number of cars per lane.





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Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #79 Rancho Cordova Pkwy/ Douglas Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.537
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 2 | 0 1 | 1 | 0 | 2 | 0 1 | 1 | 0 | 3 | 0 1 | 1 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 740 | 753 | 118 | | 11 | 241 | 6 | | 12 | 77 | 283 | | 88 | 708 | 45 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 740 | 753 | 118 | | 11 | 241 | 6 | | 12 | 77 | 283 | | 88 | 708 | 45 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Volume: | 740 | 753 | 118 | | 11 | 241 | 6 | | 12 | 77 | 283 | | 88 | 708 | 45 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 740 | 753 | 118 | | 11 | 241 | 6 | | 12 | 77 | 283 | | 88 | 708 | 45 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 740 | 753 | 118 | | 11 | 241 | 6 | | 12 | 77 | 283 | | 88 | 708 | 45 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1375 | 1375 | 1375 | | 1375 | 1375 | 1375 | | 1375 | 1375 | 1375 | | 1375 | 1375 | 1375 | |
| 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: | 2.00 | 2.00 | 1.00 | | 1.00 | 2.00 | 1.00 | | 1.00 | 3.00 | 1.00 | | 1.00 | 3.00 | 1.00 | |
| Final Sat.: | 2750 | 2750 | 1375 | | 1375 | 2750 | 1375 | | 1375 | 4125 | 1375 | | 1375 | 4125 | 1375 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.27 | 0.27 | 0.09 | | 0.01 | 0.09 | 0.00 | | 0.01 | 0.02 | 0.21 | | 0.06 | 0.17 | 0.03 | |
| Crit Vol: | 370 | | | | | 121 | | | 12 | | | | | 236 | | |
| Crit Moves: | **** | | | | | **** | | | **** | | | | | **** | | |

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Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #80 Americanos Blvd/ Douglas Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.468
Loss Time (sec): 0 Average Delay (sec/veh): 23.5
Optimal Cycle: 43 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 2 | 0 1 | 1 | 0 | 2 | 0 1 | 1 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 429 | 893 | 370 | 100 | 285 | 78 | 46 | 93 | 116 | 129 | 381 | 226 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 429 | 893 | 370 | 100 | 285 | 78 | 46 | 93 | 116 | 129 | 381 | 226 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Volume: | 429 | 893 | 370 | 100 | 285 | 78 | 46 | 93 | 116 | 129 | 381 | 226 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 429 | 893 | 370 | 100 | 285 | 78 | 46 | 93 | 116 | 129 | 381 | 226 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| FinalVolume: | 429 | 893 | 370 | 100 | 285 | 78 | 46 | 93 | 116 | 129 | 381 | 226 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 0.92 | 0.95 | 0.85 | 0.95 | 0.95 | 0.85 | 0.95 | 0.91 | 0.85 | 0.92 | 0.91 | 0.85 | | | | |
| Lanes: | 2.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | | | | |
| Final Sat.: | 3502 | 3610 | 1615 | 1805 | 3610 | 1615 | 1805 | 5187 | 1615 | 3502 | 5187 | 1615 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.12 | 0.25 | 0.23 | 0.06 | 0.08 | 0.05 | 0.03 | 0.02 | 0.07 | 0.04 | 0.07 | 0.14 | | | | |
| Crit Moves: | | **** | | **** | | | **** | | | | | **** | | | | |
| Green/Cycle: | 0.39 | 0.53 | 0.53 | 0.12 | 0.25 | 0.25 | 0.05 | 0.23 | 0.23 | 0.12 | 0.30 | 0.30 | | | | |
| Volume/Cap: | 0.31 | 0.47 | 0.43 | 0.47 | 0.31 | 0.19 | 0.47 | 0.08 | 0.31 | 0.31 | 0.25 | 0.47 | | | | |
| Delay/Veh: | 21.1 | 15.0 | 14.8 | 42.8 | 30.5 | 29.5 | 49.4 | 29.9 | 32.1 | 40.6 | 26.6 | 29.3 | | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| AdjDel/Veh: | 21.1 | 15.0 | 14.8 | 42.8 | 30.5 | 29.5 | 49.4 | 29.9 | 32.1 | 40.6 | 26.6 | 29.3 | | | | |
| LOS by Move: | C | B | B | D | C | C | D | C | C | D | C | C | | | | |
| HCM2kAvgQ: | 5 | 9 | 7 | 3 | 4 | 2 | 1 | 1 | 3 | 2 | 3 | 6 | | | | |

Note: Queue reported is the number of cars per lane.





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Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #81 Grant Line Rd/ Chrysanthy Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.788
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 107 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 3 | 0 1 | 1 | 0 | 3 | 0 1 | 2 | 0 | 2 | 0 1 | 1 | 0 | 2 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 118 | 1750 | 128 | 108 | 646 | 181 | 398 | 293 | 82 | 141 | 385 | 117 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 118 | 1750 | 128 | 108 | 646 | 181 | 398 | 293 | 82 | 141 | 385 | 117 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Volume: | 118 | 1750 | 128 | 108 | 646 | 181 | 398 | 293 | 82 | 141 | 385 | 117 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 118 | 1750 | 128 | 108 | 646 | 181 | 398 | 293 | 82 | 141 | 385 | 117 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| 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: | 118 | 1750 | 128 | 108 | 646 | 181 | 398 | 293 | 82 | 141 | 385 | 117 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 | | | | |
| 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: | 2.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 | 2.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | | | | |
| Final Sat.: | 2750 | 4125 | 1375 | 1375 | 4125 | 1375 | 2750 | 2750 | 1375 | 1375 | 2750 | 1375 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.42 | 0.09 | 0.08 | 0.16 | 0.13 | 0.14 | 0.11 | 0.06 | 0.10 | 0.14 | 0.09 | | | | |
| Crit Volume: | | 583 | | 108 | | | 199 | | | | 193 | | | | | |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | | | | | |

Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #82 Grant Line Rd/ Rancho Cordova Parkway

Cycle (sec): 100 Critical Vol./Cap. (X): 0.722
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 67 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Permitted | | | Permitted | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 | 0 2 | 0 0 | 0 | 0 2 | 0 1 | 2 | 0 0 | 0 1 | 0 | 0 0 | 0 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 15 | 1615 | 0 | 0 | 1321 | 249 | 442 | 0 | 50 | 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: | 15 | 1615 | 0 | 0 | 1321 | 249 | 442 | 0 | 50 | 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: | 15 | 1615 | 0 | 0 | 1321 | 249 | 442 | 0 | 50 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 15 | 1615 | 0 | 0 | 1321 | 249 | 442 | 0 | 50 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 15 | 1615 | 0 | 0 | 1321 | 249 | 442 | 0 | 50 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1425 | 1425 | 1425 | 1425 | 1425 | 1425 | 1425 | 1425 | 1425 | 1425 | 1425 | 1425 |
| 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 | 2.00 | 0.00 | 0.00 | 2.00 | 1.00 | 2.00 | 0.00 | 1.00 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 1425 | 2850 | 0 | 0 | 2850 | 1425 | 2850 | 0 | 1425 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.57 | 0.00 | 0.00 | 0.46 | 0.17 | 0.16 | 0.00 | 0.04 | 0.00 | 0.00 | 0.00 |
| Crit Volume: | | 807 | | | 0 | | 221 | | | | 0 | |
| Crit Moves: | | **** | | | **** | | **** | | | | | |





Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #83 White Rock Rd/ Carson Crossing Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.564
Loss Time (sec): 9 Average Delay (sec/veh): 5.5
Optimal Cycle: 38 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Permitted | | | Permitted | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 | 1 0 | 0 1 | 0 | 0 1! | 0 0 | 1 | 0 1 | 1 0 | 1 | 0 1 | 1 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 14 | 1 | 17 | 5 | 3 | 8 | 3 | 1405 | 58 | 73 | 599 | 2 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 14 | 1 | 17 | 5 | 3 | 8 | 3 | 1405 | 58 | 73 | 599 | 2 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 16 | 1 | 19 | 6 | 3 | 9 | 3 | 1579 | 65 | 82 | 673 | 2 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 16 | 1 | 19 | 6 | 3 | 9 | 3 | 1579 | 65 | 82 | 673 | 2 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 16 | 1 | 19 | 6 | 3 | 9 | 3 | 1579 | 65 | 82 | 673 | 2 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.96 | 0.96 | 0.85 | 0.93 | 0.93 | 0.93 | 0.95 | 0.94 | 0.94 | 0.95 | 0.95 | 0.95 |
| Lanes: | 1.87 | 0.13 | 1.00 | 0.31 | 0.19 | 0.50 | 1.00 | 1.92 | 0.08 | 1.00 | 1.99 | 0.01 |
| Final Sat.: | 3387 | 242 | 1615 | 554 | 332 | 886 | 1805 | 3446 | 142 | 1805 | 3598 | 12 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.01 | 0.01 | 0.01 | 0.01 | 0.00 | 0.46 | 0.46 | 0.05 | 0.19 | 0.19 |
| Crit Moves: | | | | | **** | | | **** | | **** | | |
| Green/Cycle: | 0.02 | 0.02 | 0.10 | 0.02 | 0.02 | 0.02 | 0.01 | 0.81 | 0.81 | 0.08 | 0.88 | 0.88 |
| Volume/Cap: | 0.22 | 0.26 | 0.12 | 0.56 | 0.56 | 0.56 | 0.21 | 0.56 | 0.56 | 0.56 | 0.21 | 0.21 |
| Delay/Veh: | 49.8 | 50.5 | 41.5 | 70.1 | 70.1 | 70.1 | 55.8 | 3.5 | 3.5 | 49.3 | 0.9 | 0.9 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 49.8 | 50.5 | 41.5 | 70.1 | 70.1 | 70.1 | 55.8 | 3.5 | 3.5 | 49.3 | 0.9 | 0.9 |
| LOS by Move: | D | D | D | E | E | E | E | A | A | D | A | A |
| HCM2kAvgQ: | 0 | 1 | 1 | 1 | 1 | 1 | 0 | 9 | 9 | 2 | 2 | 2 |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #84 White Rock Rd/ Stonebriar Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.583
Loss Time (sec): 12 Average Delay (sec/veh): 12.7
Optimal Cycle: 47 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Split Phase | | | Split Phase | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 | 0 1 | 1 0 | 1 | 0 2 | 0 1 | 1 | 0 0 | 1 0 | 0 | 0 1! | 0 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 16 | 1260 | 1 | 68 | 574 | 69 | 71 | 1 | 36 | 13 | 1 | 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: | 16 | 1260 | 1 | 68 | 574 | 69 | 71 | 1 | 36 | 13 | 1 | 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: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 18 | 1416 | 1 | 76 | 645 | 78 | 80 | 1 | 40 | 15 | 1 | 42 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 18 | 1416 | 1 | 76 | 645 | 78 | 80 | 1 | 40 | 15 | 1 | 42 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 18 | 1416 | 1 | 76 | 645 | 78 | 80 | 1 | 40 | 15 | 1 | 42 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.85 | 0.95 | 0.85 | 0.85 | 0.89 | 0.89 | 0.89 |
| Lanes: | 1.00 | 1.99 | 0.01 | 1.00 | 2.00 | 1.00 | 1.00 | 0.03 | 0.97 | 0.25 | 0.02 | 0.73 |
| Final Sat.: | 1805 | 3607 | 3 | 1805 | 3610 | 1615 | 1805 | 44 | 1579 | 431 | 33 | 1227 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.39 | 0.39 | 0.04 | 0.18 | 0.05 | 0.04 | 0.03 | 0.03 | 0.03 | 0.03 | 0.03 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green/Cycle: | 0.04 | 0.67 | 0.67 | 0.07 | 0.71 | 0.71 | 0.08 | 0.08 | 0.08 | 0.06 | 0.06 | 0.06 |
| Volume/Cap: | 0.25 | 0.58 | 0.58 | 0.58 | 0.25 | 0.07 | 0.58 | 0.34 | 0.34 | 0.58 | 0.58 | 0.58 |
| Delay/Veh: | 48.5 | 9.1 | 9.1 | 51.4 | 5.3 | 4.5 | 50.9 | 45.5 | 45.5 | 54.5 | 54.5 | 54.5 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 48.5 | 9.1 | 9.1 | 51.4 | 5.3 | 4.5 | 50.9 | 45.5 | 45.5 | 54.5 | 54.5 | 54.5 |
| LOS by Move: | D | A | A | D | A | A | D | D | D | D | D | D |
| HCM2kAvgQ: | 1 | 13 | 13 | 3 | 4 | 1 | 2 | 1 | 1 | 2 | 2 | 2 |

Note: Queue reported is the number of cars per lane.





AM Cumulative Plus MitigateTue May 12, 2009 17:06:30 Page 87-1

Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #85 White Rock Rd/ Windfield Way

Cycle (sec): 100 Critical Vol./Cap. (X): 0.794
Loss Time (sec): 9 Average Delay (sec/veh): 24.6
Optimal Cycle: 67 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Permitted | | | Permitted | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 0 | 1 0 | 0 1 | 0 | 1 0 | 0 1 | 1 | 0 1 | 1 0 | 1 | 0 1 | 1 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 71 | 46 | 284 | 0 | 38 | 20 | 123 | 895 | 533 | 261 | 457 | 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: | 71 | 46 | 284 | 0 | 38 | 20 | 123 | 895 | 533 | 261 | 457 | 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: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 80 | 52 | 319 | 0 | 43 | 22 | 138 | 1006 | 599 | 293 | 513 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 80 | 52 | 319 | 0 | 43 | 22 | 138 | 1006 | 599 | 293 | 513 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 80 | 52 | 319 | 0 | 43 | 22 | 138 | 1006 | 599 | 293 | 513 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.78 | 0.78 | 0.85 | 1.00 | 1.00 | 0.85 | 0.95 | 0.90 | 0.90 | 0.95 | 0.95 | 0.95 |
| Lanes: | 0.61 | 0.39 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.25 | 0.75 | 1.00 | 2.00 | 0.00 |
| Final Sat.: | 898 | 582 | 1615 | 0 | 1900 | 1615 | 1805 | 2136 | 1272 | 1805 | 3610 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.09 | 0.09 | 0.20 | 0.00 | 0.02 | 0.01 | 0.08 | 0.47 | 0.47 | 0.16 | 0.14 | 0.00 |
| Crit Moves: | | **** | | | | | | **** | | **** | | |
| Green/Cycle: | 0.11 | 0.11 | 0.32 | 0.00 | 0.11 | 0.11 | 0.28 | 0.59 | 0.59 | 0.20 | 0.52 | 0.00 |
| Volume/Cap: | 0.79 | 0.79 | 0.62 | 0.00 | 0.20 | 0.12 | 0.27 | 0.79 | 0.79 | 0.79 | 0.27 | 0.00 |
| Delay/Veh: | 65.8 | 65.8 | 31.5 | 0.0 | 40.8 | 40.3 | 28.4 | 17.9 | 17.9 | 49.0 | 13.6 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 65.8 | 65.8 | 31.5 | 0.0 | 40.8 | 40.3 | 28.4 | 17.9 | 17.9 | 49.0 | 13.6 | 0.0 |
| LOS by Move: | E | E | C | A | D | D | C | B | B | D | B | A |
| HCM2kAvgQ: | 6 | 6 | 9 | 0 | 1 | 1 | 3 | 21 | 21 | 9 | 4 | 0 |

Note: Queue reported is the number of cars per lane.

Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #86 White Rock Rd/ Latrobe Rd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.894
Loss Time (sec): 12 Average Delay (sec/veh): 40.8
Optimal Cycle: 117 Level Of Service: D

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Ovl | | | Include | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 2 0 | 4 0 | 1 | 2 0 | 3 0 | 1 | 2 0 | 1 1 | 0 | 2 0 | 2 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 59 | 513 | 221 | 194 | 1762 | 265 | 593 | 457 | 55 | 575 | 568 | 397 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 59 | 513 | 221 | 194 | 1762 | 265 | 593 | 457 | 55 | 575 | 568 | 397 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 66 | 576 | 248 | 218 | 1980 | 298 | 666 | 513 | 62 | 646 | 638 | 446 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 66 | 576 | 248 | 218 | 1980 | 298 | 666 | 513 | 62 | 646 | 638 | 446 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 66 | 576 | 248 | 218 | 1980 | 298 | 666 | 513 | 62 | 646 | 638 | 446 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.91 | 0.85 | 0.92 | 0.91 | 0.85 | 0.92 | 0.93 | 0.93 | 0.92 | 0.95 | 0.85 |
| Lanes: | 2.00 | 4.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 1.79 | 0.21 | 2.00 | 2.00 | 1.00 |
| Final Sat.: | 3502 | 6916 | 1615 | 3502 | 5187 | 1615 | 3502 | 3171 | 382 | 3502 | 3610 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.08 | 0.15 | 0.06 | 0.38 | 0.18 | 0.19 | 0.16 | 0.16 | 0.18 | 0.18 | 0.28 |
| Crit Moves: | **** | | | | **** | | **** | | | | | **** |
| Green/Cycle: | 0.02 | 0.26 | 0.50 | 0.19 | 0.43 | 0.64 | 0.21 | 0.21 | 0.21 | 0.24 | 0.24 | 0.43 |
| Volume/Cap: | 0.89 | 0.33 | 0.31 | 0.33 | 0.89 | 0.29 | 0.89 | 0.77 | 0.77 | 0.77 | 0.74 | 0.64 |
| Delay/Veh: | 128.0 | 36.3 | 18.1 | 42.1 | 37.0 | 9.7 | 59.2 | 49.3 | 49.3 | 46.7 | 45.6 | 28.9 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 128.0 | 36.3 | 18.1 | 42.1 | 37.0 | 9.7 | 59.2 | 49.3 | 49.3 | 46.7 | 45.6 | 28.9 |
| LOS by Move: | F | D | B | D | D | A | E | D | D | D | D | C |
| HCM2kAvgQ: | 3 | 5 | 5 | 3 | 26 | 5 | 13 | 10 | 10 | 11 | 11 | 13 |

Note: Queue reported is the number of cars per lane.





Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #87 White Rock Rd/ Valley View Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.996
Loss Time (sec): 12 Average Delay (sec/veh): 46.3
Optimal Cycle: 180 Level Of Service: D

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Split Phase | | | Split Phase | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 0 1 | 0 0 | 1 | 1 0 | 0 1 | 0 | 1 0 | 1 1 | 0 | 1 0 | 1 1 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 259 | 11 | 270 | 15 | 13 | 17 | 9 | 736 | 131 | 632 | 1295 | 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: | 259 | 11 | 270 | 15 | 13 | 17 | 9 | 736 | 131 | 632 | 1295 | 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: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 291 | 12 | 303 | 17 | 15 | 19 | 10 | 827 | 147 | 710 | 1455 | 40 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 291 | 12 | 303 | 17 | 15 | 19 | 10 | 827 | 147 | 710 | 1455 | 40 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 291 | 12 | 303 | 17 | 15 | 19 | 10 | 827 | 147 | 710 | 1455 | 40 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.95 | 0.85 | 0.95 | 0.92 | 0.92 | 0.95 | 0.93 | 0.93 | 0.95 | 0.95 | 0.95 |
| Lanes: | 0.96 | 0.04 | 1.00 | 1.00 | 0.43 | 0.57 | 1.00 | 1.70 | 0.30 | 1.00 | 1.95 | 0.05 |
| Final Sat.: | 1739 | 74 | 1615 | 1805 | 753 | 985 | 1805 | 2994 | 533 | 1805 | 3498 | 97 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.17 | 0.17 | 0.19 | 0.01 | 0.02 | 0.02 | 0.01 | 0.28 | 0.28 | 0.39 | 0.42 | 0.42 |
| Crit Moves: | | | **** | | **** | | | **** | | **** | | |
| Green/Cycle: | 0.19 | 0.19 | 0.19 | 0.02 | 0.02 | 0.02 | 0.01 | 0.28 | 0.28 | 0.39 | 0.66 | 0.66 |
| Volume/Cap: | 0.89 | 0.89 | 1.00 | 0.48 | 1.00 | 1.00 | 0.63 | 1.00 | 1.00 | 1.00 | 0.63 | 0.63 |
| Delay/Veh: | 62.9 | 62.9 | 91.1 | 58.5 | 202 | 202.2 | 108.3 | 63.9 | 63.9 | 62.9 | 10.3 | 10.3 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 62.9 | 62.9 | 91.1 | 58.5 | 202 | 202.2 | 108.3 | 63.9 | 63.9 | 62.9 | 10.3 | 10.3 |
| LOS by Move: | E | E | F | E | F | F | F | E | E | E | B | B |
| HCM2kAvgQ: | 12 | 12 | 15 | 1 | 3 | 3 | 0 | 18 | 18 | 27 | 14 | 14 |

Note: Queue reported is the number of cars per lane.

Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #88 El Dorado Hills Blvd/Serrano Prky

Cycle (sec): 100 Critical Vol./Cap. (X): 0.954
Loss Time (sec): 12 Average Delay (sec/veh): 38.6
Optimal Cycle: 142 Level Of Service: D

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Split Phase | | | | Split Phase | | | |
| Rights: | Ignore | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 2 | 0 1 | 1 | 0 | 1 | 1 0 | 1 | 0 | 0 | 1 0 | 1 | 0 | 1! | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 40 | 667 | 219 | | 60 | 1757 | 17 | | 25 | 29 | 81 | | 819 | 30 | 30 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 40 | 667 | 219 | | 60 | 1757 | 17 | | 25 | 29 | 81 | | 819 | 30 | 30 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Volume: | 40 | 667 | 0 | | 60 | 1757 | 17 | | 25 | 29 | 81 | | 819 | 30 | 30 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 40 | 667 | 0 | | 60 | 1757 | 17 | | 25 | 29 | 81 | | 819 | 30 | 30 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 40 | 667 | 0 | | 60 | 1757 | 17 | | 25 | 29 | 81 | | 819 | 30 | 30 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.95 | 1.00 | | 0.95 | 0.95 | 0.95 | | 0.95 | 0.89 | 0.89 | | 0.95 | 0.95 | 0.95 | |
| Lanes: | 1.00 | 2.00 | 1.00 | | 1.00 | 1.98 | 0.02 | | 1.00 | 0.26 | 0.74 | | 1.88 | 0.06 | 0.06 | |
| Final Sat.: | 1805 | 3610 | 1900 | | 1805 | 3572 | 35 | | 1805 | 446 | 1245 | | 3380 | 115 | 115 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.18 | 0.00 | | 0.03 | 0.49 | 0.49 | | 0.01 | 0.07 | 0.07 | | 0.24 | 0.26 | 0.26 | |
| Crit Moves: | **** | | | | | **** | | | | **** | | | | **** | | |
| Green/Cycle: | 0.02 | 0.46 | 0.00 | | 0.08 | 0.52 | 0.52 | | 0.07 | 0.07 | 0.07 | | 0.27 | 0.27 | 0.27 | |
| Volume/Cap: | 0.95 | 0.40 | 0.00 | | 0.40 | 0.95 | 0.95 | | 0.20 | 0.95 | 0.95 | | 0.89 | 0.95 | 0.95 | |
| Delay/Veh: | 169.3 | 18.3 | 0.0 | | 45.4 | 34.8 | 34.8 | | 44.8 | 115 | 115.4 | | 44.8 | 55.0 | 55.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 169.3 | 18.3 | 0.0 | | 45.4 | 34.8 | 34.8 | | 44.8 | 115 | 115.4 | | 44.8 | 55.0 | 55.0 | |
| LOS by Move: | F | B | A | | D | C | C | | D | F | F | | D | E | E | |
| HCM2kAvgQ: | 2 | 7 | 0 | | 2 | 33 | 33 | | 1 | 6 | 6 | | 16 | 19 | 19 | |

Note: Queue reported is the number of cars per lane.





Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #89 El Dorado Hills Blvd/Saratoga Way

Cycle (sec): 100 Critical Vol./Cap. (X): 0.830
Loss Time (sec): 12 Average Delay (sec/veh): 30.0
Optimal Cycle: 85 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Split Phase | | | | Split Phase | | | |
| Rights: | Include | | | | Include | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 2 | 1 0 | 1 | 0 | 2 | 1 0 | 1 | 1 | 0 | 0 2 | 0 | 1 | 0 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 349 | 589 | 0 | | 164 | 1525 | 549 | | 220 | 49 | 856 | | 0 | 25 | 53 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 349 | 589 | 0 | | 164 | 1525 | 549 | | 220 | 49 | 856 | | 0 | 25 | 53 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Volume: | 349 | 589 | 0 | | 164 | 1525 | 549 | | 220 | 49 | 856 | | 0 | 25 | 53 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 349 | 589 | 0 | | 164 | 1525 | 549 | | 220 | 49 | 856 | | 0 | 25 | 53 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 349 | 589 | 0 | | 164 | 1525 | 549 | | 220 | 49 | 856 | | 0 | 25 | 53 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.91 | 0.91 | | 0.95 | 0.87 | 0.87 | | 0.96 | 0.96 | 0.75 | | 1.00 | 1.00 | 0.85 | |
| Lanes: | 2.00 | 3.00 | 0.00 | | 1.00 | 2.21 | 0.79 | | 1.64 | 0.36 | 2.00 | | 0.00 | 1.00 | 1.00 | |
| Final Sat.: | 3502 | 5187 | 0 | | 1805 | 3661 | 1318 | | 2987 | 665 | 2842 | | 0 | 1900 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.10 | 0.11 | 0.00 | | 0.09 | 0.42 | 0.42 | | 0.07 | 0.07 | 0.30 | | 0.00 | 0.01 | 0.03 | |
| Crit Moves: | **** | | | | | **** | | | | | **** | | | **** | | |
| Green/Cycle: | 0.12 | 0.35 | 0.00 | | 0.28 | 0.50 | 0.50 | | 0.24 | 0.24 | 0.36 | | 0.00 | 0.02 | 0.29 | |
| Volume/Cap: | 0.83 | 0.33 | 0.00 | | 0.33 | 0.83 | 0.83 | | 0.30 | 0.30 | 0.83 | | 0.00 | 0.83 | 0.11 | |
| Delay/Veh: | 56.1 | 24.3 | 0.0 | | 29.2 | 23.8 | 23.8 | | 31.2 | 31.2 | 34.9 | | 0.0 | 144 | 26.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 56.1 | 24.3 | 0.0 | | 29.2 | 23.8 | 23.8 | | 31.2 | 31.2 | 34.9 | | 0.0 | 144 | 26.0 | |
| LOS by Move: | E | C | A | | C | C | C | | C | C | C | | A | F | C | |
| HCM2kAvgQ: | 6 | 5 | 0 | | 4 | 19 | 19 | | 3 | 3 | 13 | | 0 | 2 | 1 | |

Note: Queue reported is the number of cars per lane.

AM Cumulative Plus MitigateTue May 12, 2009 17:06:30 Page 92-1

Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #90 El Dorado Hills Blvd/Park Drive

Cycle (sec): 100 Critical Vol./Cap. (X): 0.783
Loss Time (sec): 12 Average Delay (sec/veh): 24.4
Optimal Cycle: 73 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - | R | L | - T | - | R | L | - T | - | R | L | - T | - | R |
| Control: | Protected | | | | Protected | | | | Split Phase | | | | Split Phase | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 2 | 1 | 0 | 1 | 0 | 3 | 0 | 1 | 1 | 1 | 0 | 2 | 1 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 505 | 714 | 152 | | 62 | 1722 | 686 | | 79 | 24 | 156 | | 226 | 26 | 38 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 505 | 714 | 152 | | 62 | 1722 | 686 | | 79 | 24 | 156 | | 226 | 26 | 38 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Volume: | 505 | 714 | 152 | | 62 | 1722 | 686 | | 79 | 24 | 156 | | 226 | 26 | 38 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 505 | 714 | 152 | | 62 | 1722 | 686 | | 79 | 24 | 156 | | 226 | 26 | 38 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 505 | 714 | 152 | | 62 | 1722 | 686 | | 79 | 24 | 156 | | 226 | 26 | 38 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.89 | 0.89 | | 0.95 | 0.91 | 0.85 | | 0.96 | 0.96 | 0.75 | | 0.91 | 0.91 | 0.85 | |
| Lanes: | 2.00 | 2.47 | 0.53 | | 1.00 | 3.00 | 1.00 | | 1.53 | 0.47 | 2.00 | | 2.00 | 1.00 | 1.00 | |
| Final Sat.: | 3502 | 4165 | 887 | | 1805 | 5187 | 1615 | | 2807 | 853 | 2842 | | 3455 | 1727 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.14 | 0.17 | 0.17 | | 0.03 | 0.33 | 0.42 | | 0.03 | 0.03 | 0.05 | | 0.07 | 0.02 | 0.02 | |
| Crit Moves: | **** | | | | | | **** | | | | **** | | **** | | | |
| Green/Cycle: | 0.18 | 0.61 | 0.61 | | 0.12 | 0.54 | 0.54 | | 0.07 | 0.07 | 0.07 | | 0.08 | 0.08 | 0.08 | |
| Volume/Cap: | 0.78 | 0.28 | 0.28 | | 0.28 | 0.61 | 0.78 | | 0.40 | 0.40 | 0.78 | | 0.78 | 0.18 | 0.28 | |
| Delay/Veh: | 45.1 | 9.5 | 9.5 | | 40.7 | 16.1 | 22.9 | | 45.5 | 45.5 | 63.8 | | 56.8 | 42.7 | 44.2 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 45.1 | 9.5 | 9.5 | | 40.7 | 16.1 | 22.9 | | 45.5 | 45.5 | 63.8 | | 56.8 | 42.7 | 44.2 | |
| LOS by Move: | D | A | A | | D | B | C | | D | D | E | | E | D | D | |
| HCM2kAvgQ: | 8 | 4 | 4 | | 2 | 13 | 16 | | 2 | 2 | 5 | | 6 | 1 | 1 | |

Note: Queue reported is the number of cars per lane.





AM Cumulative Plus MitigateTue May 12, 2009 17:06:30 Page 93-1

Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #91 Latrobe Rd/ Town Center Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.994
Loss Time (sec): 12 Average Delay (sec/veh): 33.5
Optimal Cycle: 180 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - | R | L | - T | - | R | L | - T | - | R | L | - T | - | R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 4 | 0 | 1 | 2 | 0 | 3 | 0 | 1 | 2 | 0 | 1 | 1 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 163 | 1194 | 176 | | 632 | 1979 | 917 | | 154 | 11 | 29 | | 112 | 79 | 322 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 163 | 1194 | 176 | | 632 | 1979 | 917 | | 154 | 11 | 29 | | 112 | 79 | 322 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 183 | 1342 | 198 | | 710 | 2224 | 1030 | | 173 | 12 | 33 | | 126 | 89 | 362 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 183 | 1342 | 198 | | 710 | 2224 | 1030 | | 173 | 12 | 33 | | 126 | 89 | 362 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 183 | 1342 | 198 | | 710 | 2224 | 1030 | | 173 | 12 | 33 | | 126 | 89 | 362 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.91 | 0.85 | | 0.92 | 0.91 | 0.85 | | 0.92 | 0.85 | 0.85 | | 0.95 | 0.88 | 0.88 | |
| Lanes: | 2.00 | 4.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 1.00 | 1.00 | | 1.00 | 0.39 | 1.61 | |
| Final Sat.: | 3502 | 6916 | 1615 | | 3502 | 5187 | 1615 | | 3502 | 1608 | 1608 | | 1805 | 659 | 2685 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.05 | 0.19 | 0.12 | | 0.20 | 0.43 | 0.64 | | 0.05 | 0.01 | 0.02 | | 0.07 | 0.13 | 0.13 | |
| Crit Moves: | **** | | | | | | **** | | **** | | | | | **** | | |
| Green/Cycle: | 0.05 | 0.34 | 0.34 | | 0.36 | 0.64 | 0.64 | | 0.05 | 0.04 | 0.04 | | 0.14 | 0.14 | 0.14 | |
| Volume/Cap: | 0.99 | 0.57 | 0.36 | | 0.57 | 0.67 | 0.99 | | 0.99 | 0.18 | 0.49 | | 0.49 | 0.99 | 0.99 | |
| Delay/Veh: | 111.7 | 27.4 | 25.3 | | 26.7 | 11.7 | 44.0 | | 113.7 | 46.6 | 50.8 | | 40.9 | 83.7 | 83.7 | |
| 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: | 111.7 | 27.4 | 25.3 | | 26.7 | 11.7 | 44.0 | | 113.7 | 46.6 | 50.8 | | 40.9 | 83.7 | 83.7 | |
| LOS by Move: | F | C | C | | C | B | D | | F | D | D | | D | F | F | |
| HCM2kAvgQ: | 4 | 9 | 4 | | 9 | 16 | 37 | | 6 | 1 | 2 | | 4 | 11 | 11 | |

Note: Queue reported is the number of cars per lane.

AM Cumulative Plus MitigateTue May 12, 2009 17:06:30 Page 94-1

Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #92 Hazel Blvd/ Tributary- WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 1.047
Loss Time (sec): 9 Average Delay (sec/veh): 46.3
Optimal Cycle: 180 Level Of Service: D

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Ignore | | | | Include | | | | Ovl | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 3 | 0 1 | 0 | 0 | 3 | 1 0 | 0 | 0 | 0 | 0 1 | 1 | 1 | 0 | 0 2 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 381 | 1743 | 339 | | 0 | 3137 | 143 | | 0 | 0 | 304 | | 86 | 82 | 743 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 381 | 1743 | 339 | | 0 | 3137 | 143 | | 0 | 0 | 304 | | 86 | 82 | 743 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 428 | 1958 | 0 | | 0 | 3525 | 161 | | 0 | 0 | 342 | | 97 | 92 | 835 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 428 | 1958 | 0 | | 0 | 3525 | 161 | | 0 | 0 | 342 | | 97 | 92 | 835 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 428 | 1958 | 0 | | 0 | 3525 | 161 | | 0 | 0 | 342 | | 97 | 92 | 835 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.91 | 1.00 | | 1.00 | 0.90 | 0.90 | | 1.00 | 1.00 | 0.87 | | 0.81 | 0.81 | 0.75 | |
| Lanes: | 2.00 | 3.00 | 1.00 | | 0.00 | 3.83 | 0.17 | | 0.00 | 0.00 | 1.00 | | 1.02 | 0.98 | 2.00 | |
| Final Sat.: | 3502 | 5187 | 1900 | | 0 | 6568 | 299 | | 0 | 0 | 1644 | | 1578 | 1504 | 2842 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.12 | 0.38 | 0.00 | | 0.00 | 0.54 | 0.54 | | 0.00 | 0.00 | 0.21 | | 0.06 | 0.06 | 0.29 | |
| Crit Moves: | **** | | | | | **** | | | | | | | | | **** | |
| Green/Cycle: | 0.12 | 0.63 | 0.00 | | 0.00 | 0.51 | 0.51 | | 0.00 | 0.00 | 0.40 | | 0.28 | 0.28 | 0.28 | |
| Volume/Cap: | 1.05 | 0.60 | 0.00 | | 0.00 | 1.05 | 1.05 | | 0.00 | 0.00 | 0.52 | | 0.22 | 0.22 | 1.05 | |
| Delay/Veh: | 101.4 | 11.3 | 0.0 | | 0.0 | 53.7 | 53.7 | | 0.0 | 0.0 | 23.7 | | 27.7 | 27.7 | 80.8 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 101.4 | 11.3 | 0.0 | | 0.0 | 53.7 | 53.7 | | 0.0 | 0.0 | 23.7 | | 27.7 | 27.7 | 80.8 | |
| LOS by Move: | F | B | A | | A | D | D | | A | A | C | | C | C | F | |
| HCM2kAvgQ: | 8 | 12 | 0 | | 0 | 35 | 35 | | 0 | 0 | 8 | | 2 | 2 | 22 | |

Note: Queue reported is the number of cars per lane.





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Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #93 Hazel Ave/ EB US-50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.965
Loss Time (sec): 6 Average Delay (sec/veh): 37.0
Optimal Cycle: 155 Level Of Service: D

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Ignore | | | | Ignore | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 3 | 0 1 | 0 | 0 | 3 | 0 1 | 3 | 0 | 0 | 0 2 | 0 | 0 | 0 | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1657 | 288 | | 0 | 1648 | 1162 | | 1341 | 0 | 1081 | | 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 | 1657 | 288 | | 0 | 1648 | 1162 | | 1341 | 0 | 1081 | | 0 | 0 | 0 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 0 | 1862 | 0 | | 0 | 1852 | 0 | | 1507 | 0 | 1215 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 1862 | 0 | | 0 | 1852 | 0 | | 1507 | 0 | 1215 | | 0 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 1862 | 0 | | 0 | 1852 | 0 | | 1507 | 0 | 1215 | | 0 | 0 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.91 | 1.00 | | 1.00 | 0.91 | 1.00 | | 0.48 | 1.00 | 0.75 | | 1.00 | 1.00 | 1.00 | |
| Lanes: | 0.00 | 3.00 | 1.00 | | 0.00 | 3.00 | 1.00 | | 3.00 | 0.00 | 2.00 | | 0.00 | 0.00 | 0.00 | |
| Final Sat.: | 0 | 5187 | 1900 | | 0 | 5187 | 1900 | | 2748 | 0 | 2842 | | 0 | 0 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.36 | 0.00 | | 0.00 | 0.36 | 0.00 | | 0.55 | 0.00 | 0.43 | | 0.00 | 0.00 | 0.00 | |
| Crit Moves: | | **** | | | | | | | **** | | | | | | | |
| Green/Cycle: | 0.00 | 0.37 | 0.00 | | 0.00 | 0.37 | 0.00 | | 0.57 | 0.00 | 0.57 | | 0.00 | 0.00 | 0.00 | |
| Volume/Cap: | 0.00 | 0.97 | 0.00 | | 0.00 | 0.96 | 0.00 | | 0.97 | 0.00 | 0.75 | | 0.00 | 0.00 | 0.00 | |
| Delay/Veh: | 0.0 | 44.0 | 0.0 | | 0.0 | 43.1 | 0.0 | | 35.9 | 0.0 | 18.3 | | 0.0 | 0.0 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 44.0 | 0.0 | | 0.0 | 43.1 | 0.0 | | 35.9 | 0.0 | 18.3 | | 0.0 | 0.0 | 0.0 | |
| LOS by Move: | A | D | A | | A | D | A | | D | A | B | | A | A | A | |
| HCM2kAvgQ: | 0 | 24 | 0 | | 0 | 19 | 0 | | 21 | 0 | 17 | | 0 | 0 | 0 | |

Note: Queue reported is the number of cars per lane.

Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #94 Folsom Blvd/ WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.535
Loss Time (sec): 9 Average Delay (sec/veh): 6.7
Optimal Cycle: 36 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Ignore | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 3 | 0 0 | 0 | 0 | 3 | 0 1 | 1 | 0 | 1! | 0 1 | 0 | 0 | 0 | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 12 | 1930 | 0 | 0 | 1386 | 1463 | 78 | 0 | 147 | 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: | 12 | 1930 | 0 | 0 | 1386 | 1463 | 78 | 0 | 147 | 0 | 0 | 0 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.00 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | | | | |
| PHF Volume: | 13 | 2169 | 0 | 0 | 1557 | 0 | 88 | 0 | 165 | 0 | 0 | 0 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 13 | 2169 | 0 | 0 | 1557 | 0 | 88 | 0 | 165 | 0 | 0 | 0 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| FinalVolume: | 13 | 2169 | 0 | 0 | 1557 | 0 | 88 | 0 | 165 | 0 | 0 | 0 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 0.95 | 0.91 | 1.00 | 1.00 | 0.91 | 1.00 | 0.76 | 1.00 | 0.76 | 1.00 | 1.00 | 1.00 | | | | |
| Lanes: | 1.00 | 3.00 | 0.00 | 0.00 | 3.00 | 1.00 | 1.35 | 0.00 | 1.65 | 0.00 | 0.00 | 0.00 | | | | |
| Final Sat.: | 1805 | 5187 | 0 | 0 | 5187 | 1900 | 1957 | 0 | 2403 | 0 | 0 | 0 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.42 | 0.00 | 0.00 | 0.30 | 0.00 | 0.04 | 0.00 | 0.07 | 0.00 | 0.00 | 0.00 | | | | |
| Crit Moves: | | **** | | **** | | | | | **** | | | | | | | |
| Green/Cycle: | 0.02 | 0.78 | 0.00 | 0.00 | 0.76 | 0.00 | 0.13 | 0.00 | 0.13 | 0.00 | 0.00 | 0.00 | | | | |
| Volume/Cap: | 0.39 | 0.53 | 0.00 | 0.00 | 0.39 | 0.00 | 0.35 | 0.00 | 0.53 | 0.00 | 0.00 | 0.00 | | | | |
| Delay/Veh: | 55.8 | 4.2 | 0.0 | 0.0 | 4.1 | 0.0 | 40.0 | 0.0 | 42.0 | 0.0 | 0.0 | 0.0 | | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| AdjDel/Veh: | 55.8 | 4.2 | 0.0 | 0.0 | 4.1 | 0.0 | 40.0 | 0.0 | 42.0 | 0.0 | 0.0 | 0.0 | | | | |
| LOS by Move: | E | A | A | A | A | A | D | A | D | A | A | A | | | | |
| HCM2kAvgQ: | 0 | 9 | 0 | 0 | 6 | 0 | 2 | 0 | 4 | 0 | 0 | 0 | | | | |

Note: Queue reported is the number of cars per lane.





Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #95 Folsom Blvd/ EB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.704
Loss Time (sec): 12 Average Delay (sec/veh): 26.8
Optimal Cycle: 60 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Ignore | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 2 | 0 1 | 1 | 0 | 2 | 0 1 | 3 | 0 | 1 | 0 1 | 1 | 0 | 0 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 52 | 573 | 42 | 104 | 1204 | 227 | 1269 | 178 | 48 | 107 | 0 | 118 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 52 | 573 | 42 | 104 | 1204 | 227 | 1269 | 178 | 48 | 107 | 0 | 118 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Volume: | 52 | 573 | 42 | 104 | 1204 | 227 | 1269 | 178 | 0 | 107 | 0 | 118 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 52 | 573 | 42 | 104 | 1204 | 227 | 1269 | 178 | 0 | 107 | 0 | 118 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | | | | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | | | | |
| FinalVolume: | 52 | 573 | 42 | 104 | 1204 | 227 | 1269 | 178 | 0 | 107 | 0 | 118 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 0.95 | 0.95 | 0.85 | 0.95 | 0.95 | 0.85 | 0.92 | 1.00 | 1.00 | 0.95 | 1.00 | 0.85 | | | | |
| Lanes: | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 3.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | | | | |
| Final Sat.: | 1805 | 3610 | 1615 | 1805 | 3610 | 1615 | 5253 | 1900 | 1900 | 1805 | 0 | 1615 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.16 | 0.03 | 0.06 | 0.33 | 0.14 | 0.24 | 0.09 | 0.00 | 0.06 | 0.00 | 0.07 | | | | |
| Crit Moves: | **** | | | | **** | | **** | | | | | **** | | | | |
| Green/Cycle: | 0.04 | 0.38 | 0.38 | 0.14 | 0.47 | 0.47 | 0.34 | 0.22 | 0.00 | 0.14 | 0.00 | 0.28 | | | | |
| Volume/Cap: | 0.70 | 0.42 | 0.07 | 0.42 | 0.70 | 0.30 | 0.70 | 0.42 | 0.00 | 0.42 | 0.00 | 0.26 | | | | |
| Delay/Veh: | 73.7 | 23.2 | 19.9 | 40.7 | 22.1 | 16.3 | 29.7 | 33.9 | 0.0 | 40.3 | 0.0 | 28.4 | | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| AdjDel/Veh: | 73.7 | 23.2 | 19.9 | 40.7 | 22.1 | 16.3 | 29.7 | 33.9 | 0.0 | 40.3 | 0.0 | 28.4 | | | | |
| LOS by Move: | E | C | B | D | C | B | C | C | A | D | A | C | | | | |
| HCM2kAvgQ: | 3 | 7 | 1 | 3 | 15 | 4 | 12 | 5 | 0 | 3 | 0 | 3 | | | | |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #96 Prairie City/ WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 1.025
Loss Time (sec): 6 Average Delay (sec/veh): 42.6
Optimal Cycle: 180 Level Of Service: D

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Ignore | | | | Ignore | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 2034 | 356 | | 0 | 754 | 115 | | 0 | 0 | 0 | | 130 | 0 | 835 | |
| Growth Adj: | 1.00 | 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 | 2034 | 356 | | 0 | 754 | 115 | | 0 | 0 | 0 | | 130 | 0 | 835 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 0 | 2285 | 0 | | 0 | 847 | 0 | | 0 | 0 | 0 | | 146 | 0 | 938 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 2285 | 0 | | 0 | 847 | 0 | | 0 | 0 | 0 | | 146 | 0 | 938 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 2285 | 0 | | 0 | 847 | 0 | | 0 | 0 | 0 | | 146 | 0 | 938 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.95 | 1.00 | | 1.00 | 0.95 | 1.00 | | 1.00 | 1.00 | 1.00 | | 0.59 | 1.00 | 0.75 | |
| Lanes: | 0.00 | 2.00 | 1.00 | | 0.00 | 2.00 | 1.00 | | 0.00 | 0.00 | 0.00 | | 2.00 | 0.00 | 2.00 | |
| Final Sat.: | 0 | 3610 | 1900 | | 0 | 3610 | 1900 | | 0 | 0 | 0 | | 2256 | 0 | 2842 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.63 | 0.00 | | 0.00 | 0.23 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.06 | 0.00 | 0.33 | |
| Crit Moves: | | **** | | | | | | | | | | | | | **** | |
| Green/Cycle: | 0.00 | 0.62 | 0.00 | | 0.00 | 0.62 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.32 | 0.00 | 0.32 | |
| Volume/Cap: | 0.00 | 1.02 | 0.00 | | 0.00 | 0.38 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.20 | 0.00 | 1.02 | |
| Delay/Veh: | 0.0 | 44.7 | 0.0 | | 0.0 | 9.6 | 0.0 | | 0.0 | 0.0 | 0.0 | | 24.7 | 0.0 | 70.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 44.7 | 0.0 | | 0.0 | 9.6 | 0.0 | | 0.0 | 0.0 | 0.0 | | 24.7 | 0.0 | 70.0 | |
| LOS by Move: | A | D | A | | A | A | A | | A | A | A | | C | A | E | |
| HCM2kAvgQ: | 0 | 42 | 0 | | 0 | 6 | 0 | | 0 | 0 | 0 | | 2 | 0 | 24 | |

Note: Queue reported is the number of cars per lane.





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Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #97 Prairie City/ EB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.868
Loss Time (sec): 6 Average Delay (sec/veh): 20.5
Optimal Cycle: 78 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 2 | 0 | 1 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1840 | 218 | | 0 | 884 | 0 | | 737 | 2 | 334 | | 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 | 1840 | 218 | | 0 | 884 | 0 | | 737 | 2 | 334 | | 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: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 0 | 2067 | 245 | | 0 | 993 | 0 | | 828 | 2 | 375 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 2067 | 245 | | 0 | 993 | 0 | | 828 | 2 | 375 | | 0 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 2067 | 245 | | 0 | 993 | 0 | | 828 | 2 | 375 | | 0 | 0 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.95 | 0.85 | | 1.00 | 0.95 | 1.00 | | 0.90 | 0.90 | 0.75 | | 1.00 | 1.00 | 1.00 | |
| Lanes: | 0.00 | 2.00 | 1.00 | | 0.00 | 2.00 | 1.00 | | 1.99 | 0.01 | 2.00 | | 0.00 | 0.00 | 0.00 | |
| Final Sat.: | 0 | 3610 | 1615 | | 0 | 3610 | 1900 | | 3399 | 9 | 2842 | | 0 | 0 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.57 | 0.15 | | 0.00 | 0.28 | 0.00 | | 0.24 | 0.24 | 0.13 | | 0.00 | 0.00 | 0.00 | |
| Crit Moves: | | **** | | | | | | | | **** | | | | | | |
| Green/Cycle: | 0.00 | 0.66 | 0.66 | | 0.00 | 0.66 | 0.00 | | 0.28 | 0.28 | 0.28 | | 0.00 | 0.00 | 0.00 | |
| Volume/Cap: | 0.00 | 0.87 | 0.23 | | 0.00 | 0.42 | 0.00 | | 0.87 | 0.87 | 0.47 | | 0.00 | 0.00 | 0.00 | |
| Delay/Veh: | 0.0 | 17.3 | 6.9 | | 0.0 | 8.1 | 0.0 | | 42.8 | 42.8 | 30.3 | | 0.0 | 0.0 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 17.3 | 6.9 | | 0.0 | 8.1 | 0.0 | | 42.8 | 42.8 | 30.3 | | 0.0 | 0.0 | 0.0 | |
| LOS by Move: | A | B | A | | A | A | A | | D | D | C | | A | A | A | |
| HCM2kAvgQ: | 0 | 27 | 3 | | 0 | 7 | 0 | | 15 | 15 | 6 | | 0 | 0 | 0 | |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #98 East Bidwell St/ WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.873
Loss Time (sec): 6 Average Delay (sec/veh): 28.6
Optimal Cycle: 80 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - | R | L | - T | - | R | L | - T | - | R | L | - T | - | R |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Ignore | | | | Ignore | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1442 | 302 | | 0 | 1374 | 343 | | 0 | 0 | 0 | | 1007 | 0 | 636 | |
| Growth Adj: | 1.00 | 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 | 1442 | 302 | | 0 | 1374 | 343 | | 0 | 0 | 0 | | 1007 | 0 | 636 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 0 | 1620 | 0 | | 0 | 1544 | 0 | | 0 | 0 | 0 | | 1131 | 0 | 715 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 1620 | 0 | | 0 | 1544 | 0 | | 0 | 0 | 0 | | 1131 | 0 | 715 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 1620 | 0 | | 0 | 1544 | 0 | | 0 | 0 | 0 | | 1131 | 0 | 715 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.91 | 1.00 | | 1.00 | 0.91 | 1.00 | | 1.00 | 1.00 | 1.00 | | 0.59 | 1.00 | 0.75 | |
| Lanes: | 0.00 | 3.00 | 1.00 | | 0.00 | 3.00 | 1.00 | | 0.00 | 0.00 | 0.00 | | 2.00 | 0.00 | 2.00 | |
| Final Sat.: | 0 | 5187 | 1900 | | 0 | 5187 | 1900 | | 0 | 0 | 0 | | 2226 | 0 | 2842 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.31 | 0.00 | | 0.00 | 0.30 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.51 | 0.00 | 0.25 | |
| Crit Moves: | | **** | | | | | | | | | | | **** | | | |
| Green/Cycle: | 0.00 | 0.36 | 0.00 | | 0.00 | 0.36 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.58 | 0.00 | 0.58 | |
| Volume/Cap: | 0.00 | 0.87 | 0.00 | | 0.00 | 0.83 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.87 | 0.00 | 0.43 | |
| Delay/Veh: | 0.0 | 34.9 | 0.0 | | 0.0 | 32.7 | 0.0 | | 0.0 | 0.0 | 0.0 | | 24.5 | 0.0 | 11.8 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 34.9 | 0.0 | | 0.0 | 32.7 | 0.0 | | 0.0 | 0.0 | 0.0 | | 24.5 | 0.0 | 11.8 | |
| LOS by Move: | A | C | A | | A | C | A | | A | A | A | | C | A | B | |
| HCM2kAvgQ: | 0 | 18 | 0 | | 0 | 16 | 0 | | 0 | 0 | 0 | | 19 | 0 | 7 | |

Note: Queue reported is the number of cars per lane.





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Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #99 East Bidwell St/ EB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.741
Loss Time (sec): 6 Average Delay (sec/veh): 16.6
Optimal Cycle: 47 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - | R | L | - T | - | R | L | - T | - | R | L | - T | - | R |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Ignore | | | | Ignore | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 3 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1273 | 444 | | 0 | 2132 | 248 | | 471 | 0 | 436 | | 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 | 1273 | 444 | | 0 | 2132 | 248 | | 471 | 0 | 436 | | 0 | 0 | 0 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.00 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 0 | 1430 | 0 | | 0 | 2396 | 0 | | 529 | 0 | 490 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 1430 | 0 | | 0 | 2396 | 0 | | 529 | 0 | 490 | | 0 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 1430 | 0 | | 0 | 2396 | 0 | | 529 | 0 | 490 | | 0 | 0 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.91 | 1.00 | | 1.00 | 0.91 | 1.00 | | 0.59 | 1.00 | 0.75 | | 1.00 | 1.00 | 1.00 | |
| Lanes: | 0.00 | 3.00 | 1.00 | | 0.00 | 3.00 | 1.00 | | 2.00 | 0.00 | 2.00 | | 0.00 | 0.00 | 0.00 | |
| Final Sat.: | 0 | 5187 | 1900 | | 0 | 5187 | 1900 | | 2256 | 0 | 2842 | | 0 | 0 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.28 | 0.00 | | 0.00 | 0.46 | 0.00 | | 0.23 | 0.00 | 0.17 | | 0.00 | 0.00 | 0.00 | |
| Crit Moves: | | | | | | **** | | | **** | | | | | | | |
| Green/Cycle: | 0.00 | 0.62 | 0.00 | | 0.00 | 0.62 | 0.00 | | 0.32 | 0.00 | 0.32 | | 0.00 | 0.00 | 0.00 | |
| Volume/Cap: | 0.00 | 0.44 | 0.00 | | 0.00 | 0.74 | 0.00 | | 0.74 | 0.00 | 0.54 | | 0.00 | 0.00 | 0.00 | |
| Delay/Veh: | 0.0 | 9.9 | 0.0 | | 0.0 | 14.1 | 0.0 | | 34.7 | 0.0 | 28.9 | | 0.0 | 0.0 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 9.9 | 0.0 | | 0.0 | 14.1 | 0.0 | | 34.7 | 0.0 | 28.9 | | 0.0 | 0.0 | 0.0 | |
| LOS by Move: | A | A | A | | A | B | A | | C | A | C | | A | A | A | |
| HCM2kAvgQ: | 0 | 8 | 0 | | 0 | 18 | 0 | | 9 | 0 | 8 | | 0 | 0 | 0 | |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #100 El Dorado Hills Blvd/ WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.441
Loss Time (sec): 0 Average Delay (sec/veh): 0.0
Optimal Cycle: 26 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1434 | 0 | | 0 | 2289 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 0 | 1434 | 0 | | 0 | 2289 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 1.00 | 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 | 1434 | 0 | | 0 | 2289 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 1434 | 0 | | 0 | 2289 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 1434 | 0 | | 0 | 2289 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.91 | 1.00 | | 1.00 | 0.91 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Lanes: | 0.00 | 3.00 | 0.00 | | 0.00 | 3.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | |
| Final Sat.: | 0 | 5187 | 0 | | 0 | 5187 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.28 | 0.00 | | 0.00 | 0.44 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | |
| Crit Moves: | | | | | | **** | | | | | | | | | | |
| Green/Cycle: | 0.00 | 1.00 | 0.00 | | 0.00 | 1.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | |
| Volume/Cap: | 0.00 | 0.28 | 0.00 | | 0.00 | 0.44 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | | 0.0 | 0.1 | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | | 0.0 | 0.1 | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | |
| LOS by Move: | A | A | A | | A | A | A | | A | A | A | | A | A | A | |
| HCM2kAvgQ: | 0 | 0 | 0 | | 0 | 1 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |

Note: Queue reported is the number of cars per lane.





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Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #101 El Dorado Hills Blvd/ EB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.414
Loss Time (sec): 6 Average Delay (sec/veh): 3.8
Optimal Cycle: 24 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Ignore | | | | Ignore | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 3 | 0 | 1 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1283 | 365 | | 144 | 2020 | 0 | | 0 | 0 | 1509 | | 0 | 0 | 269 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 0 | 1283 | 365 | | 144 | 2020 | 0 | | 0 | 0 | 1509 | | 0 | 0 | 269 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| PHF Volume: | 0 | 1283 | 365 | | 144 | 2020 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 1283 | 365 | | 144 | 2020 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| FinalVolume: | 0 | 1283 | 365 | | 144 | 2020 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.97 | 0.91 | 0.85 | | 0.95 | 0.91 | 1.00 | | 1.00 | 1.00 | 0.88 | | 1.00 | 1.00 | 1.00 | |
| Lanes: | 2.00 | 3.00 | 1.00 | | 1.00 | 3.00 | 0.00 | | 0.00 | 0.00 | 2.00 | | 0.00 | 0.00 | 1.00 | |
| Final Sat.: | 3686 | 5187 | 1615 | | 1805 | 5187 | 0 | | 0 | 0 | 3344 | | 0 | 0 | 1900 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.25 | 0.23 | | 0.08 | 0.39 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | |
| Crit Moves: | **** | | | | | **** | | | | | | | | | | |
| Green/Cycle: | 0.00 | 0.71 | 0.71 | | 0.23 | 0.94 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | |
| Volume/Cap: | 0.00 | 0.35 | 0.32 | | 0.35 | 0.41 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | |
| Delay/Veh: | 0.0 | 5.6 | 5.6 | | 32.8 | 0.4 | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 5.6 | 5.6 | | 32.8 | 0.4 | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | |
| LOS by Move: | A | A | A | | C | A | A | | A | A | A | | A | A | A | |
| HCM2kAvgQ: | 0 | 5 | 4 | | 4 | 3 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #102 Sunrise Rd/ Jackson Hwy-SR16

Cycle (sec): 100 Critical Vol./Cap. (X): 0.786
Loss Time (sec): 12 Average Delay (sec/veh): 28.5
Optimal Cycle: 74 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 2 | 0 1 | 2 | 0 | 2 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 13 | 922 | 333 | | 82 | 422 | 99 | | 92 | 592 | 12 | | 269 | 1400 | 24 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 13 | 922 | 333 | | 82 | 422 | 99 | | 92 | 592 | 12 | | 269 | 1400 | 24 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Volume: | 15 | 1036 | 374 | | 92 | 474 | 111 | | 103 | 665 | 13 | | 302 | 1573 | 27 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 15 | 1036 | 374 | | 92 | 474 | 111 | | 103 | 665 | 13 | | 302 | 1573 | 27 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 15 | 1036 | 374 | | 92 | 474 | 111 | | 103 | 665 | 13 | | 302 | 1573 | 27 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.91 | 0.85 | | 0.92 | 0.91 | 0.85 | | 0.92 | 0.95 | 0.85 | | 0.92 | 0.95 | 0.85 | |
| Lanes: | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 2.00 | 1.00 | | 2.00 | 2.00 | 1.00 | |
| Final Sat.: | 3502 | 5187 | 1615 | | 3502 | 5187 | 1615 | | 3502 | 3610 | 1615 | | 3502 | 3610 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.20 | 0.23 | | 0.03 | 0.09 | 0.07 | | 0.03 | 0.18 | 0.01 | | 0.09 | 0.44 | 0.02 | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.01 | 0.25 | 0.44 | | 0.03 | 0.28 | 0.31 | | 0.04 | 0.40 | 0.42 | | 0.19 | 0.55 | 0.59 | |
| Volume/Cap: | 0.33 | 0.79 | 0.52 | | 0.79 | 0.33 | 0.22 | | 0.79 | 0.46 | 0.02 | | 0.46 | 0.79 | 0.03 | |
| Delay/Veh: | 53.4 | 37.9 | 20.9 | | 76.6 | 29.0 | 25.6 | | 73.8 | 22.1 | 17.2 | | 36.5 | 19.7 | 8.6 | |
| 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: | 53.4 | 37.9 | 20.9 | | 76.6 | 29.0 | 25.6 | | 73.8 | 22.1 | 17.2 | | 36.5 | 19.7 | 8.6 | |
| LOS by Move: | D | D | C | | E | C | C | | E | C | B | | D | B | A | |
| HCM2kAvgQ: | 0 | 10 | 8 | | 2 | 4 | 2 | | 3 | 8 | 0 | | 4 | 20 | 0 | |

Note: Queue reported is the number of cars per lane.





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Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #103 Grant Line Rd/ Jackson Rd- SR16

Cycle (sec): 100 Critical Vol./Cap. (X): 0.413
Loss Time (sec): 12 Average Delay (sec/veh): 24.8
Optimal Cycle: 36 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 2 | 2 | 0 | 2 | 0 2 | 2 | 0 | 2 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 93 | 990 | 45 | | 2 | 775 | 191 | | 158 | 406 | 187 | | 176 | 619 | 2 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 93 | 990 | 45 | | 2 | 775 | 191 | | 158 | 406 | 187 | | 176 | 619 | 2 | |
| User Adj: | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | | 0.89 | 0.89 | 0.89 | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Volume: | 83 | 881 | 40 | | 2 | 690 | 170 | | 141 | 361 | 166 | | 157 | 551 | 2 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 83 | 881 | 40 | | 2 | 690 | 170 | | 141 | 361 | 166 | | 157 | 551 | 2 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 83 | 881 | 40 | | 2 | 690 | 170 | | 141 | 361 | 166 | | 157 | 551 | 2 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.91 | 0.85 | | 0.92 | 0.91 | 0.75 | | 0.92 | 0.95 | 0.75 | | 0.92 | 0.95 | 0.85 | |
| Lanes: | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 2.00 | | 2.00 | 2.00 | 2.00 | | 2.00 | 2.00 | 1.00 | |
| Final Sat.: | 3502 | 5187 | 1615 | | 3502 | 5187 | 2842 | | 3502 | 3610 | 2842 | | 3502 | 3610 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.17 | 0.02 | | 0.00 | 0.13 | 0.06 | | 0.04 | 0.10 | 0.06 | | 0.04 | 0.15 | 0.00 | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.06 | 0.41 | 0.56 | | 0.00 | 0.35 | 0.45 | | 0.10 | 0.32 | 0.39 | | 0.14 | 0.37 | 0.37 | |
| Volume/Cap: | 0.38 | 0.41 | 0.04 | | 0.41 | 0.38 | 0.13 | | 0.41 | 0.31 | 0.15 | | 0.31 | 0.41 | 0.00 | |
| Delay/Veh: | 46.1 | 21.0 | 10.1 | | 103.5 | 24.5 | 16.3 | | 43.3 | 25.6 | 20.1 | | 38.7 | 23.6 | 19.8 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 46.1 | 21.0 | 10.1 | | 103.5 | 24.5 | 16.3 | | 43.3 | 25.6 | 20.1 | | 38.7 | 23.6 | 19.8 | |
| LOS by Move: | D | C | B | | F | C | B | | D | C | C | | D | C | B | |
| HCM2kAvgQ: | 2 | 7 | 1 | | 0 | 6 | 2 | | 2 | 4 | 2 | | 2 | 6 | 0 | |

Note: Queue reported is the number of cars per lane.

Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #104 Oak Ave Pkwy/ WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.759
Loss Time (sec): 6 Average Delay (sec/veh): 17.9
Optimal Cycle: 50 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Ignore | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 | 2 | 0 1 | 0 | 0 | 2 | 0 1 | 0 | 0 | 0 | 0 0 | 2 | 0 | 0 | 0 2 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1456 | 591 | 0 | 897 | 611 | 0 | 0 | 0 | 521 | 0 | 126 | | | | |
| Growth Adj: | 1.00 | 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 | 1456 | 591 | 0 | 897 | 611 | 0 | 0 | 0 | 521 | 0 | 126 | | | | |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.89 | 0.89 | 0.00 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | | | | |
| PHF Volume: | 0 | 1636 | 0 | 0 | 1008 | 687 | 0 | 0 | 0 | 585 | 0 | 142 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 0 | 1636 | 0 | 0 | 1008 | 687 | 0 | 0 | 0 | 585 | 0 | 142 | | | | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| FinalVolume: | 0 | 1636 | 0 | 0 | 1008 | 687 | 0 | 0 | 0 | 585 | 0 | 142 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 0.85 | 1.00 | 1.00 | 1.00 | 0.59 | 1.00 | 0.75 | | | | |
| Lanes: | 0.00 | 2.00 | 1.00 | 0.00 | 2.00 | 1.00 | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 2.00 | | | | |
| Final Sat.: | 0 | 3610 | 1900 | 0 | 3610 | 1615 | 0 | 0 | 0 | 2252 | 0 | 2842 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.45 | 0.00 | 0.00 | 0.28 | 0.43 | 0.00 | 0.00 | 0.00 | 0.26 | 0.00 | 0.05 | | | | |
| Crit Moves: | | **** | | | | | | | | **** | | | | | | |
| Green/Cycle: | 0.00 | 0.60 | 0.00 | 0.00 | 0.60 | 0.60 | 0.00 | 0.00 | 0.00 | 0.34 | 0.00 | 0.34 | | | | |
| Volume/Cap: | 0.00 | 0.76 | 0.00 | 0.00 | 0.47 | 0.71 | 0.00 | 0.00 | 0.00 | 0.76 | 0.00 | 0.15 | | | | |
| Delay/Veh: | 0.0 | 16.4 | 0.0 | 0.0 | 11.4 | 16.6 | 0.0 | 0.0 | 0.0 | 33.6 | 0.0 | 22.8 | | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| AdjDel/Veh: | 0.0 | 16.4 | 0.0 | 0.0 | 11.4 | 16.6 | 0.0 | 0.0 | 0.0 | 33.6 | 0.0 | 22.8 | | | | |
| LOS by Move: | A | B | A | A | B | B | A | A | A | C | A | C | | | | |
| HCM2kAvgQ: | 0 | 19 | 0 | 0 | 9 | 14 | 0 | 0 | 0 | 10 | 0 | 2 | | | | |

Note: Queue reported is the number of cars per lane.





Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #105 Oak Ave Pkwy/ EB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.859
Loss Time (sec): 6 Average Delay (sec/veh): 26.0
Optimal Cycle: 75 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 | 2 | 0 1 | 0 | 0 | 2 | 0 1 | 2 | 0 | 0 | 0 2 | 0 | 0 | 0 | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1161 | 108 | 0 | 1000 | 132 | 885 | 0 | 569 | 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 | 1161 | 108 | 0 | 1000 | 132 | 885 | 0 | 569 | 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: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | | | | |
| PHF Volume: | 0 | 1304 | 121 | 0 | 1124 | 148 | 994 | 0 | 639 | 0 | 0 | 0 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 0 | 1304 | 121 | 0 | 1124 | 148 | 994 | 0 | 639 | 0 | 0 | 0 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| FinalVolume: | 0 | 1304 | 121 | 0 | 1124 | 148 | 994 | 0 | 639 | 0 | 0 | 0 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 1.00 | 0.95 | 0.85 | 1.00 | 0.95 | 0.85 | 0.59 | 1.00 | 0.75 | 1.00 | 1.00 | 1.00 | | | | |
| Lanes: | 0.00 | 2.00 | 1.00 | 0.00 | 2.00 | 1.00 | 2.00 | 0.00 | 2.00 | 0.00 | 0.00 | 0.00 | | | | |
| Final Sat.: | 0 | 3610 | 1615 | 0 | 3610 | 1615 | 2230 | 0 | 2842 | 0 | 0 | 0 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.36 | 0.08 | 0.00 | 0.31 | 0.09 | 0.45 | 0.00 | 0.22 | 0.00 | 0.00 | 0.00 | | | | |
| Crit Moves: | | **** | | | | | **** | | | | | | | | | |
| Green/Cycle: | 0.00 | 0.42 | 0.42 | 0.00 | 0.42 | 0.42 | 0.52 | 0.00 | 0.52 | 0.00 | 0.00 | 0.00 | | | | |
| Volume/Cap: | 0.00 | 0.86 | 0.18 | 0.00 | 0.74 | 0.22 | 0.86 | 0.00 | 0.43 | 0.00 | 0.00 | 0.00 | | | | |
| Delay/Veh: | 0.0 | 31.4 | 18.3 | 0.0 | 26.3 | 18.6 | 27.5 | 0.0 | 15.1 | 0.0 | 0.0 | 0.0 | | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| AdjDel/Veh: | 0.0 | 31.4 | 18.3 | 0.0 | 26.3 | 18.6 | 27.5 | 0.0 | 15.1 | 0.0 | 0.0 | 0.0 | | | | |
| LOS by Move: | A | C | B | A | C | B | C | A | B | A | A | A | | | | |
| HCM2kAvgQ: | 0 | 20 | 2 | 0 | 15 | 3 | 17 | 0 | 7 | 0 | 0 | 0 | | | | |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #106 Empire Ranch Rd/ WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.572
Loss Time (sec): 6 Average Delay (sec/veh): 14.8
Optimal Cycle: 31 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Permitted | | | Permitted | | | Permitted | | | Permitted | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 711 | 383 | 0 | 1255 | 488 | 0 | 0 | 0 | 307 | 0 | 501 |
| Growth Adj: | 1.00 | 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 | 711 | 383 | 0 | 1255 | 488 | 0 | 0 | 0 | 307 | 0 | 501 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 0 | 799 | 430 | 0 | 1410 | 548 | 0 | 0 | 0 | 345 | 0 | 563 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 799 | 430 | 0 | 1410 | 548 | 0 | 0 | 0 | 345 | 0 | 563 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 0 | 799 | 430 | 0 | 1410 | 548 | 0 | 0 | 0 | 345 | 0 | 563 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 0.91 | 0.85 | 1.00 | 0.91 | 0.85 | 1.00 | 1.00 | 1.00 | 0.59 | 1.00 | 0.75 |
| Lanes: | 0.00 | 3.00 | 1.00 | 0.00 | 3.00 | 1.00 | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 2.00 |
| Final Sat.: | 0 | 5187 | 1615 | 0 | 5187 | 1615 | 0 | 0 | 0 | 2252 | 0 | 2842 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.15 | 0.27 | 0.00 | 0.27 | 0.34 | 0.00 | 0.00 | 0.00 | 0.15 | 0.00 | 0.20 |
| Crit Moves: | | | | | | **** | | | | | | **** |
| Green/Cycle: | 0.00 | 0.59 | 0.59 | 0.00 | 0.59 | 0.59 | 0.00 | 0.00 | 0.00 | 0.35 | 0.00 | 0.35 |
| Volume/Cap: | 0.00 | 0.26 | 0.45 | 0.00 | 0.46 | 0.57 | 0.00 | 0.00 | 0.00 | 0.44 | 0.00 | 0.57 |
| Delay/Veh: | 0.0 | 9.8 | 11.6 | 0.0 | 11.4 | 13.3 | 0.0 | 0.0 | 0.0 | 25.6 | 0.0 | 27.5 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 9.8 | 11.6 | 0.0 | 11.4 | 13.3 | 0.0 | 0.0 | 0.0 | 25.6 | 0.0 | 27.5 |
| LOS by Move: | A | A | B | A | B | B | A | A | A | C | A | C |
| HCM2kAvgQ: | 0 | 4 | 7 | 0 | 8 | 10 | 0 | 0 | 0 | 5 | 0 | 9 |

Note: Queue reported is the number of cars per lane.





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Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #107 Empire Ranch Rd/ EB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.423
Loss Time (sec): 6 Average Delay (sec/veh): 15.9
Optimal Cycle: 24 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Permitted | | | Permitted | | | Permitted | | | Permitted | | |
| Rights: | Ignore | | | Ignore | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 3 | 0 | 1 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 855 | 176 | 0 | 1031 | 530 | 238 | 0 | 440 | 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 | 855 | 176 | 0 | 1031 | 530 | 238 | 0 | 440 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | 0.00 | 0.89 | 0.89 | 0.00 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 0 | 961 | 0 | 0 | 1158 | 0 | 267 | 0 | 494 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 961 | 0 | 0 | 1158 | 0 | 267 | 0 | 494 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 961 | 0 | 0 | 1158 | 0 | 267 | 0 | 494 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 0.91 | 1.00 | 1.00 | 0.91 | 1.00 | 0.59 | 1.00 | 0.75 | 1.00 | 1.00 | 1.00 |
| Lanes: | 0.00 | 3.00 | 1.00 | 0.00 | 3.00 | 1.00 | 2.00 | 0.00 | 2.00 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 0 | 5187 | 1900 | 0 | 5187 | 1900 | 2241 | 0 | 2842 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.19 | 0.00 | 0.00 | 0.22 | 0.00 | 0.12 | 0.00 | 0.17 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | | | | | **** | | | | **** | | | |
| Green/Cycle: | 0.00 | 0.53 | 0.00 | 0.00 | 0.53 | 0.00 | 0.41 | 0.00 | 0.41 | 0.00 | 0.00 | 0.00 |
| Volume/Cap: | 0.00 | 0.35 | 0.00 | 0.00 | 0.42 | 0.00 | 0.29 | 0.00 | 0.42 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 13.7 | 0.0 | 0.0 | 14.4 | 0.0 | 19.8 | 0.0 | 21.2 | 0.0 | 0.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 13.7 | 0.0 | 0.0 | 14.4 | 0.0 | 19.8 | 0.0 | 21.2 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | A | B | A | A | B | A | B | A | C | A | A | A |
| HCM2kAvgQ: | 0 | 6 | 0 | 0 | 8 | 0 | 3 | 0 | 6 | 0 | 0 | 0 |

Note: Queue reported is the number of cars per lane.

AM Cumulative Plus MitigateTue May 12, 2009 17:06:31 Page 110-1

Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #108 Silva Way/ WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.954
Loss Time (sec): 6 Average Delay (sec/veh): 36.5
Optimal Cycle: 140 Level Of Service: D

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Ignore | | | | Ignore | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 | 2 | 0 1 | 0 | 0 | 2 | 0 1 | 0 | 0 | 0 | 0 0 | 2 | 0 | 0 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 585 | 64 | 0 | 1088 | 666 | 0 | 0 | 0 | 1106 | 0 | 114 | | | | |
| Growth Adj: | 1.00 | 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 | 585 | 64 | 0 | 1088 | 666 | 0 | 0 | 0 | 1106 | 0 | 114 | | | | |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.89 | 0.89 | 0.00 | 0.89 | 0.89 | 0.00 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | | | | |
| PHF Volume: | 0 | 657 | 0 | 0 | 1222 | 0 | 0 | 0 | 0 | 1243 | 0 | 128 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 0 | 657 | 0 | 0 | 1222 | 0 | 0 | 0 | 0 | 1243 | 0 | 128 | | | | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| FinalVolume: | 0 | 657 | 0 | 0 | 1222 | 0 | 0 | 0 | 0 | 1243 | 0 | 128 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 0.59 | 1.00 | 0.85 | | | | |
| Lanes: | 0.00 | 2.00 | 1.00 | 0.00 | 2.00 | 1.00 | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 1.00 | | | | |
| Final Sat.: | 0 | 3610 | 1900 | 0 | 3610 | 1900 | 0 | 0 | 0 | 2226 | 0 | 1615 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.18 | 0.00 | 0.00 | 0.34 | 0.00 | 0.00 | 0.00 | 0.00 | 0.56 | 0.00 | 0.08 | | | | |
| Crit Moves: | | | | | **** | | | | | **** | | | | | | |
| Green/Cycle: | 0.00 | 0.35 | 0.00 | 0.00 | 0.35 | 0.00 | 0.00 | 0.00 | 0.00 | 0.59 | 0.00 | 0.59 | | | | |
| Volume/Cap: | 0.00 | 0.51 | 0.00 | 0.00 | 0.95 | 0.00 | 0.00 | 0.00 | 0.00 | 0.95 | 0.00 | 0.14 | | | | |
| Delay/Veh: | 0.0 | 25.8 | 0.0 | 0.0 | 46.9 | 0.0 | 0.0 | 0.0 | 0.0 | 34.8 | 0.0 | 9.4 | | | | |
| 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: | 0.0 | 25.8 | 0.0 | 0.0 | 46.9 | 0.0 | 0.0 | 0.0 | 0.0 | 34.8 | 0.0 | 9.4 | | | | |
| LOS by Move: | A | C | A | A | D | A | A | A | A | C | A | A | | | | |
| HCM2kAvgQ: | 0 | 8 | 0 | 0 | 25 | 0 | 0 | 0 | 0 | 24 | 0 | 2 | | | | |

Note: Queue reported is the number of cars per lane.





AM Cumulative Plus MitigateTue May 12, 2009 17:06:31 Page 111-1

Folsom South of US-50 Annexation
Cumulative Plus Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #109 Silva Way/ EB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.708
Loss Time (sec): 6 Average Delay (sec/veh): 7.4
Optimal Cycle: 43 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Ignore | | | | Ignore | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 | 2 | 0 1 | 0 | 0 | 2 | 0 1 | 2 | 0 | 0 | 0 2 | 0 | 0 | 0 | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 667 | 354 | 0 | 1891 | 263 | 162 | 0 | 73 | 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 | 667 | 354 | 0 | 1891 | 263 | 162 | 0 | 73 | 0 | 0 | 0 | | | | |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.89 | 0.89 | 0.00 | 0.89 | 0.89 | 0.00 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | | | | |
| PHF Volume: | 0 | 749 | 0 | 0 | 2125 | 0 | 182 | 0 | 82 | 0 | 0 | 0 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 0 | 749 | 0 | 0 | 2125 | 0 | 182 | 0 | 82 | 0 | 0 | 0 | | | | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| FinalVolume: | 0 | 749 | 0 | 0 | 2125 | 0 | 182 | 0 | 82 | 0 | 0 | 0 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 0.62 | 1.00 | 0.75 | 1.00 | 1.00 | 1.00 | | | | |
| Lanes: | 0.00 | 2.00 | 1.00 | 0.00 | 2.00 | 1.00 | 2.00 | 0.00 | 2.00 | 0.00 | 0.00 | 0.00 | | | | |
| Final Sat.: | 0 | 3610 | 1900 | 0 | 3610 | 1900 | 2366 | 0 | 2842 | 0 | 0 | 0 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.21 | 0.00 | 0.00 | 0.59 | 0.00 | 0.08 | 0.00 | 0.03 | 0.00 | 0.00 | 0.00 | | | | |
| Crit Moves: | | | | | **** | | **** | | | | | | | | | |
| Green/Cycle: | 0.00 | 0.83 | 0.00 | 0.00 | 0.83 | 0.00 | 0.11 | 0.00 | 0.11 | 0.00 | 0.00 | 0.00 | | | | |
| Volume/Cap: | 0.00 | 0.25 | 0.00 | 0.00 | 0.71 | 0.00 | 0.71 | 0.00 | 0.27 | 0.00 | 0.00 | 0.00 | | | | |
| Delay/Veh: | 0.0 | 1.8 | 0.0 | 0.0 | 4.3 | 0.0 | 51.8 | 0.0 | 41.4 | 0.0 | 0.0 | 0.0 | | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| AdjDel/Veh: | 0.0 | 1.8 | 0.0 | 0.0 | 4.3 | 0.0 | 51.8 | 0.0 | 41.4 | 0.0 | 0.0 | 0.0 | | | | |
| LOS by Move: | A | A | A | A | A | A | D | A | D | A | A | A | | | | |
| HCM2kAvgQ: | 0 | 3 | 0 | 0 | 13 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | | | | |

Note: Queue reported is the number of cars per lane.

LEVEL OF SERVICE WORKSHEETS

# CUMULATIVE CONDITIONS
# WITH MITIGATED ROADWAY NETWORK
# PROPOSED PROJECT (PP) ALTERNATIVE
# PM PEAK HOUR

Folsom South of US-50 Annexation
Cumulative Plus Project PM

Impact Analysis Report
Level Of Service

| Intersection | Base LOS | Base Del/ Veh | Base V/ C | Future LOS | Future Del/ Veh | Future V/ C | Change in |
|---|---|---|---|---|---|---|---|
| # 1 Folsom Blvd/ Blue Ravine Rd | E | 63.7 | 1.035 | E | 63.7 | 1.035 | + 0.000 D/V |
| # 2 Sibly Street/ Blue Ravine Road | C | 29.3 | 0.716 | C | 29.3 | 0.716 | + 0.000 D/V |
| # 3 Oak Avenue Parkway/ Blue Ravin | D | 37.5 | 0.830 | D | 37.5 | 0.830 | + 0.000 D/V |
| # 4 Empire Ranch Road/ Natoma Stre | A | 9.0 | 0.665 | A | 9.0 | 0.665 | + 0.000 D/V |
| # 5 Oak Avenue Parkway/ Riley Stre | C | 25.2 | 0.807 | C | 25.2 | 0.807 | + 0.000 D/V |
| # 6 Oak Avenue Parkway/ East Bidwe | D | 48.2 | 0.968 | D | 48.2 | 0.968 | + 0.000 D/V |
| # 7 East Bidwell St/Nesmith Ct | C | 28.2 | 0.878 | C | 28.2 | 0.878 | + 0.000 D/V |
| # 8 East Bidwell St/Scholar Way | B | 16.7 | 0.677 | B | 16.7 | 0.677 | + 0.000 D/V |
| # 9 East Bidwell St/Power Center D | B | 18.3 | 0.742 | B | 18.3 | 0.742 | + 0.000 D/V |
| # 10 Broadstone Pkwy/ East Bidwell | C | 32.9 | 0.815 | C | 32.9 | 0.815 | + 0.000 D/V |
| # 11 Empire Ranch Road/ Broadstone | C | 24.2 | 0.593 | C | 24.2 | 0.593 | + 0.000 D/V |
| # 12 Oak Avenue Prky / Haverhill Dr | A | 8.7 | 0.649 | A | 8.7 | 0.649 | + 0.000 D/V |
| # 13 Oak Avenue Prky / Haldion Wy | B | 13.0 | 0.707 | B | 13.0 | 0.707 | + 0.000 D/V |
| # 14 Folsom Blvd/ Iron Point Road | C | 29.2 | 0.955 | C | 29.2 | 0.955 | + 0.000 D/V |
| # 15 Prairie City Rd/ Iron Point Rd | C | 30.4 | 0.693 | C | 30.4 | 0.693 | + 0.000 D/V |
| # 16 Grover Rd/ Iron Point Rd | B | 11.9 | 0.412 | B | 11.9 | 0.412 | + 0.000 D/V |
| # 17 McAdoo Dr/ Iron Point Rd | B | 16.9 | 0.468 | B | 16.9 | 0.468 | + 0.000 D/V |
| # 18 Oak Ave Pkwy/ Iron Point Rd | D | 39.9 | 0.861 | D | 39.9 | 0.861 | + 0.000 D/V |
| # 19 Rowberry Dr/ Iron Point Rd | C | 32.0 | 0.865 | C | 32.0 | 0.865 | + 0.000 D/V |
| # 20 Broadstone Pkwy/ Iron Point Rd | C | 20.2 | 0.584 | C | 20.2 | 0.584 | + 0.000 D/V |
| # 21 East Bidwell St/ Iron Point Rd | F | 81.8 | 1.144 | F | 81.8 | 1.144 | + 0.000 D/V |
| # 22 Cavitt Dr/ Iron Point Rd | C | 21.5 | 0.651 | C | 21.5 | 0.651 | + 0.000 D/V |
| # 23 Serpa Way / Iron Point Rd | D | 51.0 | 1.017 | D | 51.0 | 1.017 | + 0.000 D/V |
| # 24 Empire Ranch Road/ Iron Point | D | 50.6 | 0.986 | D | 50.6 | 0.986 | + 0.000 D/V |

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Folsom South of US-50 Annexation
Cumulative Plus Project PM

| Intersection | Base LOS | Base Del/ Veh | Base V/ C | Future LOS | Future Del/ Veh | Future V/ C | Change in |
|---|---|---|---|---|---|---|---|
| # 25 Prairie City Rd/ High School | C | 25.3 | 0.661 | C | 25.3 | 0.661 | + 0.000 D/V |
| # 26 East Bidwell St / Placerville | F | 995.9 | 3.108 | F | 995.9 | 3.108 | + 0.000 D/V |
| # 27 Prairie City Rd/ White Rock Rd | E | 74.0 | 1.152 | E | 74.0 | 1.152 | + 0.000 D/V |
| # 28 Scott Rd (South)/ White Rock R | A | 8.9 | 0.736 | A | 8.9 | 0.736 | + 0.000 D/V |
| # 29 Scott Rd (North)/ White Rock R | C | 22.1 | 0.801 | C | 22.1 | 0.801 | + 0.000 D/V |
| # 30 Placerville Rd/ White Rock Rd | B | 10.5 | 0.608 | B | 10.5 | 0.608 | + 0.000 D/V |
| # 31 Empire Ranch Rd/ North Rd | B | 18.0 | 0.501 | B | 18.0 | 0.501 | + 0.000 D/V |
| # 32 Prairie City Rd/ Easton Valley | C | 34.3 | 0.740 | C | 34.3 | 0.740 | + 0.000 D/V |
| # 33 Oak Ave Pkwy/ Easton Valley Pk | C | 28.0 | 0.619 | C | 28.0 | 0.619 | + 0.000 D/V |
| # 34 RowberryDr/ Easton Valley Pkwy | C | 25.3 | 0.752 | C | 25.3 | 0.752 | + 0.000 D/V |
| # 35 1st/ Easton Valley Pkwy | B | 19.2 | 0.394 | B | 19.2 | 0.394 | + 0.000 D/V |
| # 36 2nd St/ Easton Valley Pkwy | C | 29.9 | 0.615 | C | 29.9 | 0.615 | + 0.000 D/V |
| # 37 3rd St/ Easton Valley Pkwy | C | 26.8 | 0.584 | C | 26.8 | 0.584 | + 0.000 D/V |
| # 38 Scott Rd (North)/ Easton Valle | D | 41.5 | 0.932 | D | 41.5 | 0.932 | + 0.000 D/V |
| # 39 Placerville Rd / Easton Valley | C | 31.2 | 0.725 | C | 31.2 | 0.725 | + 0.000 D/V |
| # 40 4th St/ Easton Valley Pkwy | A | 0.9 | 0.169 | A | 0.9 | 0.169 | + 0.000 D/V |
| # 41 Hillside Dr/ Easton Valley Pkw | B | 17.0 | 0.367 | B | 17.0 | 0.367 | + 0.000 D/V |
| # 42 Empire Ranch Rd/ Easton Valley | C | 27.1 | 0.586 | C | 27.1 | 0.586 | + 0.000 D/V |
| # 43 Prairie City Rd/Middle Rd | A | 9.1 | 0.461 | A | 9.1 | 0.461 | + 0.000 D/V |
| # 44 Oak Ave Pkwy/Middle Rd | B | 19.6 | 0.473 | B | 19.6 | 0.473 | + 0.000 D/V |
| # 45 Scott Rd (North)/ Street "B" | C | 27.1 | 0.583 | C | 27.1 | 0.583 | + 0.000 D/V |
| # 46 Placerville Drive/Street "B" | C | 24.2 | 0.545 | C | 24.2 | 0.545 | + 0.000 D/V |
| # 47 Prairie City Rd/Street "A" | A | 8.6 | 0.566 | A | 8.6 | 0.566 | + 0.000 D/V |
| # 48 Oak Ave Pkwy/Street "A" | C | 28.7 | 0.687 | C | 28.7 | 0.687 | + 0.000 D/V |
| # 49 2nd St/Street "A" | B | 18.3 | 0.433 | B | 18.3 | 0.433 | + 0.000 D/V |

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Folsom South of US-50 Annexation
Cumulative Plus Project PM

| Intersection | Base LOS | Base Del/ Veh | Base V/ C | Future LOS | Future Del/ Veh | Future V/ C | Change in |
|---|---|---|---|---|---|---|---|
| # 50 Scott Rd (North)/ Street "A" | C | 21.4 | 0.626 | C | 21.4 | 0.626 | + 0.000 D/V |
| # 51 East Rd/Street "A" | A | 9.8 | 0.311 | A | 9.8 | 0.311 | + 0.000 V/C |
| # 52 Placerville Rd/ Street "A" | C | 25.8 | 0.492 | C | 25.8 | 0.492 | + 0.000 D/V |
| # 53 Empire Ranch Rd/Street "A" | B | 12.7 | 0.358 | B | 12.7 | 0.358 | + 0.000 D/V |
| # 54 Scott Rd (North)/South Rd | C | 20.3 | 0.533 | C | 20.3 | 0.533 | + 0.000 D/V |
| # 55 Oak Ave Pkwy/ White Rock Rd | C | 24.6 | 0.888 | C | 24.6 | 0.888 | + 0.000 D/V |
| # 56 Empire Ranch Rd/ White Rock Rd | C | 28.4 | 0.819 | C | 28.4 | 0.819 | + 0.000 D/V |
| # 57 Hazel Blvd/ Gold Country | F | xxxxx | 1.388 | F | xxxxx | 1.388 | + 0.000 V/C |
| # 58 Hazel Ave/ Folsom Blvd | E | xxxxx | 0.903 | E | xxxxx | 0.903 | + 0.000 V/C |
| # 59 Grant Line Rd/ White Rock Rd | F | xxxxx | 1.480 | F | xxxxx | 1.480 | + 0.000 V/C |
| # 60 Grant Line Rd/ Sunrise Rd | D | xxxxx | 0.811 | D | xxxxx | 0.811 | + 0.000 V/C |
| # 61 Hazel Ave/ Easton Valley Pkwy | C | xxxxx | 0.771 | C | xxxxx | 0.771 | + 0.000 V/C |
| # 62 Aerojet Road/ Easton Valley Pk | D | xxxxx | 0.813 | D | xxxxx | 0.813 | + 0.000 V/C |
| # 63 Alabama Ave/ Easton Valley Pkw | A | xxxxx | 0.388 | A | xxxxx | 0.388 | + 0.000 V/C |
| # 64 Glenborough Rd/ Easton Valley | A | xxxxx | 0.525 | A | xxxxx | 0.525 | + 0.000 V/C |
| # 65 Sunrise Blvd/ White Rock Rd | C | xxxxx | 0.714 | C | xxxxx | 0.714 | + 0.000 V/C |
| # 66 Fitzgerald Road / White Rock R | A | xxxxx | 0.368 | A | xxxxx | 0.368 | + 0.000 V/C |
| # 67 Sunrise Blvd/ Douglas Rd | D | xxxxx | 0.846 | D | xxxxx | 0.846 | + 0.000 V/C |
| # 68 Grant Line Rd/ Douglas Rd | C | xxxxx | 0.725 | C | xxxxx | 0.725 | + 0.000 V/C |
| # 69 Grant Line Rd/ Kiefer Boulevar | B | xxxxx | 0.685 | B | xxxxx | 0.685 | + 0.000 V/C |
| # 70 Rancho Cordova Pkwy/ Easton Va | E | xxxxx | 0.995 | E | xxxxx | 0.995 | + 0.000 V/C |
| # 71 Rancho Cordova Pkwy/ White Roc | E | xxxxx | 0.923 | E | xxxxx | 0.923 | + 0.000 V/C |
| # 72 International Drive/White Rock | C | xxxxx | 0.765 | C | xxxxx | 0.765 | + 0.000 V/C |
| # 73 Rio Del Oro Prky/ White Rock R | A | xxxxx | 0.473 | A | xxxxx | 0.473 | + 0.000 V/C |
| # 74 Villagio Prky/ White Rock Rd | C | xxxxx | 0.707 | C | xxxxx | 0.707 | + 0.000 V/C |

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Folsom South of US-50 Annexation
Cumulative Plus Project PM

| Intersection | Base LOS | Base Del/ Veh | Base V/ C | Future LOS | Future Del/ Veh | Future V/ C | Change in |
|---|---|---|---|---|---|---|---|
| # 75 Sunrise Rd/ International Dr | C | xxxxx | 0.745 | C | xxxxx | 0.745 | + 0.000 V/C |
| # 76 Villagio Prky/Americanos Blvd | B | xxxxx | 0.653 | B | xxxxx | 0.653 | + 0.000 V/C |
| # 77 Grant Line Rd/Centenial | C | xxxxx | 0.799 | C | xxxxx | 0.799 | + 0.000 V/C |
| # 78 Villagio Prky/ Rancho Cordova | C | 23.3 | 0.553 | C | 23.3 | 0.553 | + 0.000 D/V |
| # 79 Rancho Cordova Pkwy/ Douglas R | D | xxxxx | 0.839 | D | xxxxx | 0.839 | + 0.000 V/C |
| # 80 Americanos Blvd/ Douglas Rd | C | 30.0 | 0.650 | C | 30.0 | 0.650 | + 0.000 D/V |
| # 81 Grant Line Rd/ Chrysanthy Blvd | B | xxxxx | 0.689 | B | xxxxx | 0.689 | + 0.000 V/C |
| # 82 Grant Line Rd/ Rancho Cordova | A | xxxxx | 0.515 | A | xxxxx | 0.515 | + 0.000 V/C |
| # 83 White Rock Rd/ Carson Crossing | A | 8.5 | 0.532 | A | 8.5 | 0.532 | + 0.000 D/V |
| # 84 White Rock Rd/ Stonebriar Rd | A | 9.4 | 0.564 | A | 9.4 | 0.564 | + 0.000 D/V |
| # 85 White Rock Rd/ Windfield Way | D | 49.0 | 0.982 | D | 49.0 | 0.982 | + 0.000 D/V |
| # 86 White Rock Rd/ Latrobe Rd | C | 33.5 | 0.819 | C | 33.5 | 0.819 | + 0.000 D/V |
| # 87 White Rock Rd/ Valley View Pkw | E | 61.8 | 1.057 | E | 61.8 | 1.057 | + 0.000 D/V |
| # 88 El Dorado Hills Blvd/Serrano P | C | 27.6 | 0.844 | C | 27.6 | 0.844 | + 0.000 D/V |
| # 89 El Dorado Hills Blvd/Saratoga | D | 44.4 | 0.939 | D | 44.4 | 0.939 | + 0.000 D/V |
| # 90 El Dorado Hills Blvd/Park Driv | C | 26.8 | 0.800 | C | 26.8 | 0.800 | + 0.000 D/V |
| # 91 Latrobe Rd/ Town Center Blvd | F | 80.7 | 1.124 | F | 80.7 | 1.124 | + 0.000 D/V |
| # 92 Hazel Blvd/ Tributary- WB US 5 | F | 102.8 | 1.260 | F | 102.8 | 1.260 | + 0.000 D/V |
| # 93 Hazel Ave/ EB US-50 Ramps | F | 147.7 | 1.384 | F | 147.7 | 1.384 | + 0.000 D/V |
| # 94 Folsom Blvd/ WB US 50 Ramps | B | 10.7 | 0.575 | B | 10.7 | 0.575 | + 0.000 D/V |
| # 95 Folsom Blvd/ EB US 50 Ramps | C | 30.2 | 0.670 | C | 30.2 | 0.670 | + 0.000 D/V |
| # 96 Prairie City/ WB US 50 Ramps | B | 12.7 | 0.619 | B | 12.7 | 0.619 | + 0.000 D/V |
| # 97 Prairie City/ EB US 50 Ramps | B | 12.2 | 0.652 | B | 12.2 | 0.652 | + 0.000 D/V |
| # 98 East Bidwell St/ WB US 50 Ramp | C | 23.1 | 0.774 | C | 23.1 | 0.774 | + 0.000 D/V |
| # 99 East Bidwell St/ EB US 50 Ramp | C | 20.1 | 0.723 | C | 20.1 | 0.723 | + 0.000 D/V |

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Folsom South of US-50 Annexation
Cumulative Plus Project PM

| Intersection | Base LOS | Base Del/ Veh | Base V/ C | Future LOS | Future Del/ Veh | Future V/ C | Change in |
|---|---|---|---|---|---|---|---|
| #100 El Dorado Hills Blvd/ WB US 50 | A | 0.3 | 0.669 | A | 0.3 | 0.669 | + 0.000 D/V |
| #101 El Dorado Hills Blvd/ EB US 50 | A | 3.7 | 0.739 | A | 3.7 | 0.739 | + 0.000 D/V |
| #102 Sunrise Rd/ Jackson Hwy-SR16 | C | 31.2 | 0.846 | C | 31.2 | 0.846 | + 0.000 D/V |
| #103 Grant Line Rd/ Jackson Rd- SR1 | C | 25.4 | 0.581 | C | 25.4 | 0.581 | + 0.000 D/V |
| #104 Oak Ave Pkwy/ WB US 50 Ramps | B | 12.0 | 0.709 | B | 12.0 | 0.709 | + 0.000 D/V |
| #105 Oak Ave Pkwy/ EB US 50 Ramps | C | 27.4 | 0.823 | C | 27.4 | 0.823 | + 0.000 D/V |
| #106 Empire Ranch Rd/ WB US 50 Ramp | B | 15.6 | 0.565 | B | 15.6 | 0.565 | + 0.000 D/V |
| #107 Empire Ranch Rd/ EB US 50 Ramp | B | 20.0 | 0.550 | B | 20.0 | 0.550 | + 0.000 D/V |
| #108 Silva Way/ WB US 50 Ramps | C | 29.7 | 0.927 | C | 29.7 | 0.927 | + 0.000 D/V |
| #109 Silva Way/ EB US 50 Ramps | C | 22.6 | 0.756 | C | 22.6 | 0.756 | + 0.000 D/V |





Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #1 Folsom Blvd/ Blue Ravine Rd

Cycle (sec): 120 Critical Vol./Cap. (X): 1.035
Loss Time (sec): 15 Average Delay (sec/veh): 63.7
Optimal Cycle: 180 Level Of Service: E

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 2 | 0 1 | 1 | 0 | 2 | 0 1 | 1 | 0 | 1 | 0 1 | 2 | 0 | 1 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 52 | 1165 | 409 | | 260 | 1454 | 19 | | 571 | 459 | 223 | | 136 | 130 | 290 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 52 | 1165 | 409 | | 260 | 1454 | 19 | | 571 | 459 | 223 | | 136 | 130 | 290 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 55 | 1239 | 435 | | 277 | 1547 | 20 | | 607 | 488 | 237 | | 145 | 138 | 309 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 55 | 1239 | 435 | | 277 | 1547 | 20 | | 607 | 488 | 237 | | 145 | 138 | 309 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 55 | 1239 | 435 | | 277 | 1547 | 20 | | 607 | 488 | 237 | | 145 | 138 | 309 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.95 | 0.85 | | 0.95 | 0.95 | 0.85 | | 0.95 | 1.00 | 0.85 | | 0.92 | 1.00 | 0.85 | |
| Lanes: | 1.00 | 2.00 | 1.00 | | 1.00 | 2.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 2.00 | 1.00 | 1.00 | |
| Final Sat.: | 1805 | 3610 | 1615 | | 1805 | 3610 | 1615 | | 1805 | 1900 | 1615 | | 3502 | 1900 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.34 | 0.27 | | 0.15 | 0.43 | 0.01 | | 0.34 | 0.26 | 0.15 | | 0.04 | 0.07 | 0.19 | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.03 | 0.33 | 0.39 | | 0.15 | 0.45 | 0.77 | | 0.33 | 0.34 | 0.37 | | 0.05 | 0.07 | 0.22 | |
| Volume/Cap: | 0.96 | 1.04 | 0.70 | | 1.04 | 0.96 | 0.02 | | 1.04 | 0.75 | 0.39 | | 0.75 | 1.04 | 0.87 | |
| Delay/Veh: | 160.6 | 75.7 | 34.4 | | 115.6 | 45.6 | 3.1 | | 87.1 | 40.2 | 28.1 | | 71.5 | 143 | 66.2 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 160.6 | 75.7 | 34.4 | | 115.6 | 45.6 | 3.1 | | 87.1 | 40.2 | 28.1 | | 71.5 | 143 | 66.2 | |
| LOS by Move: | F | E | C | | F | D | A | | F | D | C | | E | F | E | |
| HCM2kAvgQ: | 2 | 27 | 12 | | 16 | 34 | 0 | | 30 | 17 | 6 | | 3 | 7 | 12 | |

Note: Queue reported is the number of cars per lane.

PM Cumulative Plus MitigateThu May 7, 2009 15:27:03 Page 4-1

Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #2 Sibly Street/ Blue Ravine Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.716
Loss Time (sec): 12 Average Delay (sec/veh): 29.3
Optimal Cycle: 62 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Ovl | | | Ovl | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 2 0 | 2 0 | 1 | 1 0 | 2 0 | 1 | 2 0 | 2 0 | 1 | 2 0 | 1 1 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 160 | 1073 | 345 | 68 | 656 | 200 | 302 | 662 | 313 | 259 | 347 | 55 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 160 | 1073 | 345 | 68 | 656 | 200 | 302 | 662 | 313 | 259 | 347 | 55 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 170 | 1141 | 367 | 72 | 698 | 213 | 321 | 704 | 333 | 276 | 369 | 59 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 170 | 1141 | 367 | 72 | 698 | 213 | 321 | 704 | 333 | 276 | 369 | 59 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 170 | 1141 | 367 | 72 | 698 | 213 | 321 | 704 | 333 | 276 | 369 | 59 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.95 | 0.85 | 0.95 | 0.95 | 0.85 | 0.92 | 0.95 | 0.85 | 0.92 | 0.93 | 0.93 |
| Lanes: | 2.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 | 2.00 | 1.73 | 0.27 |
| Final Sat.: | 3502 | 3610 | 1615 | 1805 | 3610 | 1615 | 3502 | 3610 | 1615 | 3502 | 3051 | 484 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.05 | 0.32 | 0.23 | 0.04 | 0.19 | 0.13 | 0.09 | 0.20 | 0.21 | 0.08 | 0.12 | 0.12 |
| Crit Moves: | | **** | | **** | | | | **** | | **** | | |
| Green/Cycle: | 0.10 | 0.44 | 0.55 | 0.06 | 0.40 | 0.56 | 0.16 | 0.27 | 0.37 | 0.11 | 0.22 | 0.27 |
| Volume/Cap: | 0.49 | 0.72 | 0.41 | 0.72 | 0.49 | 0.23 | 0.56 | 0.72 | 0.55 | 0.72 | 0.56 | 0.44 |
| Delay/Veh: | 43.6 | 24.4 | 13.3 | 68.0 | 22.8 | 11.2 | 39.6 | 35.4 | 25.9 | 49.3 | 35.7 | 30.4 |
| 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: | 43.6 | 24.4 | 13.3 | 68.0 | 22.8 | 11.2 | 39.6 | 35.4 | 25.9 | 49.3 | 35.7 | 30.4 |
| LOS by Move: | D | C | B | E | C | B | D | D | C | D | D | C |
| HCM2kAvgQ: | 2 | 15 | 6 | 4 | 9 | 3 | 4 | 10 | 8 | 4 | 6 | 6 |

Note: Queue reported is the number of cars per lane.





PM Cumulative Plus MitigateThu May 7, 2009 15:27:03 Page 5-1

Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #3 Oak Avenue Parkway/ Blue Ravine Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.830
Loss Time (sec): 12 Average Delay (sec/veh): 37.5
Optimal Cycle: 85 Level Of Service: D

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Include | | | Ignore | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 0 | 3 0 | 1 | 1 0 | 3 0 | 1 | 2 0 | 2 0 | 1 | 2 0 | 1 1 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 209 | 1242 | 955 | 62 | 877 | 34 | 39 | 1011 | 170 | 427 | 447 | 47 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 209 | 1242 | 955 | 62 | 877 | 34 | 39 | 1011 | 170 | 427 | 447 | 47 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.00 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.00 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 222 | 1321 | 0 | 66 | 933 | 36 | 41 | 1076 | 0 | 454 | 476 | 50 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 222 | 1321 | 0 | 66 | 933 | 36 | 41 | 1076 | 0 | 454 | 476 | 50 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 222 | 1321 | 0 | 66 | 933 | 36 | 41 | 1076 | 0 | 454 | 476 | 50 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.91 | 1.00 | 0.95 | 0.91 | 0.85 | 0.92 | 0.95 | 1.00 | 0.92 | 0.94 | 0.94 |
| Lanes: | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 | 2.00 | 2.00 | 1.00 | 2.00 | 1.81 | 0.19 |
| Final Sat.: | 1805 | 5187 | 1900 | 1805 | 5187 | 1615 | 3502 | 3610 | 1900 | 3502 | 3221 | 339 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.12 | 0.25 | 0.00 | 0.04 | 0.18 | 0.02 | 0.01 | 0.30 | 0.00 | 0.13 | 0.15 | 0.15 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green/Cycle: | 0.15 | 0.32 | 0.00 | 0.05 | 0.22 | 0.22 | 0.04 | 0.36 | 0.00 | 0.16 | 0.48 | 0.48 |
| Volume/Cap: | 0.83 | 0.80 | 0.00 | 0.80 | 0.83 | 0.10 | 0.31 | 0.83 | 0.00 | 0.83 | 0.31 | 0.31 |
| Delay/Veh: | 60.5 | 33.9 | 0.0 | 87.6 | 42.8 | 31.5 | 48.1 | 33.9 | 0.0 | 51.2 | 16.2 | 16.2 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 60.5 | 33.9 | 0.0 | 87.6 | 42.8 | 31.5 | 48.1 | 33.9 | 0.0 | 51.2 | 16.2 | 16.2 |
| LOS by Move: | E | C | A | F | D | C | D | C | A | D | B | B |
| HCM2kAvgQ: | 6 | 13 | 0 | 4 | 13 | 1 | 1 | 16 | 0 | 9 | 5 | 5 |

Note: Queue reported is the number of cars per lane.

PM Cumulative Plus MitigateThu May 7, 2009 15:27:03 Page 6-1

Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #4 Empire Ranch Road/ Natoma Street

Cycle (sec): 100 Critical Vol./Cap. (X): 0.665
Loss Time (sec): 9 Average Delay (sec/veh): 9.0
Optimal Cycle: 47 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - | R | L | - T | - | R | L | - T | - | R | L | - T | - | R |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Ovl | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 1! | 0 | 1 | 0 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 895 | 389 | 0 | | 0 | 225 | 46 | | 17 | 0 | 729 | | 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: | 895 | 389 | 0 | | 0 | 225 | 46 | | 17 | 0 | 729 | | 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: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 952 | 414 | 0 | | 0 | 239 | 49 | | 18 | 0 | 776 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 952 | 414 | 0 | | 0 | 239 | 49 | | 18 | 0 | 776 | | 0 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 952 | 414 | 0 | | 0 | 239 | 49 | | 18 | 0 | 776 | | 0 | 0 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.95 | 1.00 | | 1.00 | 0.95 | 0.85 | | 0.81 | 1.00 | 0.81 | | 1.00 | 1.00 | 1.00 | |
| Lanes: | 1.00 | 2.00 | 0.00 | | 0.00 | 2.00 | 1.00 | | 1.02 | 0.00 | 1.98 | | 0.00 | 0.00 | 0.00 | |
| Final Sat.: | 1805 | 3610 | 0 | | 0 | 3610 | 1615 | | 1583 | 0 | 3060 | | 0 | 0 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.53 | 0.11 | 0.00 | | 0.00 | 0.07 | 0.03 | | 0.01 | 0.00 | 0.25 | | 0.00 | 0.00 | 0.00 | |
| Crit Moves: | **** | | | | | **** | | | **** | | | | | | | |
| Green/Cycle: | 0.79 | 0.89 | 0.00 | | 0.00 | 0.10 | 0.10 | | 0.02 | 0.00 | 0.81 | | 0.00 | 0.00 | 0.00 | |
| Volume/Cap: | 0.67 | 0.13 | 0.00 | | 0.00 | 0.67 | 0.30 | | 0.25 | 0.00 | 0.31 | | 0.00 | 0.00 | 0.00 | |
| Delay/Veh: | 5.7 | 0.7 | 0.0 | | 0.0 | 48.1 | 42.9 | | 48.5 | 0.0 | 2.5 | | 0.0 | 0.0 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 5.7 | 0.7 | 0.0 | | 0.0 | 48.1 | 42.9 | | 48.5 | 0.0 | 2.5 | | 0.0 | 0.0 | 0.0 | |
| LOS by Move: | A | A | A | | A | D | D | | D | A | A | | A | A | A | |
| HCM2kAvgQ: | 13 | 1 | 0 | | 0 | 5 | 2 | | 1 | 0 | 3 | | 0 | 0 | 0 | |

Note: Queue reported is the number of cars per lane.





PM Cumulative Plus MitigateThu May 7, 2009 15:27:03 Page 7-1

Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #5 Oak Avenue Parkway/ Riley Street

Cycle (sec): 100 Critical Vol./Cap. (X): 0.807
Loss Time (sec): 12 Average Delay (sec/veh): 25.2
Optimal Cycle: 79 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - | R | L | - T | - | R | L | - T | - | R | L | - T | - | R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 2 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 239 | 1365 | 44 | | 26 | 1075 | 191 | | 301 | 3 | 161 | | 43 | 8 | 8 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 239 | 1365 | 44 | | 26 | 1075 | 191 | | 301 | 3 | 161 | | 43 | 8 | 8 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 254 | 1452 | 47 | | 28 | 1144 | 203 | | 320 | 3 | 171 | | 46 | 9 | 9 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 254 | 1452 | 47 | | 28 | 1144 | 203 | | 320 | 3 | 171 | | 46 | 9 | 9 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 254 | 1452 | 47 | | 28 | 1144 | 203 | | 320 | 3 | 171 | | 46 | 9 | 9 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.91 | 0.91 | | 0.95 | 0.93 | 0.93 | | 0.95 | 1.00 | 0.85 | | 0.95 | 0.93 | 0.93 | |
| Lanes: | 1.00 | 2.91 | 0.09 | | 1.00 | 1.70 | 0.30 | | 1.00 | 1.00 | 1.00 | | 1.00 | 0.50 | 0.50 | |
| Final Sat.: | 1805 | 5000 | 161 | | 1805 | 2995 | 532 | | 1805 | 1900 | 1615 | | 1805 | 879 | 879 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.14 | 0.29 | 0.29 | | 0.02 | 0.38 | 0.38 | | 0.18 | 0.00 | 0.11 | | 0.03 | 0.01 | 0.01 | |
| Crit Moves: | **** | | | | | **** | | | **** | | | | | **** | | |
| Green/Cycle: | 0.17 | 0.62 | 0.62 | | 0.03 | 0.47 | 0.47 | | 0.22 | 0.19 | 0.19 | | 0.04 | 0.01 | 0.01 | |
| Volume/Cap: | 0.81 | 0.47 | 0.47 | | 0.47 | 0.81 | 0.81 | | 0.81 | 0.01 | 0.57 | | 0.57 | 0.81 | 0.81 | |
| Delay/Veh: | 53.8 | 10.5 | 10.5 | | 53.4 | 25.4 | 25.4 | | 48.5 | 33.1 | 39.5 | | 55.9 | 158 | 158.3 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 53.8 | 10.5 | 10.5 | | 53.4 | 25.4 | 25.4 | | 48.5 | 33.1 | 39.5 | | 55.9 | 158 | 158.3 | |
| LOS by Move: | D | B | B | | D | C | C | | D | C | D | | E | F | F | |
| HCM2kAvgQ: | 8 | 9 | 9 | | 1 | 19 | 19 | | 12 | 0 | 6 | | 2 | 2 | 2 | |

Note: Queue reported is the number of cars per lane.

PM Cumulative Plus MitigateThu May 7, 2009 15:27:03 Page 8-1

Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #6 Oak Avenue Parkway/ East Bidwell Street

Cycle (sec): 100 Critical Vol./Cap. (X): 0.968
Loss Time (sec): 12 Average Delay (sec/veh): 48.2
Optimal Cycle: 154 Level Of Service: D

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Ignore | | | Ignore | | | Ignore | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 2 | 0 | 3 | 0 | 1 | 2 | 0 | 3 | 0 | 1 | 2 | 0 | 3 | 0 | 1 | 2 | 0 | 3 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | | | | | |
| Base Vol: | 188 | 968 | 484 | 732 | 427 | 94 | 83 | 1249 | 293 | 576 | 1321 | 1002 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 188 | 968 | 484 | 732 | 427 | 94 | 83 | 1249 | 293 | 576 | 1321 | 1002 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 0.94 | 0.94 | 0.00 | 0.94 | 0.94 | 0.00 | 0.94 | 0.94 | 0.00 | 0.94 | 0.94 | 0.00 |
| PHF Volume: | 200 | 1030 | 0 | 779 | 454 | 0 | 88 | 1329 | 0 | 613 | 1405 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 200 | 1030 | 0 | 779 | 454 | 0 | 88 | 1329 | 0 | 613 | 1405 | 0 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| FinalVolume: | 200 | 1030 | 0 | 779 | 454 | 0 | 88 | 1329 | 0 | 613 | 1405 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.91 | 1.00 | 0.92 | 0.91 | 1.00 | 0.92 | 0.91 | 1.00 | 0.92 | 0.91 | 1.00 |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3502 | 5187 | 1900 | 3502 | 5187 | 1900 | 3502 | 5187 | 1900 | 3502 | 5187 | 1900 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.06 | 0.20 | 0.00 | 0.22 | 0.09 | 0.00 | 0.03 | 0.26 | 0.00 | 0.17 | 0.27 | 0.00 |
| Crit Moves: | | **** | | **** | | | | **** | | **** | | |
| Green/Cycle: | 0.17 | 0.21 | 0.00 | 0.23 | 0.26 | 0.00 | 0.04 | 0.26 | 0.00 | 0.18 | 0.41 | 0.00 |
| Volume/Cap: | 0.33 | 0.97 | 0.00 | 0.97 | 0.33 | 0.00 | 0.67 | 0.97 | 0.00 | 0.97 | 0.67 | 0.00 |
| Delay/Veh: | 36.7 | 59.7 | 0.0 | 62.3 | 29.9 | 0.0 | 59.5 | 53.6 | 0.0 | 68.6 | 24.9 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 36.7 | 59.7 | 0.0 | 62.3 | 29.9 | 0.0 | 59.5 | 53.6 | 0.0 | 68.6 | 24.9 | 0.0 |
| LOS by Move: | D | E | A | E | C | A | E | D | A | E | C | A |
| HCM2kAvgQ: | 3 | 14 | 0 | 13 | 4 | 0 | 3 | 20 | 0 | 10 | 12 | 0 |

Note: Queue reported is the number of cars per lane.





PM Cumulative Plus MitigateThu May 7, 2009 15:27:03 Page 9-1

Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #7 East Bidwell St/Nesmith Ct

Cycle (sec): 100 Critical Vol./Cap. (X): 0.878
Loss Time (sec): 12 Average Delay (sec/veh): 28.2
Optimal Cycle: 100 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Split Phase | | | Split Phase | | |
| Rights: | Ovl | | | Include | | | Include | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 | 0 | 3 | 0 | 1 | 2 | 0 | 2 | 1 | 0 | 0 | 0 | 1! | 0 | 0 | 1 | 1 | 0 | 0 | 2 |
| Volume Module: | | | | | | | | | | | | | | | | | | | | |
| Base Vol: | 13 | 1958 | 385 | 622 | 1758 | 16 | 57 | 2 | 53 | 386 | 1 | 759 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 13 | 1958 | 385 | 622 | 1758 | 16 | 57 | 2 | 53 | 386 | 1 | 759 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 14 | 2083 | 410 | 662 | 1870 | 17 | 61 | 2 | 56 | 411 | 1 | 807 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 14 | 2083 | 410 | 662 | 1870 | 17 | 61 | 2 | 56 | 411 | 1 | 807 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 14 | 2083 | 410 | 662 | 1870 | 17 | 61 | 2 | 56 | 411 | 1 | 807 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.91 | 0.85 | 0.92 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.95 | 0.95 | 0.75 |
| Lanes: | 1.00 | 3.00 | 1.00 | 2.00 | 2.97 | 0.03 | 0.51 | 0.02 | 0.47 | 1.99 | 0.01 | 2.00 |
| Final Sat.: | 1805 | 5187 | 1615 | 3502 | 5135 | 47 | 882 | 31 | 821 | 3612 | 9 | 2842 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.40 | 0.25 | 0.19 | 0.36 | 0.36 | 0.07 | 0.07 | 0.07 | 0.11 | 0.11 | 0.28 |
| Crit Moves: | | **** | | **** | | | | | **** | | **** | |
| Green/Cycle: | 0.01 | 0.46 | 0.59 | 0.22 | 0.66 | 0.66 | 0.08 | 0.08 | 0.08 | 0.13 | 0.13 | 0.34 |
| Volume/Cap: | 0.55 | 0.88 | 0.43 | 0.88 | 0.55 | 0.55 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.82 |
| Delay/Veh: | 73.2 | 28.7 | 11.8 | 49.5 | 9.4 | 9.4 | 88.8 | 88.8 | 88.8 | 59.8 | 59.8 | 35.8 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 73.2 | 28.7 | 11.8 | 49.5 | 9.4 | 9.4 | 88.8 | 88.8 | 88.8 | 59.8 | 59.8 | 35.8 |
| LOS by Move: | E | C | B | D | A | A | F | F | F | E | E | D |
| HCM2kAvgQ: | 1 | 24 | 7 | 13 | 12 | 12 | 4 | 4 | 4 | 7 | 7 | 13 |

Note: Queue reported is the number of cars per lane.

PM Cumulative Plus MitigateThu May 7, 2009 15:27:03 Page 10-1

Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #8 East Bidwell St/Scholar Way

Cycle (sec): 100 Critical Vol./Cap. (X): 0.677
Loss Time (sec): 12 Average Delay (sec/veh): 16.7
Optimal Cycle: 56 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Ignore | | | Ignore | | | Ignore | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 2 | 0 3 | 0 1 | 2 | 0 3 | 0 1 | 1 | 0 2 | 0 1 | 1 | 0 2 | 0 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 32 | 2026 | 274 | 103 | 1915 | 185 | 230 | 53 | 5 | 108 | 45 | 119 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 32 | 2026 | 274 | 103 | 1915 | 185 | 230 | 53 | 5 | 108 | 45 | 119 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 0.94 | 0.94 | 0.00 | 0.94 | 0.94 | 0.00 | 0.94 | 0.94 | 0.00 | 0.94 | 0.94 | 0.00 |
| PHF Volume: | 34 | 2155 | 0 | 110 | 2037 | 0 | 245 | 56 | 0 | 115 | 48 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 34 | 2155 | 0 | 110 | 2037 | 0 | 245 | 56 | 0 | 115 | 48 | 0 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| FinalVolume: | 34 | 2155 | 0 | 110 | 2037 | 0 | 245 | 56 | 0 | 115 | 48 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.91 | 1.00 | 0.92 | 0.91 | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 | 1.00 |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 3502 | 5187 | 1900 | 3502 | 5187 | 1900 | 1805 | 3610 | 1900 | 1805 | 3610 | 1900 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.42 | 0.00 | 0.03 | 0.39 | 0.00 | 0.14 | 0.02 | 0.00 | 0.06 | 0.01 | 0.00 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green/Cycle: | 0.02 | 0.61 | 0.00 | 0.05 | 0.64 | 0.00 | 0.20 | 0.04 | 0.00 | 0.18 | 0.02 | 0.00 |
| Volume/Cap: | 0.61 | 0.68 | 0.00 | 0.68 | 0.61 | 0.00 | 0.68 | 0.36 | 0.00 | 0.36 | 0.68 | 0.00 |
| Delay/Veh: | 67.0 | 13.3 | 0.0 | 57.9 | 10.8 | 0.0 | 42.1 | 47.9 | 0.0 | 36.9 | 71.8 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 67.0 | 13.3 | 0.0 | 57.9 | 10.8 | 0.0 | 42.1 | 47.9 | 0.0 | 36.9 | 71.8 | 0.0 |
| LOS by Move: | E | B | A | E | B | A | D | D | A | D | E | A |
| HCM2kAvgQ: | 1 | 16 | 0 | 3 | 14 | 0 | 7 | 1 | 0 | 3 | 1 | 0 |

Note: Queue reported is the number of cars per lane.





PM Cumulative Plus MitigateThu May 7, 2009 15:27:03 Page 11-1

Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #9 East Bidwell St/Power Center Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.742
Loss Time (sec): 12 Average Delay (sec/veh): 18.3
Optimal Cycle: 66 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Split Phase | | | Split Phase | | |
| Rights: | Ovl | | | Ovl | | | Ovl | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 | 0 3 | 0 1 | 1 | 0 3 | 0 1 | 1 | 1 0 | 0 1 | 0 | 1 0 | 0 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 101 | 2192 | 193 | 143 | 1873 | 60 | 120 | 28 | 73 | 127 | 2 | 63 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 101 | 2192 | 193 | 143 | 1873 | 60 | 120 | 28 | 73 | 127 | 2 | 63 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 107 | 2332 | 205 | 152 | 1993 | 64 | 128 | 30 | 78 | 135 | 2 | 67 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 107 | 2332 | 205 | 152 | 1993 | 64 | 128 | 30 | 78 | 135 | 2 | 67 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 107 | 2332 | 205 | 152 | 1993 | 64 | 128 | 30 | 78 | 135 | 2 | 67 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.91 | 0.85 | 0.95 | 0.91 | 0.85 | 0.96 | 0.96 | 0.85 | 0.95 | 0.95 | 0.85 |
| Lanes: | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 | 1.62 | 0.38 | 1.00 | 0.98 | 0.02 | 1.00 |
| Final Sat.: | 1805 | 5187 | 1615 | 1805 | 5187 | 1615 | 2961 | 691 | 1615 | 1783 | 28 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.06 | 0.45 | 0.13 | 0.08 | 0.38 | 0.04 | 0.04 | 0.04 | 0.05 | 0.08 | 0.08 | 0.04 |
| Crit Moves: | | **** | | **** | | | | **** | | | **** | |
| Green/Cycle: | 0.10 | 0.61 | 0.71 | 0.11 | 0.62 | 0.68 | 0.06 | 0.06 | 0.15 | 0.10 | 0.10 | 0.22 |
| Volume/Cap: | 0.62 | 0.74 | 0.18 | 0.74 | 0.62 | 0.06 | 0.74 | 0.74 | 0.31 | 0.74 | 0.74 | 0.19 |
| Delay/Veh: | 49.9 | 15.1 | 5.0 | 56.4 | 11.9 | 5.3 | 59.5 | 59.5 | 38.2 | 58.4 | 58.4 | 32.4 |
| 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: | 49.9 | 15.1 | 5.0 | 56.4 | 11.9 | 5.3 | 59.5 | 59.5 | 38.2 | 58.4 | 58.4 | 32.4 |
| LOS by Move: | D | B | A | E | B | A | E | E | D | E | E | C |
| HCM2kAvgQ: | 4 | 20 | 2 | 6 | 14 | 1 | 3 | 3 | 2 | 4 | 4 | 2 |

Note: Queue reported is the number of cars per lane.

PM Cumulative Plus MitigateThu May 7, 2009 15:27:03 Page 12-1

Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #10 Broadstone Pkwy/ East Bidwell St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.815
Loss Time (sec): 12 Average Delay (sec/veh): 32.9
Optimal Cycle: 81 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Ignore | | | Ignore | | | Ignore | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 2 | 0 3 | 0 1 | 2 | 0 3 | 0 1 | 2 | 0 3 | 0 1 | 2 | 0 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 68 | 1253 | 63 | 243 | 993 | 205 | 288 | 1259 | 49 | 154 | 1458 | 377 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 68 | 1253 | 63 | 243 | 993 | 205 | 288 | 1259 | 49 | 154 | 1458 | 377 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 0.94 | 0.94 | 0.00 | 0.94 | 0.94 | 0.00 | 0.94 | 0.94 | 0.00 | 0.94 | 0.94 | 0.00 |
| PHF Volume: | 72 | 1333 | 0 | 259 | 1056 | 0 | 306 | 1339 | 0 | 164 | 1551 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 72 | 1333 | 0 | 259 | 1056 | 0 | 306 | 1339 | 0 | 164 | 1551 | 0 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| FinalVolume: | 72 | 1333 | 0 | 259 | 1056 | 0 | 306 | 1339 | 0 | 164 | 1551 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.91 | 1.00 | 0.92 | 0.91 | 1.00 | 0.92 | 0.91 | 1.00 | 0.92 | 0.91 | 1.00 |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3502 | 5187 | 1900 | 3502 | 5187 | 1900 | 3502 | 5187 | 1900 | 3502 | 5187 | 1900 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.26 | 0.00 | 0.07 | 0.20 | 0.00 | 0.09 | 0.26 | 0.00 | 0.05 | 0.30 | 0.00 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green/Cycle: | 0.04 | 0.32 | 0.00 | 0.09 | 0.37 | 0.00 | 0.11 | 0.40 | 0.00 | 0.07 | 0.37 | 0.00 |
| Volume/Cap: | 0.55 | 0.82 | 0.00 | 0.82 | 0.55 | 0.00 | 0.82 | 0.64 | 0.00 | 0.64 | 0.82 | 0.00 |
| Delay/Veh: | 52.4 | 34.8 | 0.0 | 59.6 | 25.4 | 0.0 | 56.5 | 24.8 | 0.0 | 50.6 | 31.4 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 52.4 | 34.8 | 0.0 | 59.6 | 25.4 | 0.0 | 56.5 | 24.8 | 0.0 | 50.6 | 31.4 | 0.0 |
| LOS by Move: | D | C | A | E | C | A | E | C | A | D | C | A |
| HCM2kAvgQ: | 1 | 13 | 0 | 6 | 10 | 0 | 5 | 12 | 0 | 4 | 18 | 0 |

Note: Queue reported is the number of cars per lane.





PM Cumulative Plus MitigateThu May 7, 2009 15:27:03 Page 13-1

Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #11 Empire Ranch Road/ Broadstone Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.593
Loss Time (sec): 12 Average Delay (sec/veh): 24.2
Optimal Cycle: 48 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Split Phase | | | Split Phase | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 | 0 2 | 1 0 | 1 | 0 2 | 1 0 | 2 | 0 1 | 0 1 | 0 | 0 1! | 0 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 156 | 1306 | 14 | 11 | 948 | 71 | 102 | 22 | 298 | 8 | 28 | 3 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 156 | 1306 | 14 | 11 | 948 | 71 | 102 | 22 | 298 | 8 | 28 | 3 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 166 | 1389 | 15 | 12 | 1009 | 76 | 109 | 23 | 317 | 9 | 30 | 3 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 166 | 1389 | 15 | 12 | 1009 | 76 | 109 | 23 | 317 | 9 | 30 | 3 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 166 | 1389 | 15 | 12 | 1009 | 76 | 109 | 23 | 317 | 9 | 30 | 3 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.91 | 0.91 | 0.95 | 0.90 | 0.90 | 0.92 | 1.00 | 0.85 | 0.98 | 0.98 | 0.98 |
| Lanes: | 1.00 | 2.97 | 0.03 | 1.00 | 2.79 | 0.21 | 2.00 | 1.00 | 1.00 | 0.20 | 0.72 | 0.08 |
| Final Sat.: | 1805 | 5122 | 55 | 1805 | 4777 | 358 | 3502 | 1900 | 1615 | 382 | 1337 | 143 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.09 | 0.27 | 0.27 | 0.01 | 0.21 | 0.21 | 0.03 | 0.01 | 0.20 | 0.02 | 0.02 | 0.02 |
| Crit Moves: | **** | | | | **** | | | | **** | **** | | |
| Green/Cycle: | 0.16 | 0.50 | 0.50 | 0.01 | 0.36 | 0.36 | 0.33 | 0.33 | 0.33 | 0.04 | 0.04 | 0.04 |
| Volume/Cap: | 0.59 | 0.54 | 0.54 | 0.54 | 0.59 | 0.59 | 0.09 | 0.04 | 0.59 | 0.59 | 0.59 | 0.59 |
| Delay/Veh: | 42.7 | 17.4 | 17.4 | 74.7 | 26.8 | 26.8 | 23.1 | 22.7 | 29.6 | 60.3 | 60.3 | 60.3 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 42.7 | 17.4 | 17.4 | 74.7 | 26.8 | 26.8 | 23.1 | 22.7 | 29.6 | 60.3 | 60.3 | 60.3 |
| LOS by Move: | D | B | B | E | C | C | C | C | C | E | E | E |
| HCM2kAvgQ: | 4 | 10 | 10 | 0 | 10 | 10 | 1 | 0 | 9 | 2 | 2 | 2 |

Note: Queue reported is the number of cars per lane.

Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #12 Oak Avenue Prky / Haverhill Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.649
Loss Time (sec): 9 Average Delay (sec/veh): 8.7
Optimal Cycle: 45 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 1! | 0 | 0 | 0 | 1! |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 5 | 1539 | 74 | | 61 | 1206 | 4 | | 2 | 5 | 3 | | 21 | 7 | 87 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 5 | 1539 | 74 | | 61 | 1206 | 4 | | 2 | 5 | 3 | | 21 | 7 | 87 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 5 | 1637 | 79 | | 65 | 1283 | 4 | | 2 | 5 | 3 | | 22 | 7 | 93 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 5 | 1637 | 79 | | 65 | 1283 | 4 | | 2 | 5 | 3 | | 22 | 7 | 93 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 5 | 1637 | 79 | | 65 | 1283 | 4 | | 2 | 5 | 3 | | 22 | 7 | 93 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.94 | 0.94 | | 0.95 | 0.95 | 0.95 | | 0.93 | 0.93 | 0.93 | | 0.85 | 0.85 | 0.85 | |
| Lanes: | 1.00 | 1.91 | 0.09 | | 1.00 | 1.99 | 0.01 | | 0.20 | 0.50 | 0.30 | | 0.18 | 0.06 | 0.76 | |
| Final Sat.: | 1805 | 3420 | 164 | | 1805 | 3598 | 12 | | 353 | 882 | 529 | | 294 | 98 | 1220 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.48 | 0.48 | | 0.04 | 0.36 | 0.36 | | 0.01 | 0.01 | 0.01 | | 0.08 | 0.08 | 0.08 | |
| Crit Moves: | | **** | | | **** | | | | | | | | | **** | | |
| Green/Cycle: | 0.01 | 0.74 | 0.74 | | 0.06 | 0.79 | 0.79 | | 0.12 | 0.12 | 0.12 | | 0.12 | 0.12 | 0.12 | |
| Volume/Cap: | 0.45 | 0.65 | 0.65 | | 0.65 | 0.45 | 0.45 | | 0.05 | 0.05 | 0.05 | | 0.65 | 0.65 | 0.65 | |
| Delay/Veh: | 74.9 | 7.2 | 7.2 | | 60.3 | 3.7 | 3.7 | | 39.3 | 39.3 | 39.3 | | 49.9 | 49.9 | 49.9 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 74.9 | 7.2 | 7.2 | | 60.3 | 3.7 | 3.7 | | 39.3 | 39.3 | 39.3 | | 49.9 | 49.9 | 49.9 | |
| LOS by Move: | E | A | A | | E | A | A | | D | D | D | | D | D | D | |
| HCM2kAvgQ: | 0 | 14 | 14 | | 2 | 7 | 7 | | 0 | 0 | 0 | | 5 | 5 | 5 | |

Note: Queue reported is the number of cars per lane.





Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #13 Oak Avenue Prky / Haldion Wy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.707
Loss Time (sec): 9 Average Delay (sec/veh): 13.0
Optimal Cycle: 52 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 1! | 0 | 0 | 0 | 1! |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 62 | 1564 | 122 | | 65 | 1133 | 23 | | 15 | 5 | 47 | | 81 | 8 | 41 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 62 | 1564 | 122 | | 65 | 1133 | 23 | | 15 | 5 | 47 | | 81 | 8 | 41 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 66 | 1664 | 130 | | 69 | 1205 | 24 | | 16 | 5 | 50 | | 86 | 9 | 44 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 66 | 1664 | 130 | | 69 | 1205 | 24 | | 16 | 5 | 50 | | 86 | 9 | 44 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 66 | 1664 | 130 | | 69 | 1205 | 24 | | 16 | 5 | 50 | | 86 | 9 | 44 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.94 | 0.94 | | 0.95 | 0.95 | 0.95 | | 0.85 | 0.85 | 0.85 | | 0.71 | 0.71 | 0.71 | |
| Lanes: | 1.00 | 1.86 | 0.14 | | 1.00 | 1.96 | 0.04 | | 0.22 | 0.07 | 0.71 | | 0.62 | 0.06 | 0.32 | |
| Final Sat.: | 1805 | 3312 | 258 | | 1805 | 3528 | 72 | | 360 | 120 | 1128 | | 837 | 83 | 424 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.50 | 0.50 | | 0.04 | 0.34 | 0.34 | | 0.04 | 0.04 | 0.04 | | 0.10 | 0.10 | 0.10 | |
| Crit Moves: | | **** | | | **** | | | | | | | | | **** | | |
| Green/Cycle: | 0.07 | 0.71 | 0.71 | | 0.05 | 0.69 | 0.69 | | 0.15 | 0.15 | 0.15 | | 0.15 | 0.15 | 0.15 | |
| Volume/Cap: | 0.49 | 0.71 | 0.71 | | 0.71 | 0.49 | 0.49 | | 0.30 | 0.30 | 0.30 | | 0.71 | 0.71 | 0.71 | |
| Delay/Veh: | 47.4 | 9.4 | 9.4 | | 67.6 | 7.4 | 7.4 | | 38.9 | 38.9 | 38.9 | | 52.0 | 52.0 | 52.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 47.4 | 9.4 | 9.4 | | 67.6 | 7.4 | 7.4 | | 38.9 | 38.9 | 38.9 | | 52.0 | 52.0 | 52.0 | |
| LOS by Move: | D | A | A | | E | A | A | | D | D | D | | D | D | D | |
| HCM2kAvgQ: | 2 | 16 | 16 | | 2 | 9 | 9 | | 2 | 2 | 2 | | 6 | 6 | 6 | |

Note: Queue reported is the number of cars per lane.

PM Cumulative Plus MitigateThu May 7, 2009 15:27:03 Page 16-1

Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #14 Folsom Blvd/ Iron Point Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.955
Loss Time (sec): 12 Average Delay (sec/veh): 29.2
Optimal Cycle: 143 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 1763 | 668 | 158 | 1736 | 0 | 0 | 0 | 0 | 750 | 0 | 175 |
| Growth Adj: | 1.00 | 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 | 1763 | 668 | 158 | 1736 | 0 | 0 | 0 | 0 | 750 | 0 | 175 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 0 | 1876 | 711 | 168 | 1847 | 0 | 0 | 0 | 0 | 798 | 0 | 186 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 1876 | 711 | 168 | 1847 | 0 | 0 | 0 | 0 | 798 | 0 | 186 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 0 | 1876 | 711 | 168 | 1847 | 0 | 0 | 0 | 0 | 798 | 0 | 186 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 0.95 | 0.85 | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 0.92 | 1.00 | 0.85 |
| Lanes: | 0.00 | 2.00 | 1.00 | 1.00 | 2.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 1.00 |
| Final Sat.: | 0 | 3610 | 1615 | 1805 | 3610 | 0 | 0 | 0 | 0 | 3502 | 0 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.52 | 0.44 | 0.09 | 0.51 | 0.00 | 0.00 | 0.00 | 0.00 | 0.23 | 0.00 | 0.12 |
| Crit Moves: | | **** | | **** | | | | | | **** | | |
| Green/Cycle: | 0.00 | 0.54 | 0.78 | 0.10 | 0.64 | 0.00 | 0.00 | 0.00 | 0.00 | 0.24 | 0.00 | 0.24 |
| Volume/Cap: | 0.00 | 0.96 | 0.56 | 0.96 | 0.80 | 0.00 | 0.00 | 0.00 | 0.00 | 0.96 | 0.00 | 0.48 |
| Delay/Veh: | 0.0 | 33.2 | 4.8 | 99.5 | 15.2 | 0.0 | 0.0 | 0.0 | 0.0 | 58.5 | 0.0 | 33.7 |
| 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: | 0.0 | 33.2 | 4.8 | 99.5 | 15.2 | 0.0 | 0.0 | 0.0 | 0.0 | 58.5 | 0.0 | 33.7 |
| LOS by Move: | A | C | A | F | B | A | A | A | A | E | A | C |
| HCM2kAvgQ: | 0 | 32 | 9 | 5 | 20 | 0 | 0 | 0 | 0 | 15 | 0 | 5 |

Note: Queue reported is the number of cars per lane.





PM Cumulative Plus MitigateThu May 7, 2009 15:27:03 Page 17-1

Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #15 Prairie City Rd/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.693
Loss Time (sec): 12 Average Delay (sec/veh): 30.4
Optimal Cycle: 58 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Ignore | | | Ignore | | | Ignore | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 2 | 0 | 3 | 0 | 1 | 2 | 0 | 3 | 0 | 1 | 2 | 0 | 3 | 0 | 1 | 2 | 0 | 3 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 338 | 1353 | 320 | 524 | 961 | 3 | 11 | 704 | 352 | 94 | 281 | 355 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 338 | 1353 | 320 | 524 | 961 | 3 | 11 | 704 | 352 | 94 | 281 | 355 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 0.94 | 0.94 | 0.00 | 0.94 | 0.94 | 0.00 | 0.94 | 0.94 | 0.00 | 0.94 | 0.94 | 0.00 |
| PHF Volume: | 360 | 1439 | 0 | 557 | 1022 | 0 | 12 | 749 | 0 | 100 | 299 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 360 | 1439 | 0 | 557 | 1022 | 0 | 12 | 749 | 0 | 100 | 299 | 0 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 |
| FinalVolume: | 360 | 1439 | 0 | 557 | 1022 | 0 | 12 | 749 | 0 | 100 | 299 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.91 | 1.00 | 0.92 | 0.91 | 1.00 | 0.92 | 0.91 | 1.00 | 0.92 | 0.91 | 1.00 |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3502 | 5187 | 1900 | 3502 | 5187 | 1900 | 3502 | 5187 | 1900 | 3502 | 5187 | 1900 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.10 | 0.28 | 0.00 | 0.16 | 0.20 | 0.00 | 0.00 | 0.14 | 0.00 | 0.03 | 0.06 | 0.00 |
| Crit Moves: | | **** | | **** | | | | **** | | **** | | |
| Green/Cycle: | 0.22 | 0.40 | 0.00 | 0.23 | 0.41 | 0.00 | 0.01 | 0.21 | 0.00 | 0.04 | 0.24 | 0.00 |
| Volume/Cap: | 0.48 | 0.69 | 0.00 | 0.69 | 0.48 | 0.00 | 0.24 | 0.69 | 0.00 | 0.69 | 0.24 | 0.00 |
| Delay/Veh: | 34.7 | 25.9 | 0.0 | 37.9 | 21.5 | 0.0 | 51.5 | 38.6 | 0.0 | 60.8 | 31.1 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 34.7 | 25.9 | 0.0 | 37.9 | 21.5 | 0.0 | 51.5 | 38.6 | 0.0 | 60.8 | 31.1 | 0.0 |
| LOS by Move: | C | C | A | D | C | A | D | D | A | E | C | A |
| HCM2kAvgQ: | 5 | 13 | 0 | 8 | 8 | 0 | 0 | 8 | 0 | 2 | 3 | 0 |

Note: Queue reported is the number of cars per lane.

PM Cumulative Plus MitigateThu May 7, 2009 15:27:03 Page 18-1

Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #16 Grover Rd/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.412
Loss Time (sec): 12 Average Delay (sec/veh): 11.9
Optimal Cycle: 36 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Split Phase | | | | Split Phase | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 1! | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 3 | 0 | 1 | 1 | 0 | 2 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 32 | 1 | 3 | | 71 | 3 | 25 | | 105 | 1424 | 3 | | 28 | 672 | 90 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 32 | 1 | 3 | | 71 | 3 | 25 | | 105 | 1424 | 3 | | 28 | 672 | 90 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 34 | 1 | 3 | | 76 | 3 | 27 | | 112 | 1515 | 3 | | 30 | 715 | 96 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 34 | 1 | 3 | | 76 | 3 | 27 | | 112 | 1515 | 3 | | 30 | 715 | 96 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 34 | 1 | 3 | | 76 | 3 | 27 | | 112 | 1515 | 3 | | 30 | 715 | 96 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.95 | 0.95 | | 0.95 | 0.87 | 0.87 | | 0.95 | 0.91 | 0.85 | | 0.95 | 0.89 | 0.89 | |
| Lanes: | 1.80 | 0.05 | 0.15 | | 1.00 | 0.11 | 0.89 | | 1.00 | 3.00 | 1.00 | | 1.00 | 2.65 | 0.35 | |
| Final Sat.: | 3234 | 90 | 269 | | 1805 | 176 | 1469 | | 1805 | 5187 | 1615 | | 1805 | 4492 | 602 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.01 | 0.01 | | 0.04 | 0.02 | 0.02 | | 0.06 | 0.29 | 0.00 | | 0.02 | 0.16 | 0.16 | |
| Crit Moves: | | **** | | | **** | | | | | **** | | | **** | | | |
| Green/Cycle: | 0.03 | 0.03 | 0.03 | | 0.10 | 0.10 | 0.10 | | 0.21 | 0.71 | 0.71 | | 0.04 | 0.54 | 0.54 | |
| Volume/Cap: | 0.37 | 0.41 | 0.41 | | 0.41 | 0.18 | 0.18 | | 0.29 | 0.41 | 0.00 | | 0.41 | 0.29 | 0.29 | |
| Delay/Veh: | 49.8 | 50.7 | 50.7 | | 43.6 | 41.6 | 41.6 | | 33.7 | 6.0 | 4.2 | | 50.6 | 12.7 | 12.7 | |
| 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: | 49.8 | 50.7 | 50.7 | | 43.6 | 41.6 | 41.6 | | 33.7 | 6.0 | 4.2 | | 50.6 | 12.7 | 12.7 | |
| LOS by Move: | D | D | D | | D | D | D | | C | A | A | | D | B | B | |
| HCM2kAvgQ: | 1 | 1 | 1 | | 3 | 1 | 1 | | 3 | 7 | 0 | | 1 | 5 | 5 | |

Note: Queue reported is the number of cars per lane.





PM Cumulative Plus MitigateThu May 7, 2009 15:27:03 Page 19-1

Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #17 McAdoo Dr/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.468
Loss Time (sec): 12 Average Delay (sec/veh): 16.9
Optimal Cycle: 39 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 2 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | | 139 | 0 | 50 | | 242 | 1431 | 0 | | 0 | 614 | 177 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 0 | 0 | 0 | | 139 | 0 | 50 | | 242 | 1431 | 0 | | 0 | 614 | 177 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 0 | 0 | 0 | | 148 | 0 | 53 | | 257 | 1522 | 0 | | 0 | 653 | 188 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 0 | 0 | | 148 | 0 | 53 | | 257 | 1522 | 0 | | 0 | 653 | 188 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 0 | 0 | 0 | | 148 | 0 | 53 | | 257 | 1522 | 0 | | 0 | 653 | 188 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 1.00 | 1.00 | | 0.77 | 1.00 | 0.85 | | 0.95 | 0.91 | 1.00 | | 1.00 | 0.88 | 0.88 | |
| Lanes: | 0.00 | 0.00 | 0.00 | | 1.00 | 0.00 | 1.00 | | 1.00 | 3.00 | 0.00 | | 0.00 | 2.33 | 0.67 | |
| Final Sat.: | 0 | 0 | 0 | | 1461 | 0 | 1615 | | 1805 | 5187 | 0 | | 0 | 3889 | 1121 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | | 0.10 | 0.00 | 0.03 | | 0.14 | 0.29 | 0.00 | | 0.00 | 0.17 | 0.17 | |
| Crit Moves: | | | | | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | | 0.22 | 0.00 | 0.22 | | 0.30 | 0.66 | 0.00 | | 0.00 | 0.36 | 0.36 | |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | | 0.47 | 0.00 | 0.15 | | 0.47 | 0.44 | 0.00 | | 0.00 | 0.47 | 0.47 | |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | | 35.3 | 0.0 | 32.0 | | 28.8 | 8.1 | 0.0 | | 0.0 | 24.9 | 24.9 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | | 35.3 | 0.0 | 32.0 | | 28.8 | 8.1 | 0.0 | | 0.0 | 24.9 | 24.9 | |
| LOS by Move: | A | A | A | | D | A | C | | C | A | A | | A | C | C | |
| HCM2kAvgQ: | 0 | 0 | 0 | | 4 | 0 | 1 | | 6 | 8 | 0 | | 0 | 7 | 7 | |

Note: Queue reported is the number of cars per lane.

PM Cumulative Plus MitigateThu May 7, 2009 15:27:03 Page 20-1

Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #18 Oak Ave Pkwy/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.861
Loss Time (sec): 12 Average Delay (sec/veh): 39.9
Optimal Cycle: 94 Level Of Service: D

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Ignore | | | Ovl | | | Ignore | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 2 | 0 | 2 | 0 | 1 | 2 | 0 | 2 | 0 | 1 | 2 | 0 | 3 | 0 | 1 | 2 | 0 | 3 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | | | | | |
| Base Vol: | 323 | 981 | 416 | 294 | 936 | 102 | 491 | 1151 | 398 | 487 | 594 | 399 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 323 | 981 | 416 | 294 | 936 | 102 | 491 | 1151 | 398 | 487 | 594 | 399 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.00 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.00 |
| PHF Volume: | 344 | 1044 | 443 | 313 | 996 | 0 | 522 | 1224 | 423 | 518 | 632 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 344 | 1044 | 443 | 313 | 996 | 0 | 522 | 1224 | 423 | 518 | 632 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| FinalVolume: | 344 | 1044 | 443 | 313 | 996 | 0 | 522 | 1224 | 423 | 518 | 632 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.95 | 0.85 | 0.92 | 0.95 | 1.00 | 0.92 | 0.91 | 0.85 | 0.92 | 0.91 | 1.00 |
| Lanes: | 2.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3502 | 3610 | 1615 | 3502 | 3610 | 1900 | 3502 | 5187 | 1615 | 3502 | 5187 | 1900 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.10 | 0.29 | 0.27 | 0.09 | 0.28 | 0.00 | 0.15 | 0.24 | 0.26 | 0.15 | 0.12 | 0.00 |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |
| Green/Cycle: | 0.11 | 0.33 | 0.50 | 0.10 | 0.32 | 0.00 | 0.25 | 0.27 | 0.39 | 0.17 | 0.20 | 0.00 |
| Volume/Cap: | 0.86 | 0.87 | 0.54 | 0.87 | 0.86 | 0.00 | 0.61 | 0.86 | 0.68 | 0.86 | 0.61 | 0.00 |
| Delay/Veh: | 60.6 | 38.6 | 17.7 | 64.3 | 38.7 | 0.0 | 34.7 | 40.1 | 28.3 | 52.4 | 37.4 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 60.6 | 38.6 | 17.7 | 64.3 | 38.7 | 0.0 | 34.7 | 40.1 | 28.3 | 52.4 | 37.4 | 0.0 |
| LOS by Move: | E | D | B | E | D | A | C | D | C | D | D | A |
| HCM2kAvgQ: | 6 | 17 | 9 | 6 | 16 | 0 | 7 | 14 | 11 | 9 | 6 | 0 |

Note: Queue reported is the number of cars per lane.





PM Cumulative Plus MitigateThu May 7, 2009 15:27:03 Page 21-1

Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #19 Rowberry Dr/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.865
Loss Time (sec): 12 Average Delay (sec/veh): 32.0
Optimal Cycle: 96 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Split Phase | | | Split Phase | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Include | | | Ovl | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 3 | 0 | 1 | 2 | 0 | 2 | 1 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | | | | | |
| Base Vol: | 585 | 107 | 670 | 8 | 74 | 11 | 30 | 1324 | 558 | 694 | 925 | 9 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 585 | 107 | 670 | 8 | 74 | 11 | 30 | 1324 | 558 | 694 | 925 | 9 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 622 | 114 | 713 | 9 | 79 | 12 | 32 | 1409 | 594 | 738 | 984 | 10 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 622 | 114 | 713 | 9 | 79 | 12 | 32 | 1409 | 594 | 738 | 984 | 10 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 622 | 114 | 713 | 9 | 79 | 12 | 32 | 1409 | 594 | 738 | 984 | 10 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.96 | 0.96 | 0.85 | 0.95 | 0.98 | 0.98 | 0.95 | 0.91 | 0.85 | 0.92 | 0.91 | 0.91 |
| Lanes: | 1.69 | 0.31 | 1.00 | 1.00 | 0.87 | 0.13 | 1.00 | 3.00 | 1.00 | 2.00 | 2.97 | 0.03 |
| Final Sat.: | 3081 | 563 | 1615 | 1805 | 1623 | 241 | 1805 | 5187 | 1615 | 3502 | 5132 | 50 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.20 | 0.20 | 0.44 | 0.00 | 0.05 | 0.05 | 0.02 | 0.27 | 0.37 | 0.21 | 0.19 | 0.19 |
| Crit Moves: | | | **** | | | **** | | **** | | **** | | |
| Green/Cycle: | 0.27 | 0.27 | 0.51 | 0.06 | 0.06 | 0.06 | 0.05 | 0.31 | 0.58 | 0.24 | 0.51 | 0.51 |
| Volume/Cap: | 0.76 | 0.76 | 0.87 | 0.08 | 0.87 | 0.87 | 0.38 | 0.87 | 0.63 | 0.87 | 0.38 | 0.38 |
| Delay/Veh: | 37.2 | 37.2 | 31.0 | 45.1 | 95.1 | 95.1 | 49.0 | 37.4 | 15.4 | 45.5 | 14.9 | 14.9 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 37.2 | 37.2 | 31.0 | 45.1 | 95.1 | 95.1 | 49.0 | 37.4 | 15.4 | 45.5 | 14.9 | 14.9 |
| LOS by Move: | D | D | C | D | F | F | D | D | B | D | B | B |
| HCM2kAvgQ: | 10 | 10 | 19 | 0 | 5 | 5 | 1 | 15 | 11 | 12 | 6 | 6 |

Note: Queue reported is the number of cars per lane.

PM Cumulative Plus MitigateThu May 7, 2009 15:27:03 Page 22-1

Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #20 Broadstone Pkwy/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.584
Loss Time (sec): 12 Average Delay (sec/veh): 20.2
Optimal Cycle: 47 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - | R | L | - T | - | R | L | - T | - | R | L | - T | - | R |
| Control: | Split Phase | | | | Split Phase | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Ignore | | | | Include | | | | Ignore | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 1 0 | 0 | 1 | 2 | 0 1 | 0 | 1 | 2 | 0 3 | 0 | 1 | 2 | 0 3 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 52 | 49 | 78 | | 77 | 14 | 653 | | 796 | 1198 | 8 | | 28 | 962 | 116 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 52 | 49 | 78 | | 77 | 14 | 653 | | 796 | 1198 | 8 | | 28 | 962 | 116 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.00 | |
| PHF Volume: | 55 | 52 | 83 | | 82 | 15 | 0 | | 847 | 1274 | 9 | | 30 | 1023 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 55 | 52 | 83 | | 82 | 15 | 0 | | 847 | 1274 | 9 | | 30 | 1023 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| FinalVolume: | 55 | 52 | 83 | | 82 | 15 | 0 | | 847 | 1274 | 9 | | 30 | 1023 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.98 | 0.98 | 0.85 | | 0.92 | 1.00 | 1.00 | | 0.92 | 0.91 | 0.85 | | 0.92 | 0.91 | 1.00 | |
| Lanes: | 1.03 | 0.97 | 1.00 | | 2.00 | 1.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | |
| Final Sat.: | 1908 | 1797 | 1615 | | 3502 | 1900 | 1900 | | 3502 | 5187 | 1615 | | 3502 | 5187 | 1900 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.03 | 0.05 | | 0.02 | 0.01 | 0.00 | | 0.24 | 0.25 | 0.01 | | 0.01 | 0.20 | 0.00 | |
| Crit Moves: | | | **** | | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.09 | 0.09 | 0.09 | | 0.04 | 0.04 | 0.00 | | 0.41 | 0.73 | 0.73 | | 0.03 | 0.34 | 0.00 | |
| Volume/Cap: | 0.33 | 0.33 | 0.58 | | 0.58 | 0.20 | 0.00 | | 0.58 | 0.34 | 0.01 | | 0.34 | 0.58 | 0.00 | |
| Delay/Veh: | 43.4 | 43.4 | 49.9 | | 53.4 | 47.7 | 0.0 | | 23.3 | 5.0 | 3.8 | | 50.2 | 27.8 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 43.4 | 43.4 | 49.9 | | 53.4 | 47.7 | 0.0 | | 23.3 | 5.0 | 3.8 | | 50.2 | 27.8 | 0.0 | |
| LOS by Move: | D | D | D | | D | D | A | | C | A | A | | D | C | A | |
| HCM2kAvgQ: | 2 | 2 | 3 | | 2 | 1 | 0 | | 10 | 5 | 0 | | 0 | 9 | 0 | |

Note: Queue reported is the number of cars per lane.





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Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #21 East Bidwell St/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 1.144
Loss Time (sec): 12 Average Delay (sec/veh): 81.8
Optimal Cycle: 180 Level Of Service: F

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - | R | L | - T | - | R | L | - T | - | R | L | - T | - | R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ignore | | | | Ignore | | | | Ovl | | | | Ignore | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 3 | 0 | 1 | 2 | 0 3 | 0 | 1 | 2 | 0 3 | 0 | 1 | 2 | 0 3 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 499 | 2113 | 585 | | 737 | 1333 | 180 | | 177 | 772 | 450 | | 629 | 396 | 566 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 499 | 2113 | 585 | | 737 | 1333 | 180 | | 177 | 772 | 450 | | 629 | 396 | 566 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.00 | |
| PHF Volume: | 531 | 2248 | 0 | | 784 | 1418 | 0 | | 188 | 821 | 479 | | 669 | 421 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 531 | 2248 | 0 | | 784 | 1418 | 0 | | 188 | 821 | 479 | | 669 | 421 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| FinalVolume: | 531 | 2248 | 0 | | 784 | 1418 | 0 | | 188 | 821 | 479 | | 669 | 421 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.91 | 1.00 | | 0.92 | 0.91 | 1.00 | | 0.92 | 0.91 | 0.85 | | 0.92 | 0.91 | 1.00 | |
| Lanes: | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | |
| Final Sat.: | 3502 | 5187 | 1900 | | 3502 | 5187 | 1900 | | 3502 | 5187 | 1615 | | 3502 | 5187 | 1900 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.15 | 0.43 | 0.00 | | 0.22 | 0.27 | 0.00 | | 0.05 | 0.16 | 0.30 | | 0.19 | 0.08 | 0.00 | |
| Crit Moves: | | **** | | | **** | | | | | **** | | | **** | | | |
| Green/Cycle: | 0.20 | 0.38 | 0.00 | | 0.20 | 0.37 | 0.00 | | 0.12 | 0.14 | 0.34 | | 0.17 | 0.18 | 0.00 | |
| Volume/Cap: | 0.74 | 1.14 | 0.00 | | 1.14 | 0.74 | 0.00 | | 0.44 | 1.14 | 0.86 | | 1.14 | 0.44 | 0.00 | |
| Delay/Veh: | 41.4 | 102 | 0.0 | | 121.6 | 28.9 | 0.0 | | 41.5 | 124 | 43.8 | | 125.4 | 36.6 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 41.4 | 102 | 0.0 | | 121.6 | 28.9 | 0.0 | | 41.5 | 124 | 43.8 | | 125.4 | 36.6 | 0.0 | |
| LOS by Move: | D | F | A | | F | C | A | | D | F | D | | F | D | A | |
| HCM2kAvgQ: | 8 | 38 | 0 | | 20 | 14 | 0 | | 3 | 15 | 15 | | 17 | 4 | 0 | |

Note: Queue reported is the number of cars per lane.

PM Cumulative Plus MitigateThu May 7, 2009 15:27:04 Page 24-1

Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #22 Cavitt Dr/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.651
Loss Time (sec): 12 Average Delay (sec/veh): 21.5
Optimal Cycle: 53 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Permitted | | | Permitted | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 | 1 0 | 0 1 | 1 | 1 0 | 0 1 | 1 | 0 3 | 0 1 | 1 | 0 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 352 | 51 | 77 | 206 | 43 | 21 | 70 | 1592 | 446 | 52 | 1220 | 186 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 352 | 51 | 77 | 206 | 43 | 21 | 70 | 1592 | 446 | 52 | 1220 | 186 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 374 | 54 | 82 | 219 | 46 | 22 | 74 | 1694 | 474 | 55 | 1298 | 198 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 374 | 54 | 82 | 219 | 46 | 22 | 74 | 1694 | 474 | 55 | 1298 | 198 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 374 | 54 | 82 | 219 | 46 | 22 | 74 | 1694 | 474 | 55 | 1298 | 198 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.52 | 0.52 | 0.85 | 0.53 | 0.53 | 0.85 | 0.95 | 0.91 | 0.85 | 0.95 | 0.91 | 0.85 |
| Lanes: | 1.75 | 0.25 | 1.00 | 1.65 | 0.35 | 1.00 | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 |
| Final Sat.: | 1733 | 251 | 1615 | 1660 | 346 | 1615 | 1805 | 5187 | 1615 | 1805 | 5187 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.22 | 0.22 | 0.05 | 0.13 | 0.13 | 0.01 | 0.04 | 0.33 | 0.29 | 0.03 | 0.25 | 0.12 |
| Crit Moves: | | **** | | | | | | **** | | **** | | |
| Green/Cycle: | 0.33 | 0.33 | 0.33 | 0.33 | 0.33 | 0.33 | 0.08 | 0.50 | 0.50 | 0.05 | 0.47 | 0.47 |
| Volume/Cap: | 0.65 | 0.65 | 0.15 | 0.40 | 0.40 | 0.04 | 0.53 | 0.65 | 0.59 | 0.65 | 0.53 | 0.26 |
| Delay/Veh: | 30.8 | 30.8 | 23.7 | 26.1 | 26.1 | 22.7 | 48.2 | 19.1 | 18.7 | 63.4 | 18.9 | 16.2 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 30.8 | 30.8 | 23.7 | 26.1 | 26.1 | 22.7 | 48.2 | 19.1 | 18.7 | 63.4 | 18.9 | 16.2 |
| LOS by Move: | C | C | C | C | C | C | D | B | B | E | B | B |
| HCM2kAvgQ: | 7 | 7 | 2 | 3 | 3 | 0 | 2 | 13 | 9 | 2 | 10 | 3 |

Note: Queue reported is the number of cars per lane.





PM Cumulative Plus MitigateThu May 7, 2009 15:27:04 Page 25-1

Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #23 Serpa Way / Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 1.017
Loss Time (sec): 12 Average Delay (sec/veh): 51.0
Optimal Cycle: 180 Level Of Service: D

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Split Phase | | | Split Phase | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Include | | | Ovl | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 0 1 | 1 | 0 1 | 1 | 0 | 0 1 | 0 | 1 | 0 | 1 | 0 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 749 | 28 | 289 | 104 | 19 | 64 | 94 | 1246 | 559 | 196 | 755 | 87 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 749 | 28 | 289 | 104 | 19 | 64 | 94 | 1246 | 559 | 196 | 755 | 87 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 797 | 30 | 307 | 111 | 20 | 68 | 100 | 1326 | 595 | 209 | 803 | 93 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 797 | 30 | 307 | 111 | 20 | 68 | 100 | 1326 | 595 | 209 | 803 | 93 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 797 | 30 | 307 | 111 | 20 | 68 | 100 | 1326 | 595 | 209 | 803 | 93 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.91 | 0.91 | 0.85 | 0.95 | 0.88 | 0.88 | 0.95 | 0.91 | 0.85 | 0.95 | 0.91 | 0.85 |
| Lanes: | 1.00 | 1.00 | 1.00 | 1.00 | 0.23 | 0.77 | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 |
| Final Sat.: | 1722 | 1722 | 1615 | 1805 | 384 | 1295 | 1805 | 5187 | 1615 | 1805 | 5187 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.46 | 0.02 | 0.19 | 0.06 | 0.05 | 0.05 | 0.06 | 0.26 | 0.37 | 0.12 | 0.15 | 0.06 |
| Crit Moves: | **** | | | **** | | | | **** | | **** | | |
| Green/Cycle: | 0.45 | 0.45 | 0.57 | 0.06 | 0.06 | 0.06 | 0.10 | 0.25 | 0.71 | 0.11 | 0.27 | 0.33 |
| Volume/Cap: | 1.02 | 0.04 | 0.33 | 1.02 | 0.87 | 0.87 | 0.58 | 1.02 | 0.52 | 1.02 | 0.58 | 0.17 |
| Delay/Veh: | 63.2 | 15.1 | 11.7 | 138.0 | 97.8 | 97.8 | 48.0 | 66.7 | 7.3 | 111.7 | 32.2 | 24.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 63.2 | 15.1 | 11.7 | 138.0 | 97.8 | 97.8 | 48.0 | 66.7 | 7.3 | 111.7 | 32.2 | 24.0 |
| LOS by Move: | E | B | B | F | F | F | D | E | A | F | C | C |
| HCM2kAvgQ: | 34 | 1 | 5 | 7 | 5 | 5 | 3 | 19 | 8 | 8 | 8 | 2 |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #24 Empire Ranch Road/ Iron Point Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.986
Loss Time (sec): 12 Average Delay (sec/veh): 50.6
Optimal Cycle: 173 Level Of Service: D

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Ovl | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 2 | 0 3 | 0 1 | 2 | 0 3 | 0 1 | 1 | 0 1 | 1 0 | 1 | 0 1 | 1 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 370 | 1219 | 429 | 350 | 1066 | 112 | 83 | 801 | 630 | 102 | 513 | 448 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 370 | 1219 | 429 | 350 | 1066 | 112 | 83 | 801 | 630 | 102 | 513 | 448 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 394 | 1297 | 456 | 372 | 1134 | 119 | 88 | 852 | 670 | 109 | 546 | 477 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 394 | 1297 | 456 | 372 | 1134 | 119 | 88 | 852 | 670 | 109 | 546 | 477 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 394 | 1297 | 456 | 372 | 1134 | 119 | 88 | 852 | 670 | 109 | 546 | 477 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.91 | 0.85 | 0.92 | 0.91 | 0.85 | 0.95 | 0.89 | 0.89 | 0.95 | 0.88 | 0.88 |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 1.00 | 1.12 | 0.88 | 1.00 | 1.07 | 0.93 |
| Final Sat.: | 3502 | 5187 | 1615 | 3502 | 5187 | 1615 | 1805 | 1887 | 1484 | 1805 | 1792 | 1565 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.11 | 0.25 | 0.28 | 0.11 | 0.22 | 0.07 | 0.05 | 0.45 | 0.45 | 0.06 | 0.30 | 0.30 |
| Crit Moves: | | **** | | **** | | | | **** | | **** | | |
| Green/Cycle: | 0.12 | 0.25 | 0.31 | 0.11 | 0.24 | 0.31 | 0.07 | 0.46 | 0.46 | 0.06 | 0.45 | 0.45 |
| Volume/Cap: | 0.92 | 0.99 | 0.90 | 0.99 | 0.92 | 0.24 | 0.68 | 0.99 | 0.99 | 0.99 | 0.68 | 0.68 |
| Delay/Veh: | 67.5 | 58.6 | 51.5 | 87.1 | 47.8 | 25.9 | 59.1 | 46.4 | 46.4 | 128.2 | 23.3 | 23.3 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 67.5 | 58.6 | 51.5 | 87.1 | 47.8 | 25.9 | 59.1 | 46.4 | 46.4 | 128.2 | 23.3 | 23.3 |
| LOS by Move: | E | E | D | F | D | C | E | D | D | F | C | C |
| HCM2kAvgQ: | 7 | 18 | 15 | 7 | 14 | 3 | 2 | 24 | 24 | 5 | 13 | 13 |

Note: Queue reported is the number of cars per lane.





PM Cumulative Plus MitigateThu May 7, 2009 15:27:04 Page 27-1

Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #25 Prairie City Rd/ High School

Cycle (sec): 100 Critical Vol./Cap. (X): 0.661
Loss Time (sec): 12 Average Delay (sec/veh): 25.3
Optimal Cycle: 54 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 2 | 0 2 | 1 0 | 2 | 0 2 | 1 0 | 2 | 0 0 | 1 1 | 1 | 0 0 | 1 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 314 | 1367 | 67 | 29 | 1224 | 153 | 634 | 0 | 492 | 62 | 1 | 11 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 314 | 1367 | 67 | 29 | 1224 | 153 | 634 | 0 | 492 | 62 | 1 | 11 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 334 | 1454 | 71 | 31 | 1302 | 163 | 674 | 0 | 523 | 66 | 1 | 12 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 334 | 1454 | 71 | 31 | 1302 | 163 | 674 | 0 | 523 | 66 | 1 | 12 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 334 | 1454 | 71 | 31 | 1302 | 163 | 674 | 0 | 523 | 66 | 1 | 12 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.90 | 0.90 | 0.92 | 0.89 | 0.89 | 0.92 | 1.00 | 0.85 | 0.95 | 0.86 | 0.86 |
| Lanes: | 2.00 | 2.86 | 0.14 | 2.00 | 2.67 | 0.33 | 2.00 | 0.00 | 2.00 | 1.00 | 0.17 | 1.83 |
| Final Sat.: | 3502 | 4910 | 241 | 3502 | 4532 | 567 | 3502 | 0 | 3230 | 1805 | 273 | 3003 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.10 | 0.30 | 0.30 | 0.01 | 0.29 | 0.29 | 0.19 | 0.00 | 0.16 | 0.04 | 0.00 | 0.00 |
| Crit Moves: | **** | | | | **** | | | | **** | **** | | |
| Green/Cycle: | 0.14 | 0.56 | 0.56 | 0.02 | 0.43 | 0.43 | 0.29 | 0.00 | 0.25 | 0.06 | 0.01 | 0.01 |
| Volume/Cap: | 0.66 | 0.53 | 0.53 | 0.53 | 0.66 | 0.66 | 0.65 | 0.00 | 0.66 | 0.66 | 0.65 | 0.65 |
| Delay/Veh: | 43.7 | 13.8 | 13.8 | 57.4 | 23.1 | 23.1 | 32.3 | 0.0 | 36.1 | 61.5 | 108 | 108.4 |
| 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 | 13.8 | 13.8 | 57.4 | 23.1 | 23.1 | 32.3 | 0.0 | 36.1 | 61.5 | 108 | 108.4 |
| LOS by Move: | D | B | B | E | C | C | C | A | D | E | F | F |
| HCM2kAvgQ: | 5 | 10 | 10 | 1 | 13 | 13 | 10 | 0 | 8 | 3 | 1 | 1 |

Note: Queue reported is the number of cars per lane.

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-------------------------------------------------------------------------------
                        Folsom South of US-50 Annexation
                           Cumulative Plus Project PM
-------------------------------------------------------------------------------
                      Level Of Service Computation Report
              2000 HCM Unsignalized Method (Base Volume Alternative)
*******************************************************************************
Intersection #26 East Bidwell St / Placerville Rd
*******************************************************************************
Average Delay (sec/veh):     98.8       Worst Case Level Of Service: F[995.9]
*******************************************************************************
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  2  1  0    0  0  3  0  0    0  0  0  0  0    0  0  0  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0 3081    27     0 2413     0     0    0     0     0    0   608
Growth Adj:  1.00 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 3081    27     0 2413     0     0    0     0     0    0   608
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.94 0.94  0.94  0.94 0.94  0.94  0.94 0.94  0.94  0.94 0.94  0.94
PHF Volume:     0 3278    29     0 2567     0     0    0     0     0    0   647
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0 3278    29     0 2567     0     0    0     0     0    0   647
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx   6.9
FollowUpTim:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx  1107
Potent Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   208
Move Cap.:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx   208
Volume/Cap:  xxxx xxxx  xxxx  xxxx xxxx  xxxx  xxxx xxxx  xxxx  xxxx xxxx  3.11
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx  59.0
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx 995.9
LOS by Move:    *    *     *     *    *     *     *    *     *     *    *     F
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx           xxxxxx            995.9
ApproachLOS:         *                *                *                F
*******************************************************************************
Note: Queue reported is the number of cars per lane.
*******************************************************************************
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PM Cumulative Plus MitigateThu May 7, 2009 15:27:04                Page 29-1
-------------------------------------------------------------------------------
                        Folsom South of US-50 Annexation
                           Cumulative Plus Project PM
-------------------------------------------------------------------------------
                      Level Of Service Computation Report
              2000 HCM Operations Method (Base Volume Alternative)
*******************************************************************************
Intersection #27 Prairie City Rd/ White Rock Rd
*******************************************************************************
Cycle (sec):         100                Critical Vol./Cap. (X):         1.152
Loss Time (sec):      12                Average Delay (sec/veh):        74.0
Optimal Cycle:       180                Level Of Service:                  E
*******************************************************************************
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Split Phase      Split Phase      Protected        Protected
Rights:           Include          Ovl            Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
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
Lanes:        0  0  1! 0  0    1  1  0  0  2    2  0  3  0  1    1  0  3  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       1    2     1   228    1  1366  1007 2266     1     1 2438    38
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    1    2     1   228    1  1366  1007 2266     1     1 2438    38
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.94 0.94  0.94  0.94 0.94  0.94  0.94 0.94  0.94  0.94 0.94  0.94
PHF Volume:     1    2     1   243    1  1453  1071 2411     1     1 2594    40
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    1    2     1   243    1  1453  1071 2411     1     1 2594    40
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    1    2     1   243    1  1453  1071 2411     1     1 2594    40
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.95 0.95  0.95  0.95 0.95  0.75  0.92 0.91  0.85  0.95 0.91  0.85
Lanes:       0.25 0.50  0.25  1.99 0.01  2.00  2.00 3.00  1.00  1.00 3.00  1.00
Final Sat.:   453  907   453  3606   16  2842  3502 5187  1615  1805 5187  1615
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00  0.00  0.07 0.07  0.51  0.31 0.46  0.00  0.00 0.50  0.03
Crit Moves:       ****                    ****  ****                    ****
Green/Cycle: 0.00 0.00  0.00  0.18 0.18  0.44  0.27 0.70  0.70  0.00 0.43  0.43
Volume/Cap:  1.15 1.15  1.15  0.38 0.38  1.15  1.15 0.67  0.00  0.67 1.15  0.06
Delay/Veh:  587.8  588 587.8  36.6 36.6 105.6 117.5  8.9   4.5 385.3  102  16.5
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh: 587.8  588 587.8  36.6 36.6 105.6 117.5  8.9   4.5 385.3  102  16.5
LOS by Move:    F    F     F     D    D     F     F    A     A     F    F     B
HCM2kAvgQ:      1    1     1     3    3    40    25   14     0     0   45     1
*******************************************************************************
Note: Queue reported is the number of cars per lane.
*******************************************************************************
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PM Cumulative Plus MitigateThu May 7, 2009 15:27:04 Page 30-1

Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #28 Scott Rd (South)/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.736
Loss Time (sec): 0 Average Delay (sec/veh): 8.9
Optimal Cycle: 71 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Include | | | | Ovl | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 0 | 0 1 | 0 | 0 | 0 | 0 0 | 0 | 0 | 3 | 0 1 | 1 | 0 | 3 | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 43 | 0 | 75 | | 0 | 0 | 0 | | 0 | 2346 | 100 | | 412 | 2493 | 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: | 43 | 0 | 75 | | 0 | 0 | 0 | | 0 | 2346 | 100 | | 412 | 2493 | 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: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 46 | 0 | 80 | | 0 | 0 | 0 | | 0 | 2496 | 106 | | 438 | 2652 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 46 | 0 | 80 | | 0 | 0 | 0 | | 0 | 2496 | 106 | | 438 | 2652 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 46 | 0 | 80 | | 0 | 0 | 0 | | 0 | 2496 | 106 | | 438 | 2652 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.97 | 1.00 | 0.85 | | 1.00 | 1.00 | 1.00 | | 1.00 | 0.91 | 0.85 | | 0.95 | 0.91 | 1.00 | |
| Lanes: | 2.00 | 0.00 | 1.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 3.00 | 1.00 | | 1.00 | 3.00 | 0.00 | |
| Final Sat.: | 3686 | 0 | 1615 | | 0 | 0 | 0 | | 0 | 5187 | 1615 | | 1805 | 5187 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.00 | 0.05 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.48 | 0.07 | | 0.24 | 0.51 | 0.00 | |
| Crit Moves: | **** | | | | | | | | | **** | | | **** | | | |
| Green/Cycle: | 0.02 | 0.00 | 0.35 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.65 | 0.65 | | 0.33 | 0.98 | 0.00 | |
| Volume/Cap: | 0.64 | 0.00 | 0.14 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.74 | 0.10 | | 0.74 | 0.52 | 0.00 | |
| Delay/Veh: | 66.1 | 0.0 | 22.6 | | 0.0 | 0.0 | 0.0 | | 0.0 | 12.4 | 6.5 | | 34.5 | 0.1 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 66.1 | 0.0 | 22.6 | | 0.0 | 0.0 | 0.0 | | 0.0 | 12.4 | 6.5 | | 34.5 | 0.1 | 0.0 | |
| LOS by Move: | E | A | C | | A | A | A | | A | B | A | | C | A | A | |
| HCM2kAvgQ: | 2 | 0 | 2 | | 0 | 0 | 0 | | 0 | 19 | 1 | | 11 | 1 | 0 | |

Note: Queue reported is the number of cars per lane.





PM Cumulative Plus MitigateThu May 7, 2009 15:27:04 Page 31-1

Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #29 Scott Rd (North)/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.801
Loss Time (sec): 9 Average Delay (sec/veh): 22.1
Optimal Cycle: 69 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Ovl | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 1 | 0 1 | 1 | 0 | 1 | 0 2 | 2 | 0 | 3 | 0 1 | 1 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 1 | 3 | 0 | | 204 | 3 | 733 | | 817 | 1371 | 1 | | 1 | 1751 | 259 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 1 | 3 | 0 | | 204 | 3 | 733 | | 817 | 1371 | 1 | | 1 | 1751 | 259 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 1 | 3 | 0 | | 217 | 3 | 780 | | 869 | 1459 | 1 | | 1 | 1863 | 276 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 1 | 3 | 0 | | 217 | 3 | 780 | | 869 | 1459 | 1 | | 1 | 1863 | 276 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 1 | 3 | 0 | | 217 | 3 | 780 | | 869 | 1459 | 1 | | 1 | 1863 | 276 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 1.00 | 1.00 | | 0.95 | 1.00 | 0.75 | | 0.92 | 0.91 | 0.85 | | 0.95 | 0.91 | 0.85 | |
| Lanes: | 2.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 2.00 | | 2.00 | 3.00 | 1.00 | | 1.00 | 3.00 | 1.00 | |
| Final Sat.: | 3502 | 1900 | 1900 | | 1805 | 1900 | 2842 | | 3502 | 5187 | 1615 | | 1805 | 5187 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | | 0.12 | 0.00 | 0.27 | | 0.25 | 0.28 | 0.00 | | 0.00 | 0.36 | 0.17 | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | | 0.15 | 0.15 | 0.46 | | 0.31 | 0.76 | 0.76 | | 0.00 | 0.45 | 0.45 | |
| Volume/Cap: | 0.17 | 0.80 | 0.00 | | 0.80 | 0.01 | 0.60 | | 0.80 | 0.37 | 0.00 | | 0.37 | 0.80 | 0.38 | |
| Delay/Veh: | 63.0 | 342 | 0.0 | | 56.6 | 36.2 | 20.8 | | 36.0 | 4.2 | 3.0 | | 116.2 | 25.8 | 18.7 | |
| 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: | 63.0 | 342 | 0.0 | | 56.6 | 36.2 | 20.8 | | 36.0 | 4.2 | 3.0 | | 116.2 | 25.8 | 18.7 | |
| LOS by Move: | E | F | A | | E | D | C | | D | A | A | | F | C | B | |
| HCM2kAvgQ: | 0 | 1 | 0 | | 7 | 0 | 10 | | 13 | 5 | 0 | | 0 | 18 | 5 | |

Note: Queue reported is the number of cars per lane.

PM Cumulative Plus MitigateThu May 7, 2009 15:27:04 Page 32-1

Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #30 Placerville Rd/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.608
Loss Time (sec): 12 Average Delay (sec/veh): 10.5
Optimal Cycle: 49 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Split Phase | | | | Split Phase | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 3 | 0 | 1 | 1 | 0 | 3 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 2 | | 354 | 0 | 17 | | 26 | 1421 | 1 | | 0 | 2022 | 411 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 0 | 0 | 2 | | 354 | 0 | 17 | | 26 | 1421 | 1 | | 0 | 2022 | 411 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 0 | 0 | 2 | | 377 | 0 | 18 | | 28 | 1512 | 1 | | 0 | 2151 | 437 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 0 | 2 | | 377 | 0 | 18 | | 28 | 1512 | 1 | | 0 | 2151 | 437 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 0 | 0 | 2 | | 377 | 0 | 18 | | 28 | 1512 | 1 | | 0 | 2151 | 437 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 1.00 | 0.87 | | 0.95 | 1.00 | 0.85 | | 0.95 | 0.91 | 0.85 | | 1.00 | 0.91 | 0.85 | |
| Lanes: | 0.00 | 0.00 | 1.00 | | 2.00 | 0.00 | 1.00 | | 1.00 | 3.00 | 1.00 | | 1.00 | 3.00 | 1.00 | |
| Final Sat.: | 0 | 0 | 1644 | | 3618 | 0 | 1615 | | 1805 | 5187 | 1615 | | 1900 | 5187 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | | 0.10 | 0.00 | 0.01 | | 0.02 | 0.29 | 0.00 | | 0.00 | 0.41 | 0.27 | |
| Crit Moves: | | | **** | | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | | 0.17 | 0.00 | 0.20 | | 0.03 | 0.71 | 0.71 | | 0.00 | 0.68 | 0.85 | |
| Volume/Cap: | 0.00 | 0.00 | 0.61 | | 0.61 | 0.00 | 0.06 | | 0.61 | 0.41 | 0.00 | | 0.00 | 0.61 | 0.32 | |
| Delay/Veh: | 0.0 | 0.0 | 213.2 | | 40.1 | 0.0 | 32.7 | | 69.8 | 6.1 | 4.2 | | 0.0 | 9.0 | 1.6 | |
| 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: | 0.0 | 0.0 | 213.2 | | 40.1 | 0.0 | 32.7 | | 69.8 | 6.1 | 4.2 | | 0.0 | 9.0 | 1.6 | |
| LOS by Move: | A | A | F | | D | A | C | | E | A | A | | A | A | A | |
| HCM2kAvgQ: | 0 | 0 | 0 | | 5 | 0 | 0 | | 1 | 7 | 0 | | 0 | 13 | 3 | |

Note: Queue reported is the number of cars per lane.





PM Cumulative Plus MitigateThu May 7, 2009 15:27:04 Page 33-1

Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #31 Empire Ranch Rd/ North Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.501
Loss Time (sec): 12 Average Delay (sec/veh): 18.0
Optimal Cycle: 41 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 3 | 0 | 1 | 2 | 0 | 3 | 0 | 1 | 2 | 0 | 1 | 0 | 1 | 2 | 0 | 1 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | | | | |
| Base Vol: | 13 | 1208 | 86 | | 208 | 1111 | 56 | | 71 | 2 | 13 | | 113 | 2 | 260 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 13 | 1208 | 86 | | 208 | 1111 | 56 | | 71 | 2 | 13 | | 113 | 2 | 260 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 14 | 1285 | 91 | | 221 | 1182 | 60 | | 76 | 2 | 14 | | 120 | 2 | 277 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 14 | 1285 | 91 | | 221 | 1182 | 60 | | 76 | 2 | 14 | | 120 | 2 | 277 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 14 | 1285 | 91 | | 221 | 1182 | 60 | | 76 | 2 | 14 | | 120 | 2 | 277 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.91 | 0.85 | | 0.92 | 0.91 | 0.85 | | 0.92 | 1.00 | 0.85 | | 0.92 | 1.00 | 0.85 | |
| Lanes: | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 1.00 | 1.00 | | 2.00 | 1.00 | 1.00 | |
| Final Sat.: | 3502 | 5187 | 1615 | | 3502 | 5187 | 1615 | | 3502 | 1900 | 1615 | | 3502 | 1900 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.25 | 0.06 | | 0.06 | 0.23 | 0.04 | | 0.02 | 0.00 | 0.01 | | 0.03 | 0.00 | 0.17 | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | | **** | |
| Green/Cycle: | 0.01 | 0.49 | 0.72 | | 0.13 | 0.61 | 0.65 | | 0.04 | 0.03 | 0.04 | | 0.23 | 0.22 | 0.34 | |
| Volume/Cap: | 0.37 | 0.50 | 0.08 | | 0.50 | 0.37 | 0.06 | | 0.50 | 0.04 | 0.21 | | 0.15 | 0.01 | 0.50 | |
| Delay/Veh: | 55.4 | 17.1 | 4.1 | | 41.6 | 9.9 | 6.3 | | 49.4 | 47.3 | 47.9 | | 30.9 | 30.8 | 26.8 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 55.4 | 17.1 | 4.1 | | 41.6 | 9.9 | 6.3 | | 49.4 | 47.3 | 47.9 | | 30.9 | 30.8 | 26.8 | |
| LOS by Move: | E | B | A | | D | A | A | | D | D | D | | C | C | C | |
| HCM2kAvgQ: | 0 | 9 | 1 | | 3 | 6 | 1 | | 2 | 0 | 1 | | 2 | 0 | 7 | |

Note: Queue reported is the number of cars per lane.

PM Cumulative Plus MitigateThu May 7, 2009 15:27:04 Page 34-1

Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #32 Prairie City Rd/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.740
Loss Time (sec): 12 Average Delay (sec/veh): 34.3
Optimal Cycle: 65 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - | R | L | - T | - | R | L | - T | - | R | L | - T | - | R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 3 | 0 | 1 | 2 | 0 | 3 | 0 | 1 | 2 | 0 | 3 | 0 | 1 | |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 257 | 959 | 220 | | 330 | 1164 | 195 | | 493 | 978 | 339 | | 440 | 826 | 306 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 257 | 959 | 220 | | 330 | 1164 | 195 | | 493 | 978 | 339 | | 440 | 826 | 306 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 273 | 1020 | 234 | | 351 | 1238 | 207 | | 524 | 1040 | 361 | | 468 | 879 | 326 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 273 | 1020 | 234 | | 351 | 1238 | 207 | | 524 | 1040 | 361 | | 468 | 879 | 326 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 273 | 1020 | 234 | | 351 | 1238 | 207 | | 524 | 1040 | 361 | | 468 | 879 | 326 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.91 | 0.85 | | 0.92 | 0.91 | 0.85 | | 0.92 | 0.91 | 0.85 | | 0.92 | 0.91 | 0.85 | |
| Lanes: | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | |
| Final Sat.: | 3502 | 5187 | 1615 | | 3502 | 5187 | 1615 | | 3502 | 5187 | 1615 | | 3502 | 5187 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.08 | 0.20 | 0.14 | | 0.10 | 0.24 | 0.13 | | 0.15 | 0.20 | 0.22 | | 0.13 | 0.17 | 0.20 | |
| Crit Moves: | **** | | | | | **** | | | | **** | | | **** | | | |
| Green/Cycle: | 0.11 | 0.28 | 0.46 | | 0.14 | 0.32 | 0.53 | | 0.21 | 0.27 | 0.38 | | 0.18 | 0.24 | 0.38 | |
| Volume/Cap: | 0.74 | 0.69 | 0.31 | | 0.69 | 0.74 | 0.24 | | 0.71 | 0.74 | 0.59 | | 0.74 | 0.71 | 0.52 | |
| Delay/Veh: | 51.1 | 33.4 | 17.0 | | 44.8 | 31.9 | 12.6 | | 39.6 | 35.4 | 26.6 | | 43.4 | 36.7 | 24.6 | |
| 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: | 51.1 | 33.4 | 17.0 | | 44.8 | 31.9 | 12.6 | | 39.6 | 35.4 | 26.6 | | 43.4 | 36.7 | 24.6 | |
| LOS by Move: | D | C | B | | D | C | B | | D | D | C | | D | D | C | |
| HCM2kAvgQ: | 4 | 10 | 4 | | 5 | 12 | 3 | | 8 | 11 | 9 | | 7 | 9 | 7 | |

Note: Queue reported is the number of cars per lane.





PM Cumulative Plus MitigateThu May 7, 2009 15:27:04 Page 35-1

Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #33 Oak Ave Pkwy/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.619
Loss Time (sec): 12 Average Delay (sec/veh): 28.0
Optimal Cycle: 50 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - | R | L | - T | - | R | L | - T | - | R | L | - T | - | R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 2 | 0 | 1 | 2 | 0 | 2 | 0 | 2 | 2 | 0 | 2 | 0 | 1 | |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 81 | 324 | 231 | | 172 | 388 | 640 | | 594 | 915 | 154 | | 311 | 734 | 335 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 81 | 324 | 231 | | 172 | 388 | 640 | | 594 | 915 | 154 | | 311 | 734 | 335 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 86 | 345 | 246 | | 183 | 413 | 681 | | 632 | 973 | 164 | | 331 | 781 | 356 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 86 | 345 | 246 | | 183 | 413 | 681 | | 632 | 973 | 164 | | 331 | 781 | 356 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 86 | 345 | 246 | | 183 | 413 | 681 | | 632 | 973 | 164 | | 331 | 781 | 356 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.95 | 0.85 | | 0.92 | 0.95 | 0.75 | | 0.92 | 0.95 | 0.85 | | 0.92 | 0.95 | 0.85 | |
| Lanes: | 2.00 | 2.00 | 1.00 | | 2.00 | 2.00 | 2.00 | | 2.00 | 2.00 | 1.00 | | 2.00 | 2.00 | 1.00 | |
| Final Sat.: | 3502 | 3610 | 1615 | | 3502 | 3610 | 2842 | | 3502 | 3610 | 1615 | | 3502 | 3610 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.10 | 0.15 | | 0.05 | 0.11 | 0.24 | | 0.18 | 0.27 | 0.10 | | 0.09 | 0.22 | 0.22 | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.04 | 0.15 | 0.32 | | 0.08 | 0.20 | 0.49 | | 0.29 | 0.47 | 0.52 | | 0.17 | 0.35 | 0.43 | |
| Volume/Cap: | 0.58 | 0.62 | 0.47 | | 0.62 | 0.58 | 0.49 | | 0.62 | 0.57 | 0.20 | | 0.57 | 0.62 | 0.51 | |
| Delay/Veh: | 52.8 | 41.7 | 27.9 | | 48.2 | 37.7 | 17.5 | | 31.8 | 19.3 | 13.1 | | 39.7 | 27.9 | 21.2 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 52.8 | 41.7 | 27.9 | | 48.2 | 37.7 | 17.5 | | 31.8 | 19.3 | 13.1 | | 39.7 | 27.9 | 21.2 | |
| LOS by Move: | D | D | C | | D | D | B | | C | B | B | | D | C | C | |
| HCM2kAvgQ: | 1 | 5 | 6 | | 3 | 6 | 8 | | 8 | 11 | 3 | | 5 | 10 | 8 | |

Note: Queue reported is the number of cars per lane.

PM Cumulative Plus MitigateThu May 7, 2009 15:27:04 Page 36-1

Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #34 RowberryDr/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.752
Loss Time (sec): 12 Average Delay (sec/veh): 25.3
Optimal Cycle: 67 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Split Phase | | | | Split Phase | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 | 1! | 0 0 | 1 | 1 | 0 | 0 1 | 2 | 0 | 2 | 0 1 | 1 | 0 | 2 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 3 | 4 | 5 | 367 | 6 | 683 | 614 | 700 | 5 | 7 | 694 | 306 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 3 | 4 | 5 | 367 | 6 | 683 | 614 | 700 | 5 | 7 | 694 | 306 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | | | | |
| PHF Volume: | 3 | 4 | 5 | 390 | 6 | 727 | 653 | 745 | 5 | 7 | 738 | 326 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 3 | 4 | 5 | 390 | 6 | 727 | 653 | 745 | 5 | 7 | 738 | 326 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| 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: | 3 | 4 | 5 | 390 | 6 | 727 | 653 | 745 | 5 | 7 | 738 | 326 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 0.93 | 0.93 | 0.93 | 0.95 | 0.95 | 0.85 | 0.92 | 0.95 | 0.85 | 0.95 | 0.95 | 0.85 | | | | |
| Lanes: | 0.25 | 0.33 | 0.42 | 1.97 | 0.03 | 1.00 | 2.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | | | | |
| Final Sat.: | 443 | 591 | 738 | 3563 | 58 | 1615 | 3502 | 3610 | 1615 | 1805 | 3610 | 1615 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.01 | 0.01 | 0.11 | 0.11 | 0.45 | 0.19 | 0.21 | 0.00 | 0.00 | 0.20 | 0.20 | | | | |
| Crit Moves: | | | **** | | | **** | **** | | | | **** | | | | | |
| Green/Cycle: | 0.01 | 0.01 | 0.01 | 0.35 | 0.35 | 0.60 | 0.25 | 0.51 | 0.52 | 0.01 | 0.27 | 0.62 | | | | |
| Volume/Cap: | 0.75 | 0.75 | 0.75 | 0.31 | 0.31 | 0.75 | 0.75 | 0.40 | 0.01 | 0.40 | 0.75 | 0.32 | | | | |
| Delay/Veh: | 152.0 | 152 | 152.0 | 23.8 | 23.8 | 18.0 | 38.5 | 15.3 | 11.6 | 63.1 | 36.6 | 9.1 | | | | |
| 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: | 152.0 | 152 | 152.0 | 23.8 | 23.8 | 18.0 | 38.5 | 15.3 | 11.6 | 63.1 | 36.6 | 9.1 | | | | |
| LOS by Move: | F | F | F | C | C | B | D | B | B | E | D | A | | | | |
| HCM2kAvgQ: | 1 | 1 | 1 | 4 | 4 | 16 | 10 | 7 | 0 | 0 | 11 | 5 | | | | |

Note: Queue reported is the number of cars per lane.





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Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #35 1st/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.394
Loss Time (sec): 12 Average Delay (sec/veh): 19.2
Optimal Cycle: 35 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Ovl | | | | Include | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 0 | 1 0 | 1 | 0 | 1 | 0 1 | 1 | 0 | 2 | 1 0 | 1 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 79 | 10 | 8 | 97 | 19 | 230 | 191 | 730 | 144 | 13 | 726 | 74 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 79 | 10 | 8 | 97 | 19 | 230 | 191 | 730 | 144 | 13 | 726 | 74 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | | | | |
| PHF Volume: | 84 | 11 | 9 | 103 | 20 | 245 | 203 | 777 | 153 | 14 | 772 | 79 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 84 | 11 | 9 | 103 | 20 | 245 | 203 | 777 | 153 | 14 | 772 | 79 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| FinalVolume: | 84 | 11 | 9 | 103 | 20 | 245 | 203 | 777 | 153 | 14 | 772 | 79 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 0.95 | 0.93 | 0.93 | 0.95 | 1.00 | 0.85 | 0.95 | 0.89 | 0.89 | 0.95 | 0.91 | 0.85 | | | | |
| Lanes: | 1.00 | 0.56 | 0.44 | 1.00 | 1.00 | 1.00 | 1.00 | 2.51 | 0.49 | 1.00 | 3.00 | 1.00 | | | | |
| Final Sat.: | 1805 | 985 | 788 | 1805 | 1900 | 1615 | 1805 | 4224 | 833 | 1805 | 5187 | 1615 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.05 | 0.01 | 0.01 | 0.06 | 0.01 | 0.15 | 0.11 | 0.18 | 0.18 | 0.01 | 0.15 | 0.05 | | | | |
| Crit Moves: | **** | | | | | **** | **** | | | | **** | | | | | |
| Green/Cycle: | 0.12 | 0.03 | 0.03 | 0.18 | 0.10 | 0.38 | 0.29 | 0.64 | 0.64 | 0.03 | 0.38 | 0.56 | | | | |
| Volume/Cap: | 0.39 | 0.31 | 0.31 | 0.31 | 0.11 | 0.39 | 0.39 | 0.29 | 0.29 | 0.29 | 0.39 | 0.09 | | | | |
| Delay/Veh: | 42.0 | 50.1 | 50.1 | 36.0 | 41.3 | 22.8 | 29.3 | 8.1 | 8.1 | 51.1 | 22.9 | 10.2 | | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| AdjDel/Veh: | 42.0 | 50.1 | 50.1 | 36.0 | 41.3 | 22.8 | 29.3 | 8.1 | 8.1 | 51.1 | 22.9 | 10.2 | | | | |
| LOS by Move: | D | D | D | D | D | C | C | A | A | D | C | B | | | | |
| HCM2kAvgQ: | 3 | 1 | 1 | 3 | 1 | 6 | 5 | 5 | 5 | 0 | 6 | 1 | | | | |

Note: Queue reported is the number of cars per lane.

PM Cumulative Plus MitigateThu May 7, 2009 15:27:04 Page 38-1

Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #36 2nd St/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.615
Loss Time (sec): 12 Average Delay (sec/veh): 29.9
Optimal Cycle: 50 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 0 | 1 0 | 2 | 0 | 1 | 0 1 | 1 | 0 | 2 | 1 0 | 1 | 0 | 2 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 52 | 138 | 135 | | 409 | 226 | | 0 | 0 | 777 | | 58 | 134 | 760 | | 310 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 52 | 138 | 135 | | 409 | 226 | | 0 | 0 | 777 | | 58 | 134 | 760 | | 310 |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 55 | 147 | 144 | | 435 | 240 | | 0 | 0 | 827 | | 62 | 143 | 809 | | 330 |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 |
| Reduced Vol: | 55 | 147 | 144 | | 435 | 240 | | 0 | 0 | 827 | | 62 | 143 | 809 | | 330 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 55 | 147 | 144 | | 435 | 240 | | 0 | 0 | 827 | | 62 | 143 | 809 | | 330 |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.93 | 0.93 | | 0.92 | 1.00 | 1.00 | | 1.00 | 0.90 | 0.90 | | 0.95 | 0.87 | 0.87 | |
| Lanes: | 1.00 | 0.51 | 0.49 | | 2.00 | 1.00 | 1.00 | | 1.00 | 2.79 | 0.21 | | 1.00 | 2.13 | 0.87 | |
| Final Sat.: | 1805 | 889 | 870 | | 3502 | 1900 | 1900 | | 1900 | 4778 | 357 | | 1805 | 3526 | 1438 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.17 | 0.17 | | 0.12 | 0.13 | 0.00 | | 0.00 | 0.17 | 0.17 | | 0.08 | 0.23 | 0.23 | |
| Crit Moves: | | **** | | | **** | | | | | **** | | | **** | | | |
| Green/Cycle: | 0.09 | 0.27 | 0.27 | | 0.20 | 0.38 | 0.00 | | 0.00 | 0.28 | 0.28 | | 0.13 | 0.41 | 0.41 | |
| Volume/Cap: | 0.33 | 0.62 | 0.62 | | 0.62 | 0.33 | 0.00 | | 0.00 | 0.62 | 0.62 | | 0.62 | 0.56 | 0.56 | |
| Delay/Veh: | 43.7 | 34.5 | 34.5 | | 38.0 | 22.4 | 0.0 | | 0.0 | 32.0 | 32.0 | | 46.1 | 23.0 | 23.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 43.7 | 34.5 | 34.5 | | 38.0 | 22.4 | 0.0 | | 0.0 | 32.0 | 32.0 | | 46.1 | 23.0 | 23.0 | |
| LOS by Move: | D | C | C | | D | C | A | | A | C | C | | D | C | C | |
| HCM2kAvgQ: | 2 | 9 | 9 | | 7 | 5 | 0 | | 0 | 9 | 9 | | 4 | 10 | 10 | |

Note: Queue reported is the number of cars per lane.





PM Cumulative Plus MitigateThu May 7, 2009 15:27:04 Page 39-1

Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #37 3rd St/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.584
Loss Time (sec): 12 Average Delay (sec/veh): 26.8
Optimal Cycle: 47 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Include | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 1 | 0 1 | 2 | 0 | 1 | 0 1 | 1 | 0 | 2 | 1 0 | 1 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 130 | 42 | 75 | | 395 | 35 | 383 | | 177 | 885 | 259 | | 79 | 692 | | 160 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 130 | 42 | 75 | | 395 | 35 | 383 | | 177 | 885 | 259 | | 79 | 692 | | 160 |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 138 | 45 | 80 | | 420 | 37 | 407 | | 188 | 941 | 276 | | 84 | 736 | | 170 |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | | 0 |
| Reduced Vol: | 138 | 45 | 80 | | 420 | 37 | 407 | | 188 | 941 | 276 | | 84 | 736 | | 170 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 138 | 45 | 80 | | 420 | 37 | 407 | | 188 | 941 | 276 | | 84 | 736 | | 170 |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | | 1900 |
| Adjustment: | 0.95 | 1.00 | 0.85 | | 0.92 | 1.00 | 0.85 | | 0.95 | 0.88 | 0.88 | | 0.95 | 0.91 | | 0.85 |
| Lanes: | 1.00 | 1.00 | 1.00 | | 2.00 | 1.00 | 1.00 | | 1.00 | 2.32 | 0.68 | | 1.00 | 3.00 | | 1.00 |
| Final Sat.: | 1805 | 1900 | 1615 | | 3502 | 1900 | 1615 | | 1805 | 3876 | 1134 | | 1805 | 5187 | | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.08 | 0.02 | 0.05 | | 0.12 | 0.02 | 0.25 | | 0.10 | 0.24 | 0.24 | | 0.05 | 0.14 | | 0.11 |
| Crit Moves: | **** | | | | | | **** | | | **** | | | **** | | | |
| Green/Cycle: | 0.13 | 0.06 | 0.14 | | 0.32 | 0.25 | 0.46 | | 0.21 | 0.42 | 0.42 | | 0.08 | 0.29 | | 0.61 |
| Volume/Cap: | 0.58 | 0.37 | 0.35 | | 0.37 | 0.08 | 0.54 | | 0.50 | 0.58 | 0.58 | | 0.58 | 0.50 | | 0.17 |
| Delay/Veh: | 44.6 | 46.9 | 39.6 | | 26.4 | 28.5 | 20.1 | | 35.9 | 23.0 | 23.0 | | 50.5 | 30.0 | | 8.7 |
| 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: | 44.6 | 46.9 | 39.6 | | 26.4 | 28.5 | 20.1 | | 35.9 | 23.0 | 23.0 | | 50.5 | 30.0 | | 8.7 |
| LOS by Move: | D | D | D | | C | C | C | | D | C | C | | D | C | | A |
| HCM2kAvgQ: | 5 | 2 | 3 | | 5 | 1 | 9 | | 5 | 10 | 10 | | 2 | 6 | | 2 |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #38 Scott Rd (North)/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.932
Loss Time (sec): 12 Average Delay (sec/veh): 41.5
Optimal Cycle: 127 Level Of Service: D

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Ovl | | | Ovl | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 2 | 0 | 3 | 0 | 1 | 2 | 0 | 3 | 0 | 1 | 2 | 0 | 3 | 0 | 1 | 2 | 0 | 3 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | | | | | |
| Base Vol: | 67 | 943 | 256 | 985 | 805 | 237 | 825 | 583 | 10 | 392 | 628 | 275 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 67 | 943 | 256 | 985 | 805 | 237 | 825 | 583 | 10 | 392 | 628 | 275 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 67 | 943 | 256 | 985 | 805 | 237 | 825 | 583 | 10 | 392 | 628 | 275 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 67 | 943 | 256 | 985 | 805 | 237 | 825 | 583 | 10 | 392 | 628 | 275 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 67 | 943 | 256 | 985 | 805 | 237 | 825 | 583 | 10 | 392 | 628 | 275 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.91 | 0.85 | 0.92 | 0.91 | 0.85 | 0.92 | 0.91 | 0.85 | 0.92 | 0.91 | 0.85 |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 3502 | 5187 | 1615 | 3502 | 5187 | 1615 | 3502 | 5187 | 1615 | 3502 | 5187 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.18 | 0.16 | 0.28 | 0.16 | 0.15 | 0.24 | 0.11 | 0.01 | 0.11 | 0.12 | 0.17 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green/Cycle: | 0.05 | 0.20 | 0.39 | 0.30 | 0.44 | 0.70 | 0.25 | 0.19 | 0.25 | 0.19 | 0.13 | 0.43 |
| Volume/Cap: | 0.35 | 0.93 | 0.41 | 0.93 | 0.35 | 0.21 | 0.93 | 0.59 | 0.03 | 0.59 | 0.93 | 0.39 |
| Delay/Veh: | 46.7 | 54.2 | 22.8 | 48.0 | 18.5 | 5.5 | 52.7 | 37.7 | 28.6 | 38.2 | 62.8 | 19.8 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 46.7 | 54.2 | 22.8 | 48.0 | 18.5 | 5.5 | 52.7 | 37.7 | 28.6 | 38.2 | 62.8 | 19.8 |
| LOS by Move: | D | D | C | D | B | A | D | D | C | D | E | B |
| HCM2kAvgQ: | 1 | 12 | 5 | 16 | 6 | 2 | 14 | 6 | 0 | 6 | 8 | 6 |

Note: Queue reported is the number of cars per lane.





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Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #39 Placerville Rd / Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.725
Loss Time (sec): 12 Average Delay (sec/veh): 31.2
Optimal Cycle: 63 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Ovl | | | Include | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 2 | 0 | 2 | 1 | 0 | 1 | 0 | 3 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | | | | | |
| Base Vol: | 302 | 323 | 61 | 33 | 179 | 151 | 898 | 327 | 446 | 65 | 277 | 161 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 302 | 323 | 61 | 33 | 179 | 151 | 898 | 327 | 446 | 65 | 277 | 161 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 321 | 344 | 65 | 35 | 190 | 161 | 955 | 348 | 474 | 69 | 295 | 171 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 321 | 344 | 65 | 35 | 190 | 161 | 955 | 348 | 474 | 69 | 295 | 171 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 321 | 344 | 65 | 35 | 190 | 161 | 955 | 348 | 474 | 69 | 295 | 171 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 1.00 | 0.85 | 0.95 | 1.00 | 0.85 | 0.92 | 0.83 | 0.83 | 0.95 | 0.91 | 0.85 |
| Lanes: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 2.00 | 1.00 | 1.00 | 3.00 | 1.00 |
| Final Sat.: | 1805 | 1900 | 1615 | 1805 | 1900 | 1615 | 3502 | 3157 | 1579 | 1805 | 5187 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.18 | 0.18 | 0.04 | 0.02 | 0.10 | 0.10 | 0.27 | 0.11 | 0.30 | 0.04 | 0.06 | 0.11 |
| Crit Moves: | **** | | | | **** | | **** | | | | | **** |
| Green/Cycle: | 0.25 | 0.35 | 0.40 | 0.04 | 0.14 | 0.51 | 0.38 | 0.44 | 0.44 | 0.06 | 0.12 | 0.16 |
| Volume/Cap: | 0.72 | 0.52 | 0.10 | 0.52 | 0.72 | 0.19 | 0.72 | 0.25 | 0.68 | 0.68 | 0.48 | 0.68 |
| Delay/Veh: | 40.5 | 26.8 | 18.6 | 54.4 | 50.9 | 13.2 | 28.8 | 17.7 | 24.1 | 63.8 | 41.7 | 46.9 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 40.5 | 26.8 | 18.6 | 54.4 | 50.9 | 13.2 | 28.8 | 17.7 | 24.1 | 63.8 | 41.7 | 46.9 |
| LOS by Move: | D | C | B | D | D | B | C | B | C | E | D | D |
| HCM2kAvgQ: | 10 | 9 | 1 | 2 | 7 | 3 | 13 | 4 | 13 | 2 | 3 | 5 |

Note: Queue reported is the number of cars per lane.

PM Cumulative Plus MitigateThu May 7, 2009 15:27:04 Page 42-1

Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #40 4th St/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.169
Loss Time (sec): 12 Average Delay (sec/veh): 0.9
Optimal Cycle: 27 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 0 | 1 0 | 1 | 0 | 1 | 0 1 | 1 | 0 | 1 | 1 0 | 1 | 0 | 1 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 421 | 0 | | 0 | 504 | 0 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 421 | 0 | | 0 | 504 | 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: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 448 | 0 | | 0 | 536 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 448 | 0 | | 0 | 536 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 448 | 0 | | 0 | 536 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 0.95 | 0.95 | | 1.00 | 0.95 | 0.95 | |
| Lanes: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 2.00 | 0.00 | | 1.00 | 2.00 | 0.00 | |
| Final Sat.: | 1900 | 1900 | 0 | | 1900 | 1900 | 1900 | | 1900 | 3610 | 0 | | 1900 | 3610 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.12 | 0.00 | | 0.00 | 0.15 | 0.00 | |
| Crit Moves: | | | | | | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.88 | 0.00 | | 0.00 | 0.88 | 0.00 | |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.14 | 0.00 | | 0.00 | 0.17 | 0.00 | |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.0 | 0.8 | 0.0 | | 0.0 | 0.9 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.0 | 0.8 | 0.0 | | 0.0 | 0.9 | 0.0 | |
| LOS by Move: | A | A | A | | A | A | A | | A | A | A | | A | A | A | |
| HCM2kAvgQ: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 1 | 0 | | 0 | 1 | 0 | |

Note: Queue reported is the number of cars per lane.





PM Cumulative Plus MitigateThu May 7, 2009 15:27:04 Page 43-1

Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #41 Hillside Dr/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.367
Loss Time (sec): 9 Average Delay (sec/veh): 17.0
Optimal Cycle: 28 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Ovl | | | | Include | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 0 | 0 0 | 1 | 0 | 0 | 0 1 | 1 | 0 | 1 | 0 0 | 0 | 0 | 1 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | | 75 | 0 | 247 | | 162 | 300 | 0 | | 0 | 306 | 40 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 0 | 0 | 0 | | 75 | 0 | 247 | | 162 | 300 | 0 | | 0 | 306 | 40 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 0 | 0 | 0 | | 80 | 0 | 263 | | 172 | 319 | 0 | | 0 | 326 | 43 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 0 | 0 | | 80 | 0 | 263 | | 172 | 319 | 0 | | 0 | 326 | 43 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 0 | 0 | | 80 | 0 | 263 | | 172 | 319 | 0 | | 0 | 326 | 43 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 1.00 | 1.00 | | 0.95 | 1.00 | 0.85 | | 0.95 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.85 | |
| Lanes: | 0.00 | 0.00 | 0.00 | | 1.00 | 0.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 0.00 | 1.00 | 1.00 | |
| Final Sat.: | 0 | 0 | 0 | | 1805 | 0 | 1615 | | 1805 | 1900 | 0 | | 0 | 1900 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | | 0.04 | 0.00 | 0.16 | | 0.10 | 0.17 | 0.00 | | 0.00 | 0.17 | 0.03 | |
| Crit Moves: | | | | | | | **** | | **** | | | | | **** | | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | | 0.18 | 0.00 | 0.44 | | 0.26 | 0.73 | 0.00 | | 0.00 | 0.47 | 0.65 | |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | | 0.24 | 0.00 | 0.37 | | 0.37 | 0.23 | 0.00 | | 0.00 | 0.37 | 0.04 | |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | | 35.3 | 0.0 | 18.8 | | 30.7 | 4.6 | 0.0 | | 0.0 | 17.4 | 6.3 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | | 35.3 | 0.0 | 18.8 | | 30.7 | 4.6 | 0.0 | | 0.0 | 17.4 | 6.3 | |
| LOS by Move: | A | A | A | | D | A | B | | C | A | A | | A | B | A | |
| HCM2kAvgQ: | 0 | 0 | 0 | | 2 | 0 | 5 | | 4 | 3 | 0 | | 0 | 6 | 0 | |

Note: Queue reported is the number of cars per lane.

PM Cumulative Plus MitigateThu May 7, 2009 15:27:04 Page 44-1

Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #42 Empire Ranch Rd/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.586
Loss Time (sec): 12 Average Delay (sec/veh): 27.1
Optimal Cycle: 47 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Split Phase | | | | Split Phase | | | |
| Rights: | Include | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 2 | 1 0 | 1 | 0 | 3 | 0 1 | 1 | 1 | 0 | 0 1 | 0 | 1 | 0 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 49 | 717 | 60 | | 247 | 677 | 312 | | 345 | 100 | 50 | | 60 | 79 | 244 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 49 | 717 | 60 | | 247 | 677 | 312 | | 345 | 100 | 50 | | 60 | 79 | 244 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 52 | 763 | 64 | | 263 | 720 | 332 | | 367 | 106 | 53 | | 64 | 84 | 260 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 52 | 763 | 64 | | 263 | 720 | 332 | | 367 | 106 | 53 | | 64 | 84 | 260 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 52 | 763 | 64 | | 263 | 720 | 332 | | 367 | 106 | 53 | | 64 | 84 | 260 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.90 | 0.90 | | 0.95 | 0.91 | 0.85 | | 0.96 | 0.96 | 0.85 | | 0.98 | 0.98 | 0.85 | |
| Lanes: | 1.00 | 2.77 | 0.23 | | 1.00 | 3.00 | 1.00 | | 1.55 | 0.45 | 1.00 | | 0.43 | 0.57 | 1.00 | |
| Final Sat.: | 1805 | 4729 | 396 | | 1805 | 5187 | 1615 | | 2837 | 822 | 1615 | | 803 | 1057 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.16 | 0.16 | | 0.15 | 0.14 | 0.21 | | 0.13 | 0.13 | 0.03 | | 0.08 | 0.08 | 0.16 | |
| Crit Moves: | | **** | | | **** | | | | | **** | | | **** | | | |
| Green/Cycle: | 0.09 | 0.28 | 0.28 | | 0.25 | 0.43 | 0.65 | | 0.22 | 0.22 | 0.31 | | 0.14 | 0.14 | 0.38 | |
| Volume/Cap: | 0.32 | 0.59 | 0.59 | | 0.59 | 0.32 | 0.31 | | 0.59 | 0.59 | 0.11 | | 0.59 | 0.59 | 0.42 | |
| Delay/Veh: | 43.8 | 32.0 | 32.0 | | 35.1 | 18.7 | 7.7 | | 36.0 | 36.0 | 24.6 | | 44.1 | 44.1 | 23.1 | |
| 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: | 43.8 | 32.0 | 32.0 | | 35.1 | 18.7 | 7.7 | | 36.0 | 36.0 | 24.6 | | 44.1 | 44.1 | 23.1 | |
| LOS by Move: | D | C | C | | D | B | A | | D | D | C | | D | D | C | |
| HCM2kAvgQ: | 1 | 8 | 8 | | 7 | 5 | 4 | | 6 | 6 | 1 | | 5 | 5 | 6 | |

Note: Queue reported is the number of cars per lane.





PM Cumulative Plus MitigateThu May 7, 2009 15:27:04 Page 45-1

Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #43 Prairie City Rd/Middle Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.461
Loss Time (sec): 9 Average Delay (sec/veh): 9.1
Optimal Cycle: 32 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 2 | 1 0 | 1 | 0 | 3 | 0 0 | 0 | 0 | 0 | 0 0 | 1 | 0 | 0 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1217 | 13 | | 275 | 1662 | 0 | | 0 | 0 | 0 | | 9 | 0 | 199 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 0 | 1217 | 13 | | 275 | 1662 | 0 | | 0 | 0 | 0 | | 9 | 0 | 199 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 0 | 1295 | 14 | | 293 | 1768 | 0 | | 0 | 0 | 0 | | 10 | 0 | 212 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 1295 | 14 | | 293 | 1768 | 0 | | 0 | 0 | 0 | | 10 | 0 | 212 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 0 | 1295 | 14 | | 293 | 1768 | 0 | | 0 | 0 | 0 | | 10 | 0 | 212 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.91 | 0.91 | | 0.95 | 0.91 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.85 | |
| Lanes: | 0.00 | 2.97 | 0.03 | | 1.00 | 3.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 1.00 | 0.00 | 1.00 | |
| Final Sat.: | 0 | 5122 | 55 | | 1805 | 5187 | 0 | | 0 | 0 | 0 | | 1900 | 0 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.25 | 0.25 | | 0.16 | 0.34 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.01 | 0.00 | 0.13 | |
| Crit Moves: | | **** | | | **** | | | | | | | | **** | | | |
| Green/Cycle: | 0.00 | 0.55 | 0.55 | | 0.35 | 0.90 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.01 | 0.00 | 0.36 | |
| Volume/Cap: | 0.00 | 0.46 | 0.46 | | 0.46 | 0.38 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.13 | 0.00 | 0.36 | |
| Delay/Veh: | 0.0 | 13.8 | 13.8 | | 25.6 | 0.8 | 0.0 | | 0.0 | 0.0 | 0.0 | | 49.8 | 0.0 | 23.8 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 13.8 | 13.8 | | 25.6 | 0.8 | 0.0 | | 0.0 | 0.0 | 0.0 | | 49.8 | 0.0 | 23.8 | |
| LOS by Move: | A | B | B | | C | A | A | | A | A | A | | D | A | C | |
| HCM2kAvgQ: | 0 | 9 | 9 | | 7 | 3 | 0 | | 0 | 0 | 0 | | 0 | 0 | 5 | |

Note: Queue reported is the number of cars per lane.

PM Cumulative Plus MitigateThu May 7, 2009 15:27:04 Page 46-1

Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #44 Oak Ave Pkwy/Middle Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.473
Loss Time (sec): 12 Average Delay (sec/veh): 19.6
Optimal Cycle: 39 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Ovl | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 213 | 566 | 13 | 66 | 756 | 30 | 29 | 21 | 270 | 9 | 11 | 41 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 213 | 566 | 13 | 66 | 756 | 30 | 29 | 21 | 270 | 9 | 11 | 41 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 227 | 602 | 14 | 70 | 804 | 32 | 31 | 22 | 287 | 10 | 12 | 44 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 227 | 602 | 14 | 70 | 804 | 32 | 31 | 22 | 287 | 10 | 12 | 44 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 227 | 602 | 14 | 70 | 804 | 32 | 31 | 22 | 287 | 10 | 12 | 44 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.95 | 0.95 | 0.95 | 0.94 | 0.94 | 0.95 | 1.00 | 0.85 | 0.95 | 0.88 | 0.88 |
| Lanes: | 1.00 | 1.96 | 0.04 | 1.00 | 1.92 | 0.08 | 1.00 | 1.00 | 1.00 | 1.00 | 0.21 | 0.79 |
| Final Sat.: | 1805 | 3518 | 81 | 1805 | 3451 | 137 | 1805 | 1900 | 1615 | 1805 | 354 | 1321 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.13 | 0.17 | 0.17 | 0.04 | 0.23 | 0.23 | 0.02 | 0.01 | 0.18 | 0.01 | 0.03 | 0.03 |
| Crit Moves: | **** | | | | **** | | | | **** | **** | | |
| Green/Cycle: | 0.27 | 0.62 | 0.62 | 0.14 | 0.49 | 0.49 | 0.04 | 0.11 | 0.38 | 0.01 | 0.08 | 0.08 |
| Volume/Cap: | 0.47 | 0.28 | 0.28 | 0.28 | 0.47 | 0.47 | 0.41 | 0.11 | 0.47 | 0.47 | 0.41 | 0.41 |
| Delay/Veh: | 31.6 | 8.9 | 8.9 | 39.0 | 17.0 | 17.0 | 50.4 | 40.2 | 24.3 | 65.6 | 45.8 | 45.8 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 31.6 | 8.9 | 8.9 | 39.0 | 17.0 | 17.0 | 50.4 | 40.2 | 24.3 | 65.6 | 45.8 | 45.8 |
| LOS by Move: | C | A | A | D | B | B | D | D | C | E | D | D |
| HCM2kAvgQ: | 6 | 4 | 4 | 2 | 9 | 9 | 1 | 1 | 7 | 1 | 2 | 2 |

Note: Queue reported is the number of cars per lane.





PM Cumulative Plus MitigateThu May 7, 2009 15:27:04 Page 47-1

Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #45 Scott Rd (North)/ Street "B"

Cycle (sec): 100 Critical Vol./Cap. (X): 0.583
Loss Time (sec): 12 Average Delay (sec/veh): 27.1
Optimal Cycle: 47 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 | 0 | 3 | 0 | 1 | 1 | 0 | 3 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 57 | 1066 | 95 | 125 | 904 | 178 | 119 | 223 | 51 | 106 | 88 | 82 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 57 | 1066 | 95 | 125 | 904 | 178 | 119 | 223 | 51 | 106 | 88 | 82 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 61 | 1134 | 101 | 133 | 962 | 189 | 127 | 237 | 54 | 113 | 94 | 87 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 61 | 1134 | 101 | 133 | 962 | 189 | 127 | 237 | 54 | 113 | 94 | 87 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 61 | 1134 | 101 | 133 | 962 | 189 | 127 | 237 | 54 | 113 | 94 | 87 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.91 | 0.85 | 0.95 | 0.91 | 0.85 | 0.95 | 0.97 | 0.97 | 0.95 | 0.93 | 0.93 |
| Lanes: | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 | 1.00 | 0.81 | 0.19 | 1.00 | 0.52 | 0.48 |
| Final Sat.: | 1805 | 5187 | 1615 | 1805 | 5187 | 1615 | 1805 | 1503 | 344 | 1805 | 913 | 850 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.22 | 0.06 | 0.07 | 0.19 | 0.12 | 0.07 | 0.16 | 0.16 | 0.06 | 0.10 | 0.10 |
| Crit Moves: | | **** | | **** | | | | **** | | **** | | |
| Green/Cycle: | 0.08 | 0.38 | 0.38 | 0.13 | 0.42 | 0.42 | 0.15 | 0.27 | 0.27 | 0.11 | 0.22 | 0.22 |
| Volume/Cap: | 0.44 | 0.58 | 0.17 | 0.58 | 0.44 | 0.28 | 0.46 | 0.58 | 0.58 | 0.58 | 0.46 | 0.46 |
| Delay/Veh: | 46.3 | 25.4 | 20.9 | 45.0 | 20.4 | 19.0 | 39.7 | 33.3 | 33.3 | 47.0 | 34.3 | 34.3 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 46.3 | 25.4 | 20.9 | 45.0 | 20.4 | 19.0 | 39.7 | 33.3 | 33.3 | 47.0 | 34.3 | 34.3 |
| LOS by Move: | D | C | C | D | C | B | D | C | C | D | C | C |
| HCM2kAvgQ: | 2 | 10 | 2 | 4 | 7 | 4 | 4 | 8 | 8 | 3 | 5 | 5 |

Note: Queue reported is the number of cars per lane.

PM Cumulative Plus MitigateThu May 7, 2009 15:27:04 Page 48-1

Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #46 Placerville Drive/Street "B"

Cycle (sec): 100 Critical Vol./Cap. (X): 0.545
Loss Time (sec): 12 Average Delay (sec/veh): 24.2
Optimal Cycle: 44 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 0 | 1 0 | 1 | 0 | 0 | 1 0 | 1 | 0 | 0 | 1 0 | 1 | 0 | 1 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 23 | 163 | | 5 | 341 | 198 | | 53 | 58 | 226 | | 84 | 6 | 130 | | 399 |
| Growth Adj: | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 |
| Initial Bse: | 23 | 163 | | 5 | 341 | 198 | | 53 | 58 | 226 | | 84 | 6 | 130 | | 399 |
| User Adj: | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 |
| PHF Adj: | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 |
| PHF Volume: | 24 | 173 | | 5 | 363 | 211 | | 56 | 62 | 240 | | 89 | 6 | 138 | | 424 |
| Reduct Vol: | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 |
| Reduced Vol: | 24 | 173 | | 5 | 363 | 211 | | 56 | 62 | 240 | | 89 | 6 | 138 | | 424 |
| PCE Adj: | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 |
| 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: | 24 | 173 | | 5 | 363 | 211 | | 56 | 62 | 240 | | 89 | 6 | 138 | | 424 |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 |
| Adjustment: | 0.95 | 1.00 | | 1.00 | 0.95 | 0.97 | | 0.97 | 0.95 | 0.96 | | 0.96 | 0.95 | 1.00 | | 0.85 |
| Lanes: | 1.00 | 0.97 | | 0.03 | 1.00 | 0.79 | | 0.21 | 1.00 | 0.73 | | 0.27 | 1.00 | 1.00 | | 1.00 |
| Final Sat.: | 1805 | 1836 | | 56 | 1805 | 1451 | | 388 | 1805 | 1328 | | 494 | 1805 | 1900 | | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.09 | | 0.09 | 0.20 | 0.15 | | 0.15 | 0.03 | 0.18 | | 0.18 | 0.00 | 0.07 | | 0.26 |
| Crit Moves: | | **** | | | **** | | | | | **** | | | **** | | | |
| Green/Cycle: | 0.05 | 0.17 | | 0.17 | 0.37 | 0.50 | | 0.50 | 0.11 | 0.33 | | 0.33 | 0.01 | 0.23 | | 0.60 |
| Volume/Cap: | 0.29 | 0.55 | | 0.55 | 0.55 | 0.29 | | 0.29 | 0.32 | 0.55 | | 0.55 | 0.55 | 0.32 | | 0.44 |
| Delay/Veh: | 48.1 | 39.7 | | 39.7 | 25.9 | 15.1 | | 15.1 | 42.1 | 28.3 | | 28.3 | 93.9 | 32.4 | | 11.2 |
| User DelAdj: | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 |
| AdjDel/Veh: | 48.1 | 39.7 | | 39.7 | 25.9 | 15.1 | | 15.1 | 42.1 | 28.3 | | 28.3 | 93.9 | 32.4 | | 11.2 |
| LOS by Move: | D | D | | D | C | B | | B | D | C | | C | F | C | | B |
| HCM2kAvgQ: | 1 | 6 | | 6 | 9 | 5 | | 5 | 2 | 8 | | 8 | 1 | 4 | | 7 |

Note: Queue reported is the number of cars per lane.





PM Cumulative Plus MitigateThu May 7, 2009 15:27:04 Page 49-1

Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #47 Prairie City Rd/Street "A"

Cycle (sec): 100 Critical Vol./Cap. (X): 0.566
Loss Time (sec): 12 Average Delay (sec/veh): 8.6
Optimal Cycle: 45 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 | 1 | 1 0 | 1 | 0 | 2 | 0 0 | 0 | 0 | 0 | 0 0 | 1 | 0 | 0 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1167 | | 83 | 108 | 1563 | | 0 | 0 | 0 | | 0 | 51 | 0 | | 63 |
| Growth Adj: | 1.00 | 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 | 1167 | | 83 | 108 | 1563 | | 0 | 0 | 0 | | 0 | 51 | 0 | | 63 |
| User Adj: | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 |
| PHF Adj: | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 |
| PHF Volume: | 0 | 1241 | | 88 | 115 | 1663 | | 0 | 0 | 0 | | 0 | 54 | 0 | | 67 |
| Reduct Vol: | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 |
| Reduced Vol: | 0 | 1241 | | 88 | 115 | 1663 | | 0 | 0 | 0 | | 0 | 54 | 0 | | 67 |
| PCE Adj: | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 |
| 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: | 0 | 1241 | | 88 | 115 | 1663 | | 0 | 0 | 0 | | 0 | 54 | 0 | | 67 |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 |
| Adjustment: | 1.00 | 0.94 | | 0.94 | 0.95 | 0.95 | | 1.00 | 1.00 | 1.00 | | 1.00 | 0.77 | 1.00 | | 0.85 |
| Lanes: | 0.00 | 1.87 | | 0.13 | 1.00 | 2.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 1.00 | 0.00 | | 1.00 |
| Final Sat.: | 0 | 3337 | | 237 | 1805 | 3610 | | 0 | 0 | 0 | | 0 | 1461 | 0 | | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.37 | | 0.37 | 0.06 | 0.46 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.04 | 0.00 | | 0.04 |
| Crit Moves: | **** | | | | | **** | | | | | | | **** | | | |
| Green/Cycle: | 0.00 | 0.70 | | 0.70 | 0.12 | 0.81 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.07 | 0.00 | | 0.07 |
| Volume/Cap: | 0.00 | 0.54 | | 0.54 | 0.54 | 0.57 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.57 | 0.00 | | 0.63 |
| Delay/Veh: | 0.0 | 7.6 | | 7.6 | 44.1 | 3.5 | | 0.0 | 0.0 | 0.0 | | 0.0 | 53.0 | 0.0 | | 57.3 |
| User DelAdj: | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 |
| AdjDel/Veh: | 0.0 | 7.6 | | 7.6 | 44.1 | 3.5 | | 0.0 | 0.0 | 0.0 | | 0.0 | 53.0 | 0.0 | | 57.3 |
| LOS by Move: | A | A | | A | D | A | | A | A | A | | A | D | A | | E |
| HCM2kAvgQ: | 0 | 10 | | 10 | 3 | 10 | | 0 | 0 | 0 | | 0 | 2 | 0 | | 2 |

Note: Queue reported is the number of cars per lane.

PM Cumulative Plus MitigateThu May 7, 2009 15:27:04 Page 50-1

Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #48 Oak Ave Pkwy/Street "A"

Cycle (sec): 100 Critical Vol./Cap. (X): 0.687
Loss Time (sec): 12 Average Delay (sec/veh): 28.7
Optimal Cycle: 58 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 | 0 1 | 0 | 1 | 0 1 | 0 | 1 | 0 0 | 1 0 | 1 | 0 0 | 1 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 40 | 653 | 255 | 127 | 805 | 80 | 51 | 100 | 26 | 301 | 125 | 110 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 40 | 653 | 255 | 127 | 805 | 80 | 51 | 100 | 26 | 301 | 125 | 110 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 43 | 695 | 271 | 135 | 856 | 85 | 54 | 106 | 28 | 320 | 133 | 117 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 43 | 695 | 271 | 135 | 856 | 85 | 54 | 106 | 28 | 320 | 133 | 117 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 43 | 695 | 271 | 135 | 856 | 85 | 54 | 106 | 28 | 320 | 133 | 117 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.91 | 0.91 | 0.95 | 0.94 | 0.94 | 0.95 | 0.97 | 0.97 | 0.95 | 0.93 | 0.93 |
| Lanes: | 1.00 | 1.44 | 0.56 | 1.00 | 1.82 | 0.18 | 1.00 | 0.79 | 0.21 | 1.00 | 0.53 | 0.47 |
| Final Sat.: | 1805 | 2487 | 971 | 1805 | 3241 | 322 | 1805 | 1461 | 380 | 1805 | 940 | 827 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.28 | 0.28 | 0.07 | 0.26 | 0.26 | 0.03 | 0.07 | 0.07 | 0.18 | 0.14 | 0.14 |
| Crit Moves: | | **** | | **** | | | | **** | | **** | | |
| Green/Cycle: | 0.04 | 0.41 | 0.41 | 0.11 | 0.47 | 0.47 | 0.06 | 0.11 | 0.11 | 0.26 | 0.30 | 0.30 |
| Volume/Cap: | 0.56 | 0.69 | 0.69 | 0.69 | 0.56 | 0.56 | 0.47 | 0.69 | 0.69 | 0.69 | 0.47 | 0.47 |
| Delay/Veh: | 55.9 | 25.9 | 25.9 | 52.6 | 19.3 | 19.3 | 48.2 | 52.9 | 52.9 | 37.7 | 29.2 | 29.2 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 55.9 | 25.9 | 25.9 | 52.6 | 19.3 | 19.3 | 48.2 | 52.9 | 52.9 | 37.7 | 29.2 | 29.2 |
| LOS by Move: | E | C | C | D | B | B | D | D | D | D | C | C |
| HCM2kAvgQ: | 1 | 13 | 13 | 4 | 11 | 11 | 2 | 4 | 4 | 9 | 6 | 6 |

Note: Queue reported is the number of cars per lane.

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PM Cumulative Plus MitigateThu May 7, 2009 15:27:04 Page 51-1

Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #49 2nd St/Street "A"

Cycle (sec): 100 Critical Vol./Cap. (X): 0.433
Loss Time (sec): 9 Average Delay (sec/veh): 18.3
Optimal Cycle: 31 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ignore | | | Ovl | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 0 | 0 1! | 0 | 0 | 1 0 | 0 1 | 1 | 0 0 | 1 0 | 1 | 0 0 | 1 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 4 | 9 | 11 | 63 | 15 | 400 | 323 | 191 | 5 | 17 | 193 | 23 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 4 | 9 | 11 | 63 | 15 | 400 | 323 | 191 | 5 | 17 | 193 | 23 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.00 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 4 | 10 | 0 | 67 | 16 | 426 | 344 | 203 | 5 | 18 | 205 | 24 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 4 | 10 | 0 | 67 | 16 | 426 | 344 | 203 | 5 | 18 | 205 | 24 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 4 | 10 | 0 | 67 | 16 | 426 | 344 | 203 | 5 | 18 | 205 | 24 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.99 | 0.99 | 1.00 | 0.96 | 0.96 | 0.85 | 0.95 | 1.00 | 1.00 | 0.95 | 0.98 | 0.98 |
| Lanes: | 0.31 | 0.69 | 0.00 | 0.81 | 0.19 | 1.00 | 1.00 | 0.97 | 0.03 | 1.00 | 0.89 | 0.11 |
| Final Sat.: | 576 | 1296 | 0 | 1475 | 351 | 1615 | 1805 | 1844 | 48 | 1805 | 1671 | 199 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.01 | 0.00 | 0.05 | 0.05 | 0.26 | 0.19 | 0.11 | 0.11 | 0.01 | 0.12 | 0.12 |
| Crit Moves: | **** | | | | | **** | **** | | | | **** | |
| Green/Cycle: | 0.02 | 0.03 | 0.00 | 0.16 | 0.17 | 0.61 | 0.44 | 0.66 | 0.66 | 0.06 | 0.28 | 0.28 |
| Volume/Cap: | 0.43 | 0.28 | 0.00 | 0.28 | 0.27 | 0.43 | 0.43 | 0.17 | 0.17 | 0.17 | 0.43 | 0.43 |
| Delay/Veh: | 57.8 | 51.0 | 0.0 | 37.5 | 36.6 | 10.7 | 19.8 | 6.4 | 6.4 | 45.3 | 29.8 | 29.8 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 57.8 | 51.0 | 0.0 | 37.5 | 36.6 | 10.7 | 19.8 | 6.4 | 6.4 | 45.3 | 29.8 | 29.8 |
| LOS by Move: | E | D | A | D | D | B | B | A | A | D | C | C |
| HCM2kAvgQ: | 1 | 1 | 0 | 2 | 2 | 7 | 7 | 2 | 2 | 1 | 6 | 6 |

Note: Queue reported is the number of cars per lane.

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PM Cumulative Plus MitigateThu May 7, 2009 15:27:04 Page 52-1

Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #50 Scott Rd (North)/ Street "A"

Cycle (sec): 100 Critical Vol./Cap. (X): 0.626
Loss Time (sec): 12 Average Delay (sec/veh): 21.4
Optimal Cycle: 51 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 | 0 2 | 0 1 | 1 | 0 2 | 0 1 | 1 | 0 1 | 0 1 | 1 | 0 1 | 0 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 7 | 1034 | 65 | 146 | 932 | 179 | 151 | 96 | 23 | 49 | 67 | 108 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 7 | 1034 | 65 | 146 | 932 | 179 | 151 | 96 | 23 | 49 | 67 | 108 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 7 | 1100 | 69 | 155 | 991 | 190 | 161 | 102 | 24 | 52 | 71 | 115 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 7 | 1100 | 69 | 155 | 991 | 190 | 161 | 102 | 24 | 52 | 71 | 115 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 7 | 1100 | 69 | 155 | 991 | 190 | 161 | 102 | 24 | 52 | 71 | 115 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.95 | 0.85 | 0.95 | 0.95 | 0.85 | 0.95 | 1.00 | 0.85 | 0.95 | 1.00 | 0.85 |
| Lanes: | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Sat.: | 1805 | 3610 | 1615 | 1805 | 3610 | 1615 | 1805 | 1900 | 1615 | 1805 | 1900 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.30 | 0.04 | 0.09 | 0.27 | 0.12 | 0.09 | 0.05 | 0.02 | 0.03 | 0.04 | 0.07 |
| Crit Moves: | | **** | | **** | | | **** | | | | | **** |
| Green/Cycle: | 0.01 | 0.49 | 0.49 | 0.14 | 0.61 | 0.61 | 0.14 | 0.17 | 0.17 | 0.09 | 0.11 | 0.11 |
| Volume/Cap: | 0.45 | 0.63 | 0.09 | 0.63 | 0.45 | 0.19 | 0.63 | 0.32 | 0.09 | 0.32 | 0.33 | 0.63 |
| Delay/Veh: | 67.2 | 19.7 | 13.8 | 45.7 | 10.4 | 8.5 | 45.2 | 37.3 | 35.4 | 43.9 | 41.7 | 48.9 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 67.2 | 19.7 | 13.8 | 45.7 | 10.4 | 8.5 | 45.2 | 37.3 | 35.4 | 43.9 | 41.7 | 48.9 |
| LOS by Move: | E | B | B | D | B | A | D | D | D | D | D | D |
| HCM2kAvgQ: | 0 | 13 | 1 | 5 | 8 | 2 | 5 | 3 | 1 | 2 | 2 | 4 |

Note: Queue reported is the number of cars per lane.





PM Cumulative Plus MitigateThu May 7, 2009 15:27:04 Page 53-1

Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #51 East Rd/Street "A"

Cycle (sec): 100 Critical Vol./Cap. (X): 0.311
Loss Time (sec): 12 Average Delay (sec/veh): 9.8
Optimal Cycle: 0 Level Of Service: A

| 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 0 | 1 0 | 1 | 0 0 | 1 0 | 1 | 0 0 | 1 0 | 1 | 0 0 | 1 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 16 | 39 | 12 | 123 | 41 | 23 | 32 | 130 | 14 | 12 | 124 | 71 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 16 | 39 | 12 | 123 | 41 | 23 | 32 | 130 | 14 | 12 | 124 | 71 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 17 | 41 | 13 | 131 | 44 | 24 | 34 | 138 | 15 | 13 | 132 | 76 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 17 | 41 | 13 | 131 | 44 | 24 | 34 | 138 | 15 | 13 | 132 | 76 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 17 | 41 | 13 | 131 | 44 | 24 | 34 | 138 | 15 | 13 | 132 | 76 |
| 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 | 0.76 | 0.24 | 1.00 | 0.64 | 0.36 | 1.00 | 0.90 | 0.10 | 1.00 | 0.64 | 0.36 |
| Final Sat.: | 536 | 456 | 140 | 560 | 406 | 228 | 579 | 577 | 62 | 581 | 424 | 243 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.09 | 0.09 | 0.23 | 0.11 | 0.11 | 0.06 | 0.24 | 0.24 | 0.02 | 0.31 | 0.31 |
| Crit Moves: | | **** | | **** | | | | **** | | | **** | |
| Delay/Veh: | 9.2 | 8.9 | 8.9 | 10.6 | 8.7 | 8.7 | 9.1 | 9.7 | 9.7 | 8.8 | 10.1 | 10.1 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 9.2 | 8.9 | 8.9 | 10.6 | 8.7 | 8.7 | 9.1 | 9.7 | 9.7 | 8.8 | 10.1 | 10.1 |
| LOS by Move: | A | A | A | B | A | A | A | A | A | A | B | B |
| ApproachDel: | | 8.9 | | | 9.9 | | | 9.6 | | | 10.1 | |
| Delay Adj: | | 1.00 | | | 1.00 | | | 1.00 | | | 1.00 | |
| ApprAdjDel: | | 8.9 | | | 9.9 | | | 9.6 | | | 10.1 | |
| LOS by Appr: | | A | | | A | | | A | | | B | |
| AllWayAvgQ: | 0.0 | 0.1 | 0.1 | 0.3 | 0.1 | 0.1 | 0.1 | 0.3 | 0.3 | 0.0 | 0.4 | 0.4 |

Note: Queue reported is the number of cars per lane.

PM Cumulative Plus MitigateThu May 7, 2009 15:27:04 Page 54-1

Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #52 Placerville Rd/ Street "A"

Cycle (sec): 100 Critical Vol./Cap. (X): 0.492
Loss Time (sec): 12 Average Delay (sec/veh): 25.8
Optimal Cycle: 40 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 108 | 394 | 39 | 154 | 324 | 1 | 1 | 53 | 80 | 25 | 49 | 101 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 108 | 394 | 39 | 154 | 324 | 1 | 1 | 53 | 80 | 25 | 49 | 101 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 115 | 419 | 41 | 164 | 345 | 1 | 1 | 56 | 85 | 27 | 52 | 107 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 115 | 419 | 41 | 164 | 345 | 1 | 1 | 56 | 85 | 27 | 52 | 107 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 115 | 419 | 41 | 164 | 345 | 1 | 1 | 56 | 85 | 27 | 52 | 107 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.99 | 0.99 | 0.95 | 1.00 | 1.00 | 0.95 | 0.91 | 0.91 | 0.95 | 0.90 | 0.90 |
| Lanes: | 1.00 | 0.91 | 0.09 | 1.00 | 0.99 | 0.01 | 1.00 | 0.40 | 0.60 | 1.00 | 0.33 | 0.67 |
| Final Sat.: | 1805 | 1706 | 169 | 1805 | 1894 | 6 | 1805 | 689 | 1040 | 1805 | 558 | 1150 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.06 | 0.25 | 0.25 | 0.09 | 0.18 | 0.18 | 0.00 | 0.08 | 0.08 | 0.01 | 0.09 | 0.09 |
| Crit Moves: | | **** | | **** | | | | **** | | **** | | |
| Green/Cycle: | 0.18 | 0.50 | 0.50 | 0.18 | 0.51 | 0.51 | 0.00 | 0.17 | 0.17 | 0.03 | 0.20 | 0.20 |
| Volume/Cap: | 0.36 | 0.49 | 0.49 | 0.49 | 0.36 | 0.36 | 0.48 | 0.49 | 0.49 | 0.49 | 0.48 | 0.48 |
| Delay/Veh: | 36.8 | 17.0 | 17.0 | 37.7 | 15.1 | 15.1 | 161.1 | 39.2 | 39.2 | 54.6 | 36.8 | 36.8 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 36.8 | 17.0 | 17.0 | 37.7 | 15.1 | 15.1 | 161.1 | 39.2 | 39.2 | 54.6 | 36.8 | 36.8 |
| LOS by Move: | D | B | B | D | B | B | F | D | D | D | D | D |
| HCM2kAvgQ: | 3 | 9 | 9 | 5 | 6 | 6 | 0 | 4 | 4 | 1 | 4 | 4 |

Note: Queue reported is the number of cars per lane.





PM Cumulative Plus MitigateThu May 7, 2009 15:27:04 Page 55-1

Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #53 Empire Ranch Rd/Street "A"

Cycle (sec): 100 Critical Vol./Cap. (X): 0.358
Loss Time (sec): 12 Average Delay (sec/veh): 12.7
Optimal Cycle: 33 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 24 | 748 | 19 | 40 | 665 | 96 | 68 | 21 | 16 | 11 | 14 | 26 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 24 | 748 | 19 | 40 | 665 | 96 | 68 | 21 | 16 | 11 | 14 | 26 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 26 | 796 | 20 | 43 | 707 | 102 | 72 | 22 | 17 | 12 | 15 | 28 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 26 | 796 | 20 | 43 | 707 | 102 | 72 | 22 | 17 | 12 | 15 | 28 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 26 | 796 | 20 | 43 | 707 | 102 | 72 | 22 | 17 | 12 | 15 | 28 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.95 | 0.95 | 0.95 | 0.93 | 0.93 | 0.95 | 0.94 | 0.94 | 0.95 | 0.90 | 0.90 |
| Lanes: | 1.00 | 1.95 | 0.05 | 1.00 | 1.75 | 0.25 | 1.00 | 0.57 | 0.43 | 1.00 | 0.35 | 0.65 |
| Final Sat.: | 1805 | 3506 | 89 | 1805 | 3095 | 447 | 1805 | 1008 | 768 | 1805 | 600 | 1115 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.23 | 0.23 | 0.02 | 0.23 | 0.23 | 0.04 | 0.02 | 0.02 | 0.01 | 0.02 | 0.02 |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |
| Green/Cycle: | 0.04 | 0.63 | 0.63 | 0.07 | 0.66 | 0.66 | 0.11 | 0.14 | 0.14 | 0.04 | 0.07 | 0.07 |
| Volume/Cap: | 0.35 | 0.36 | 0.36 | 0.36 | 0.35 | 0.35 | 0.36 | 0.16 | 0.16 | 0.16 | 0.36 | 0.36 |
| Delay/Veh: | 49.5 | 8.8 | 8.8 | 46.5 | 7.7 | 7.7 | 42.2 | 38.1 | 38.1 | 47.3 | 46.3 | 46.3 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 49.5 | 8.8 | 8.8 | 46.5 | 7.7 | 7.7 | 42.2 | 38.1 | 38.1 | 47.3 | 46.3 | 46.3 |
| LOS by Move: | D | A | A | D | A | A | D | D | D | D | D | D |
| HCM2kAvgQ: | 1 | 6 | 6 | 1 | 6 | 6 | 2 | 1 | 1 | 0 | 2 | 2 |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #54 Scott Rd (North)/South Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.533
Loss Time (sec): 12 Average Delay (sec/veh): 20.3
Optimal Cycle: 43 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 2 | 0 1 | 1 | 0 | 2 | 0 1 | 0 | 1 | 0 | 0 1 | 0 | 1 | 0 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 56 | 924 | 97 | | 129 | 805 | 70 | | 48 | 8 | 40 | | 94 | 7 | 134 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 56 | 924 | 97 | | 129 | 805 | 70 | | 48 | 8 | 40 | | 94 | 7 | 134 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 60 | 983 | 103 | | 137 | 856 | 74 | | 51 | 9 | 43 | | 100 | 7 | 143 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 60 | 983 | 103 | | 137 | 856 | 74 | | 51 | 9 | 43 | | 100 | 7 | 143 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 60 | 983 | 103 | | 137 | 856 | 74 | | 51 | 9 | 43 | | 100 | 7 | 143 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.95 | 0.85 | | 0.95 | 0.95 | 0.85 | | 0.96 | 0.96 | 0.85 | | 0.96 | 0.96 | 0.85 | |
| Lanes: | 1.00 | 2.00 | 1.00 | | 1.00 | 2.00 | 1.00 | | 0.86 | 0.14 | 1.00 | | 0.93 | 0.07 | 1.00 | |
| Final Sat.: | 1805 | 3610 | 1615 | | 1805 | 3610 | 1615 | | 1562 | 260 | 1615 | | 1691 | 126 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.27 | 0.06 | | 0.08 | 0.24 | 0.05 | | 0.03 | 0.03 | 0.03 | | 0.06 | 0.06 | 0.09 | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | | **** | |
| Green/Cycle: | 0.08 | 0.51 | 0.51 | | 0.14 | 0.57 | 0.57 | | 0.06 | 0.08 | 0.08 | | 0.15 | 0.17 | 0.17 | |
| Volume/Cap: | 0.41 | 0.53 | 0.13 | | 0.53 | 0.41 | 0.08 | | 0.53 | 0.40 | 0.33 | | 0.40 | 0.36 | 0.53 | |
| Delay/Veh: | 45.7 | 16.8 | 12.9 | | 41.9 | 12.1 | 9.6 | | 50.5 | 45.5 | 44.9 | | 39.8 | 37.7 | 40.3 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 45.7 | 16.8 | 12.9 | | 41.9 | 12.1 | 9.6 | | 50.5 | 45.5 | 44.9 | | 39.8 | 37.7 | 40.3 | |
| LOS by Move: | D | B | B | | D | B | A | | D | D | D | | D | D | D | |
| HCM2kAvgQ: | 2 | 10 | 2 | | 4 | 7 | 1 | | 3 | 2 | 2 | | 3 | 3 | 5 | |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #55 Oak Ave Pkwy/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.888
Loss Time (sec): 9 Average Delay (sec/veh): 24.6
Optimal Cycle: 97 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Ovl | | | | Include | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 0 | 0 0 | 2 | 0 | 0 | 0 2 | 2 | 0 | 3 | 0 0 | 0 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | | 383 | 0 | 755 | | 615 | 1786 | 0 | | 0 | 2165 | 296 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 0 | 0 | 0 | | 383 | 0 | 755 | | 615 | 1786 | 0 | | 0 | 2165 | 296 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 0 | 0 | 0 | | 407 | 0 | 803 | | 654 | 1900 | 0 | | 0 | 2303 | 315 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 0 | 0 | | 407 | 0 | 803 | | 654 | 1900 | 0 | | 0 | 2303 | 315 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 0 | 0 | 0 | | 407 | 0 | 803 | | 654 | 1900 | 0 | | 0 | 2303 | 315 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 1.00 | 1.00 | | 0.60 | 1.00 | 0.75 | | 0.92 | 0.91 | 1.00 | | 1.00 | 0.91 | 0.85 | |
| Lanes: | 0.00 | 0.00 | 0.00 | | 2.00 | 0.00 | 2.00 | | 2.00 | 3.00 | 0.00 | | 0.00 | 3.00 | 1.00 | |
| Final Sat.: | 0 | 0 | 0 | | 2296 | 0 | 2842 | | 3502 | 5187 | 0 | | 0 | 5187 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | | 0.18 | 0.00 | 0.28 | | 0.19 | 0.37 | 0.00 | | 0.00 | 0.44 | 0.19 | |
| Crit Moves: | | | | | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | | 0.20 | 0.00 | 0.41 | | 0.21 | 0.71 | 0.00 | | 0.00 | 0.50 | 0.50 | |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | | 0.89 | 0.00 | 0.69 | | 0.89 | 0.52 | 0.00 | | 0.00 | 0.89 | 0.39 | |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | | 57.6 | 0.0 | 26.0 | | 51.1 | 6.8 | 0.0 | | 0.0 | 26.7 | 15.8 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | | 57.6 | 0.0 | 26.0 | | 51.1 | 6.8 | 0.0 | | 0.0 | 26.7 | 15.8 | |
| LOS by Move: | A | A | A | | E | A | C | | D | A | A | | A | C | B | |
| HCM2kAvgQ: | 0 | 0 | 0 | | 7 | 0 | 11 | | 11 | 9 | 0 | | 0 | 23 | 6 | |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #56 Empire Ranch Rd/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.819
Loss Time (sec): 12 Average Delay (sec/veh): 28.4
Optimal Cycle: 82 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Ovl | | | Ovl | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 2 | 0 | 2 | 0 | 1 | 2 | 0 | 2 | 0 | 1 | 0 | 3 | 0 | 2 | 1 | 0 | 3 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | | | | |
| Base Vol: | 968 | 624 | 0 | 83 | 564 | 38 | 19 | 926 | 952 | 0 | 1215 | 148 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 968 | 624 | 0 | 83 | 564 | 38 | 19 | 926 | 952 | 0 | 1215 | 148 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 1030 | 664 | 0 | 88 | 600 | 40 | 20 | 985 | 1013 | 0 | 1293 | 157 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 1030 | 664 | 0 | 88 | 600 | 40 | 20 | 985 | 1013 | 0 | 1293 | 157 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 1030 | 664 | 0 | 88 | 600 | 40 | 20 | 985 | 1013 | 0 | 1293 | 157 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.95 | 1.00 | 0.92 | 0.95 | 0.85 | 0.95 | 0.91 | 0.75 | 1.00 | 0.91 | 0.85 |
| Lanes: | 2.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 | 1.00 | 3.00 | 2.00 | 1.00 | 3.00 | 1.00 |
| Final Sat.: | 3502 | 3610 | 1900 | 3502 | 3610 | 1615 | 1805 | 5187 | 2842 | 1900 | 5187 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.29 | 0.18 | 0.00 | 0.03 | 0.17 | 0.03 | 0.01 | 0.19 | 0.36 | 0.00 | 0.25 | 0.10 |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | |
| Green/Cycle: | 0.36 | 0.49 | 0.00 | 0.07 | 0.20 | 0.22 | 0.01 | 0.32 | 0.68 | 0.00 | 0.30 | 0.37 |
| Volume/Cap: | 0.82 | 0.37 | 0.00 | 0.37 | 0.82 | 0.12 | 0.82 | 0.60 | 0.53 | 0.00 | 0.82 | 0.26 |
| Delay/Veh: | 33.5 | 15.8 | 0.0 | 45.6 | 45.3 | 31.6 | 152.5 | 29.3 | 8.4 | 0.0 | 35.7 | 22.1 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 33.5 | 15.8 | 0.0 | 45.6 | 45.3 | 31.6 | 152.5 | 29.3 | 8.4 | 0.0 | 35.7 | 22.1 |
| LOS by Move: | C | B | A | D | D | C | F | C | A | A | D | C |
| HCM2kAvgQ: | 17 | 7 | 0 | 1 | 10 | 1 | 1 | 9 | 9 | 0 | 14 | 3 |

Note: Queue reported is the number of cars per lane.





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Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #57 Hazel Blvd/ Gold Country

Cycle (sec): 100 Critical Vol./Cap. (X): 1.388
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Split Phase | | | Split Phase | | |
| Rights: | Ovl | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 2 | 0 | 3 | 0 | 1 | 1 | 0 | 3 | 1 | 0 | 2 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | | | | |
| Base Vol: | 81 | 5002 | 48 | 16 | 2890 | 233 | 395 | 18 | 213 | 24 | 14 | 13 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 81 | 5002 | 48 | 16 | 2890 | 233 | 395 | 18 | 213 | 24 | 14 | 13 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 81 | 5002 | 48 | 16 | 2890 | 233 | 395 | 18 | 213 | 24 | 14 | 13 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 81 | 5002 | 48 | 16 | 2890 | 233 | 395 | 18 | 213 | 24 | 14 | 13 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 81 | 5002 | 48 | 16 | 2890 | 233 | 395 | 18 | 213 | 24 | 14 | 13 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 |
| 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: | 2.00 | 3.00 | 1.00 | 1.00 | 3.70 | 0.30 | 2.00 | 0.16 | 1.84 | 1.00 | 0.52 | 0.48 |
| Final Sat.: | 2750 | 4125 | 1375 | 1375 | 5090 | 410 | 2750 | 214 | 2536 | 1375 | 713 | 662 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 1.21 | 0.03 | 0.01 | 0.57 | 0.57 | 0.14 | 0.08 | 0.08 | 0.02 | 0.02 | 0.02 |
| Crit Volume: | | 1667 | | | 16 | | 198 | | | | 27 | |
| Crit Moves: | | **** | | **** | | | **** | | | | **** | |

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Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #58 Hazel Ave/ Folsom Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.903
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - | R | L | - T | - | R | L | - T | - | R | L | - T | - | R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 3 | 0 | 1 | 2 | 0 | 3 | 0 | 1 | 2 | 0 | 2 | 0 | 1 | |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 375 | 1931 | 0 | | 0 | 2042 | 530 | | 838 | 0 | 217 | | 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: | 375 | 1931 | 0 | | 0 | 2042 | 530 | | 838 | 0 | 217 | | 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: | 375 | 1931 | 0 | | 0 | 2042 | 530 | | 838 | 0 | 217 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 375 | 1931 | 0 | | 0 | 2042 | 530 | | 838 | 0 | 217 | | 0 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 375 | 1931 | 0 | | 0 | 2042 | 530 | | 838 | 0 | 217 | | 0 | 0 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1425 | 1425 | 1425 | | 1425 | 1425 | 1425 | | 1425 | 1425 | 1425 | | 1425 | 1425 | 1425 | |
| 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: | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 2.00 | 1.00 | | 2.00 | 2.00 | 1.00 | |
| Final Sat.: | 2850 | 4275 | 1425 | | 2850 | 4275 | 1425 | | 2850 | 2850 | 1425 | | 2850 | 2850 | 1425 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.13 | 0.45 | 0.00 | | 0.00 | 0.48 | 0.37 | | 0.29 | 0.00 | 0.15 | | 0.00 | 0.00 | 0.00 | |
| Crit Volume: | 188 | | | | | 681 | | | 419 | | | | | 0 | | |
| Crit Moves: | **** | | | | | **** | | | **** | | | | | | | |





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Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #59 Grant Line Rd/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 1.480
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - | R | L | - T | - | R | L | - T | - | R | L | - T | - | R |
| Control: | Permitted | | | | Permitted | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 2 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 2012 | | 0 | 0 | 0 | | 0 | 1242 | 123 | | 2976 | 832 | 0 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 0 | 0 | 2012 | | 0 | 0 | 0 | | 0 | 1242 | 123 | | 2976 | 832 | 0 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Volume: | 0 | 0 | 2012 | | 0 | 0 | 0 | | 0 | 1242 | 123 | | 2976 | 832 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 0 | 2012 | | 0 | 0 | 0 | | 0 | 1242 | 123 | | 2976 | 832 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 0 | 2012 | | 0 | 0 | 0 | | 0 | 1242 | 123 | | 2976 | 832 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1425 | 1425 | 1425 | | 1425 | 1425 | 1425 | | 1425 | 1425 | 1425 | | 1425 | 1425 | 1425 | |
| 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 | 0.00 | 2.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 2.00 | 1.00 | | 2.00 | 2.00 | 0.00 | |
| Final Sat.: | 1425 | 0 | 2850 | | 0 | 0 | 0 | | 0 | 2850 | 1425 | | 2850 | 2850 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.71 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.44 | 0.09 | | 1.04 | 0.29 | 0.00 | |
| Crit Volume: | 0 | | | | | 0 | | | | 621 | | | 1488 | | | |
| Crit Moves: | **** | | | | | | | | | **** | | | **** | | | |

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Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #60 Grant Line Rd/ Sunrise Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.811
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 120 Level Of Service: D

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Split Phase | | | | Split Phase | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 1! | 0 | 0 | 0 | 1 | 0 | 2 | 2 | 0 | 2 | 0 | 1 | 1 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 4 | 0 | 25 | | 8 | 9 | 1026 | | 179 | 1095 | | 245 | 36 | 1145 | | 5 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 |
| Initial Bse: | 4 | 0 | 25 | | 8 | 9 | 1026 | | 179 | 1095 | | 245 | 36 | 1145 | | 5 |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 |
| PHF Adj: | 1.00 | 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 | 0 | 25 | | 8 | 9 | 1026 | | 179 | 1095 | | 245 | 36 | 1145 | | 5 |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | | 0 |
| Reduced Vol: | 4 | 0 | 25 | | 8 | 9 | 1026 | | 179 | 1095 | | 245 | 36 | 1145 | | 5 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 |
| FinalVolume: | 4 | 0 | 25 | | 8 | 9 | 1026 | | 179 | 1095 | | 245 | 36 | 1145 | | 5 |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1375 | 1375 | 1375 | | 1375 | 1375 | 1375 | | 1375 | 1375 | | 1375 | 1375 | 1375 | | 1375 |
| 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: | 0.14 | 0.00 | 0.86 | | 0.47 | 0.53 | 2.00 | | 2.00 | 2.00 | | 1.00 | 1.00 | 2.00 | | 1.00 |
| Final Sat.: | 190 | 0 | 1185 | | 647 | 728 | 2750 | | 2750 | 2750 | | 1375 | 1375 | 2750 | | 1375 |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.00 | 0.02 | | 0.01 | 0.01 | 0.37 | | 0.07 | 0.40 | | 0.18 | 0.03 | 0.42 | | 0.00 |
| Crit Volume: | 29 | | | | | | 513 | | 0 | | | | | 572 | | |
| Crit Moves: | **** | | | | | | **** | | **** | | | | | **** | | |





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Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #61 Hazel Ave/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.771
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 99 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Split Phase | | | | Split Phase | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 1 | 0 | 1 | 2 | 0 | 1 | 0 | 1 | 2 | 0 | 1 | 0 | 3 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 188 | 131 | 126 | | 734 | 117 | 402 | | 251 | 1011 | | 137 | 107 | 1138 | | 509 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 |
| Initial Bse: | 188 | 131 | 126 | | 734 | 117 | 402 | | 251 | 1011 | | 137 | 107 | 1138 | | 509 |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 |
| PHF Volume: | 188 | 131 | 126 | | 734 | 117 | 402 | | 251 | 1011 | | 137 | 107 | 1138 | | 509 |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | | 0 |
| Reduced Vol: | 188 | 131 | 126 | | 734 | 117 | 402 | | 251 | 1011 | | 137 | 107 | 1138 | | 509 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 |
| 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: | 188 | 131 | 126 | | 734 | 117 | 402 | | 251 | 1011 | | 137 | 107 | 1138 | | 509 |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1375 | 1375 | 1375 | | 1375 | 1375 | 1375 | | 1375 | 1375 | | 1375 | 1375 | 1375 | | 1375 |
| 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 | | 2.00 | 1.00 | 1.00 | | 2.00 | 3.00 | | 1.00 | 1.00 | 3.00 | | 1.00 |
| Final Sat.: | 1375 | 1375 | 1375 | | 2750 | 1375 | 1375 | | 2750 | 4125 | | 1375 | 1375 | 4125 | | 1375 |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.14 | 0.10 | 0.09 | | 0.27 | 0.09 | 0.29 | | 0.09 | 0.25 | | 0.10 | 0.08 | 0.28 | | 0.37 |
| Crit Volume: | 188 | | | | 367 | | | | 126 | | | | | 379 | | |
| Crit Moves: | **** | | | | **** | | | | **** | | | | | **** | | |

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Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #62 Aerojet Road/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.813
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 122 Level Of Service: D

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Ovl | | | Ovl | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 0 | 1 0 | 1 | 1 0 | 1 0 | 1 | 1 0 | 3 0 | 1 | 1 0 | 3 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 97 | 47 | 251 | 463 | 71 | 43 | 15 | 980 | 129 | 281 | 666 | 361 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 97 | 47 | 251 | 463 | 71 | 43 | 15 | 980 | 129 | 281 | 666 | 361 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 97 | 47 | 251 | 463 | 71 | 43 | 15 | 980 | 129 | 281 | 666 | 361 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 97 | 47 | 251 | 463 | 71 | 43 | 15 | 980 | 129 | 281 | 666 | 361 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 97 | 47 | 251 | 463 | 71 | 43 | 15 | 980 | 129 | 281 | 666 | 361 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 |
| 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 | 1.00 | 1.00 | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 |
| Final Sat.: | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 | 4125 | 1375 | 1375 | 4125 | 1375 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.07 | 0.03 | 0.18 | 0.34 | 0.05 | 0.03 | 0.01 | 0.24 | 0.09 | 0.20 | 0.16 | 0.26 |
| Crit Volume: | | 47 | | 463 | | | | 327 | | 281 | | |
| Crit Moves: | | **** | | **** | | | | **** | | **** | | |





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Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #63 Alabama Ave/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.388
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Ovl | | | Ovl | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 0 | 1 0 | 1 | 1 0 | 1 0 | 1 | 1 0 | 3 0 | 1 | 1 0 | 3 0 | 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 18 | 0 | 179 | 137 | 1533 | 0 | 0 | 1113 | 14 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 18 | 0 | 179 | 137 | 1533 | 0 | 0 | 1113 | 14 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 0 | 18 | 0 | 179 | 137 | 1533 | 0 | 0 | 1113 | 14 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 18 | 0 | 179 | 137 | 1533 | 0 | 0 | 1113 | 14 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 0 | 0 | 0 | 18 | 0 | 179 | 137 | 1533 | 0 | 0 | 1113 | 14 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1425 | 1425 | 1425 | 1425 | 1425 | 1425 | 1425 | 1425 | 1425 | 1425 | 1425 | 1425 |
| 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 | 1.00 | 1.00 | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 |
| Final Sat.: | 1425 | 1425 | 1425 | 1425 | 1425 | 1425 | 1425 | 4275 | 1425 | 1425 | 4275 | 1425 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.13 | 0.10 | 0.36 | 0.00 | 0.00 | 0.26 | 0.01 |
| Crit Volume: | 0 | | | | | 179 | | 511 | | 0 | | |
| Crit Moves: | | | | | | **** | | **** | | **** | | |

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Cumulative Plus Project PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #64 Glenborough Rd/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.525
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Ovl | | | Ovl | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 0 | 1 | 0 1 | 1 0 | 1 | 0 1 | 1 0 | 3 | 0 1 | 1 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 19 | 7 | 12 | 208 | 17 | 59 | 65 | 1472 | 21 | 16 | 1058 | 131 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 19 | 7 | 12 | 208 | 17 | 59 | 65 | 1472 | 21 | 16 | 1058 | 131 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 19 | 7 | 12 | 208 | 17 | 59 | 65 | 1472 | 21 | 16 | 1058 | 131 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 19 | 7 | 12 | 208 | 17 | 59 | 65 | 1472 | 21 | 16 | 1058 | 131 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 19 | 7 | 12 | 208 | 17 | 59 | 65 | 1472 | 21 | 16 | 1058 | 131 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 |
| 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 | 1.00 | 1.00 | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 |
| Final Sat.: | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 | 4125 | 1375 | 1375 | 4125 | 1375 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.01 | 0.01 | 0.15 | 0.01 | 0.04 | 0.05 | 0.36 | 0.02 | 0.01 | 0.26 | 0.10 |
| Crit Volume: | | 7 | | 208 | | | | 491 | | 16 | | |
| Crit Moves: | | **** | | **** | | | | **** | | **** | | |

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Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #65 Sunrise Blvd/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.714
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 80 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Ovl | | | Ovl | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 2 0 | 3 | 0 1 | 2 0 | 3 | 0 1 | 2 0 | 3 | 0 1 | 2 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 3 | 770 | 256 | 74 | 1349 | 98 | 404 | 905 | 137 | 459 | 485 | 128 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 3 | 770 | 256 | 74 | 1349 | 98 | 404 | 905 | 137 | 459 | 485 | 128 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 3 | 770 | 256 | 74 | 1349 | 98 | 404 | 905 | 137 | 459 | 485 | 128 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 3 | 770 | 256 | 74 | 1349 | 98 | 404 | 905 | 137 | 459 | 485 | 128 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 3 | 770 | 256 | 74 | 1349 | 98 | 404 | 905 | 137 | 459 | 485 | 128 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 |
| 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: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 |
| Final Sat.: | 2750 | 4125 | 1375 | 2750 | 4125 | 1375 | 2750 | 4125 | 1375 | 2750 | 4125 | 1375 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.19 | 0.19 | 0.03 | 0.33 | 0.07 | 0.15 | 0.22 | 0.10 | 0.17 | 0.12 | 0.09 |
| Crit Volume: | 2 | | | | 450 | | | 302 | | 230 | | |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |

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PM Cumulative Plus MitigateThu May 7, 2009 15:27:05 Page 68-1

Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #66 Fitzgerald Road / White Rock Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.368
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Permitted | | | | Permitted | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 1! | 0 | 0 | 0 | 1! | 0 | 0 | 1 | 0 | 3 | 0 | 1 | 0 | 3 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 173 | 38 | 38 | | 25 | 13 | 48 | | 19 | 730 | 65 | | 7 | 317 | 26 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 173 | 38 | 38 | | 25 | 13 | 48 | | 19 | 730 | 65 | | 7 | 317 | 26 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Volume: | 173 | 38 | 38 | | 25 | 13 | 48 | | 19 | 730 | 65 | | 7 | 317 | 26 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 173 | 38 | 38 | | 25 | 13 | 48 | | 19 | 730 | 65 | | 7 | 317 | 26 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 173 | 38 | 38 | | 25 | 13 | 48 | | 19 | 730 | 65 | | 7 | 317 | 26 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1425 | 1425 | 1425 | | 1425 | 1425 | 1425 | | 1425 | 1425 | 1425 | | 1425 | 1425 | 1425 | |
| 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: | 0.70 | 0.15 | 0.15 | | 0.29 | 0.15 | 0.56 | | 1.00 | 3.00 | 1.00 | | 1.00 | 3.00 | 1.00 | |
| Final Sat.: | 990 | 217 | 217 | | 414 | 215 | 795 | | 1425 | 4275 | 1425 | | 1425 | 4275 | 1425 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.17 | 0.17 | 0.17 | | 0.06 | 0.06 | 0.06 | | 0.01 | 0.17 | 0.05 | | 0.00 | 0.07 | 0.02 | |
| Crit Volume: | 249 | | | | 25 | | | | | 243 | | | 7 | | | |
| Crit Moves: | **** | | | | **** | | | | | **** | | | **** | | | |





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Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #67 Sunrise Blvd/ Douglas Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.846
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 148 Level Of Service: D

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 3 | 0 | 1 | 2 | 0 | 3 | 0 | 1 | 2 | 0 | 3 | 0 | 1 | 2 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 20 | 563 | 385 | | 244 | 1528 | 12 | | 11 | 819 | 300 | | 707 | 358 | 191 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 20 | 563 | 385 | | 244 | 1528 | 12 | | 11 | 819 | 300 | | 707 | 358 | 191 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Volume: | 20 | 563 | 385 | | 244 | 1528 | 12 | | 11 | 819 | 300 | | 707 | 358 | 191 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 20 | 563 | 385 | | 244 | 1528 | 12 | | 11 | 819 | 300 | | 707 | 358 | 191 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 20 | 563 | 385 | | 244 | 1528 | 12 | | 11 | 819 | 300 | | 707 | 358 | 191 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1375 | 1375 | 1375 | | 1375 | 1375 | 1375 | | 1375 | 1375 | 1375 | | 1375 | 1375 | 1375 | |
| 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: | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | |
| Final Sat.: | 2750 | 4125 | 1375 | | 2750 | 4125 | 1375 | | 2750 | 4125 | 1375 | | 2750 | 4125 | 1375 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.14 | 0.28 | | 0.09 | 0.37 | 0.01 | | 0.00 | 0.20 | 0.22 | | 0.26 | 0.09 | 0.14 | |
| Crit Volume: | 0 | | | | | 509 | | | | | 300 | | 354 | | | |
| Crit Moves: | **** | | | | | **** | | | | | **** | | **** | | | |

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Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #68 Grant Line Rd/ Douglas Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.725
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 68 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 1 | 2 | 0 | 0 | 0 | 2 | 0 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 276 | 1515 | | 0 | 0 | 2235 | 458 | | 300 | 0 | 392 | | 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: | 276 | 1515 | | 0 | 0 | 2235 | 458 | | 300 | 0 | 392 | | 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: | 276 | 1515 | | 0 | 0 | 2235 | 458 | | 300 | 0 | 392 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 276 | 1515 | | 0 | 0 | 2235 | 458 | | 300 | 0 | 392 | | 0 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 276 | 1515 | | 0 | 0 | 2235 | 458 | | 300 | 0 | 392 | | 0 | 0 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1425 | 1425 | 1425 | | 1425 | 1425 | 1425 | | 1425 | 1425 | 1425 | | 1425 | 1425 | 1425 | |
| 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: | 2.00 | 3.00 | 0.00 | | 0.00 | 3.00 | 1.00 | | 2.00 | 0.00 | 2.00 | | 0.00 | 0.00 | 0.00 | |
| Final Sat.: | 2850 | 4275 | | 0 | 0 | 4275 | 1425 | | 2850 | 0 | 2850 | | 0 | 0 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.10 | 0.35 | 0.00 | | 0.00 | 0.52 | 0.32 | | 0.11 | 0.00 | 0.14 | | 0.00 | 0.00 | 0.00 | |
| Crit Volume: | 138 | | | | | 745 | | | 150 | | | | | 0 | | |
| Crit Moves: | **** | | | | | **** | | | **** | | | | | | | |

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Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #69 Grant Line Rd/ Kiefer Boulevard

Cycle (sec): 100 Critical Vol./Cap. (X): 0.685
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 72 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 3 | 0 | 1 | 1 | 0 | 3 | 0 | 1 | 1 | 0 | 2 | 0 | 1 | 1 | 0 | 2 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 269 | 1319 | | 24 | 241 | 1598 | 190 | | 175 | 326 | 295 | | 27 | 173 | 162 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 269 | 1319 | | 24 | 241 | 1598 | 190 | | 175 | 326 | 295 | | 27 | 173 | 162 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Volume: | 269 | 1319 | | 24 | 241 | 1598 | 190 | | 175 | 326 | 295 | | 27 | 173 | 162 | |
| Reduct Vol: | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 269 | 1319 | | 24 | 241 | 1598 | 190 | | 175 | 326 | 295 | | 27 | 173 | 162 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 269 | 1319 | | 24 | 241 | 1598 | 190 | | 175 | 326 | 295 | | 27 | 173 | 162 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1375 | 1375 | 1375 | | 1375 | 1375 | 1375 | | 1375 | 1375 | 1375 | | 1375 | 1375 | 1375 | |
| 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: | 2.00 | 3.00 | 1.00 | | 1.00 | 3.00 | 1.00 | | 1.00 | 2.00 | 1.00 | | 1.00 | 2.00 | 1.00 | |
| Final Sat.: | 2750 | 4125 | 1375 | | 1375 | 4125 | 1375 | | 1375 | 2750 | 1375 | | 1375 | 2750 | 1375 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.10 | 0.32 | 0.02 | | 0.18 | 0.39 | 0.14 | | 0.13 | 0.12 | 0.21 | | 0.02 | 0.06 | 0.12 | |
| Crit Volume: | 440 | | | | 241 | | | | 175 | | | | | 87 | | |
| Crit Moves: | **** | | | | **** | | | | **** | | | | | **** | | |

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Cumulative Plus Project PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #70 Rancho Cordova Pkwy/ Easton Valley Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.995
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 3 | 0 2 | 2 | 0 | 3 | 0 1 | 1 | 0 | 1 | 0 1 | 2 | 0 | 1 | 0 2 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 60 | 1136 | 915 | | 524 | 1285 | 143 | | 176 | 63 | 81 | | 1328 | 58 | 1152 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 60 | 1136 | 915 | | 524 | 1285 | 143 | | 176 | 63 | 81 | | 1328 | 58 | 1152 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Volume: | 60 | 1136 | 915 | | 524 | 1285 | 143 | | 176 | 63 | 81 | | 1328 | 58 | 1152 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 60 | 1136 | 915 | | 524 | 1285 | 143 | | 176 | 63 | 81 | | 1328 | 58 | 1152 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 60 | 1136 | 915 | | 524 | 1285 | 143 | | 176 | 63 | 81 | | 1328 | 58 | 1152 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1375 | 1375 | 1375 | | 1375 | 1375 | 1375 | | 1375 | 1375 | 1375 | | 1375 | 1375 | 1375 | |
| 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 | 3.00 | 2.00 | | 2.00 | 3.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 2.00 | 1.00 | 2.00 | |
| Final Sat.: | 1375 | 4125 | 2750 | | 2750 | 4125 | 1375 | | 1375 | 1375 | 1375 | | 2750 | 1375 | 2750 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.28 | 0.33 | | 0.19 | 0.31 | 0.10 | | 0.13 | 0.05 | 0.06 | | 0.48 | 0.04 | 0.42 | |
| Crit Volume: | | 379 | | | 262 | | | | | 63 | | | 664 | | | |
| Crit Moves: | | **** | | | **** | | | | | **** | | | **** | | | |





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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #71 Rancho Cordova Pkwy/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.923
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 3 | 0 1 | 1 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 1 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 338 | 964 | 0 | | 22 | 1382 | 496 | | 987 | 988 | 226 | | 0 | 438 | 25 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 338 | 964 | 0 | | 22 | 1382 | 496 | | 987 | 988 | 226 | | 0 | 438 | 25 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Volume: | 338 | 964 | 0 | | 22 | 1382 | 496 | | 987 | 988 | 226 | | 0 | 438 | 25 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 338 | 964 | 0 | | 22 | 1382 | 496 | | 987 | 988 | 226 | | 0 | 438 | 25 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 338 | 964 | 0 | | 22 | 1382 | 496 | | 987 | 988 | 226 | | 0 | 438 | 25 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1375 | 1375 | 1375 | | 1375 | 1375 | 1375 | | 1375 | 1375 | 1375 | | 1375 | 1375 | 1375 | |
| 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: | 2.00 | 3.00 | 1.00 | | 1.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 1.00 | 3.00 | 1.00 | |
| Final Sat.: | 2750 | 4125 | 1375 | | 1375 | 4125 | 1375 | | 2750 | 4125 | 1375 | | 1375 | 4125 | 1375 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.12 | 0.23 | 0.00 | | 0.02 | 0.34 | 0.36 | | 0.36 | 0.24 | 0.16 | | 0.00 | 0.11 | 0.02 | |
| Crit Volume: | 169 | | | | | 461 | | | 493 | | | | | 146 | | |
| Crit Moves: | **** | | | | | **** | | | **** | | | | | **** | | |

PM Cumulative Plus MitigateThu May 7, 2009 15:27:05 Page 74-1

Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #72 International Drive/White Rock Road

Cycle (sec): 100 Critical Vol./Cap. (X): 0.765
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 97 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 2 | 0 2 | 0 1 | 2 | 0 2 | 0 1 | 1 | 0 2 | 0 1 | 1 | 0 2 | 0 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 201 | 394 | 241 | 64 | 676 | 0 | 0 | 532 | 476 | 137 | 262 | 86 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 201 | 394 | 241 | 64 | 676 | 0 | 0 | 532 | 476 | 137 | 262 | 86 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 201 | 394 | 241 | 64 | 676 | 0 | 0 | 532 | 476 | 137 | 262 | 86 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 201 | 394 | 241 | 64 | 676 | 0 | 0 | 532 | 476 | 137 | 262 | 86 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 201 | 394 | 241 | 64 | 676 | 0 | 0 | 532 | 476 | 137 | 262 | 86 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 |
| 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: | 2.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 2750 | 2750 | 1375 | 2750 | 2750 | 1375 | 1375 | 2750 | 1375 | 1375 | 2750 | 1375 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.07 | 0.14 | 0.18 | 0.02 | 0.25 | 0.00 | 0.00 | 0.19 | 0.35 | 0.10 | 0.10 | 0.06 |
| Crit Volume: | 101 | | | | 338 | | | | 476 | 137 | | |
| Crit Moves: | **** | | | | **** | | | | **** | **** | | |





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Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #73 Rio Del Oro Prky/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.473
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Permitted | | | Permitted | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Ovl | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 0 | 1 0 | 0 1 | 0 | 1 0 | 0 1 | 1 | 0 1 | 1 0 | 1 | 0 1 | 1 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 54 | 158 | 107 | 132 | 233 | 161 | 676 | 0 | 97 | 251 | 47 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 54 | 158 | 107 | 132 | 233 | 161 | 676 | 0 | 97 | 251 | 47 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 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 | 54 | 158 | 107 | 132 | 233 | 161 | 676 | 0 | 97 | 251 | 47 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 54 | 158 | 107 | 132 | 233 | 161 | 676 | 0 | 97 | 251 | 47 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 0 | 54 | 158 | 107 | 132 | 233 | 161 | 676 | 0 | 97 | 251 | 47 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1425 | 1425 | 1425 | 1425 | 1425 | 1425 | 1425 | 1425 | 1425 | 1425 | 1425 | 1425 |
| 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: | 0.00 | 1.00 | 1.00 | 0.45 | 0.55 | 1.00 | 1.00 | 2.00 | 0.00 | 1.00 | 1.68 | 0.32 |
| Final Sat.: | 0 | 1425 | 1425 | 638 | 787 | 1425 | 1425 | 2850 | 0 | 1425 | 2401 | 449 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.04 | 0.11 | 0.17 | 0.17 | 0.16 | 0.11 | 0.24 | 0.00 | 0.07 | 0.10 | 0.10 |
| Crit Volume: | 0 | | | | 239 | | | 338 | | 97 | | |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | |

PM Cumulative Plus MitigateThu May 7, 2009 15:27:05 Page 76-1

Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #74 Villagio Prky/ White Rock Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.707
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 64 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 0 | 0 1 | 0 | 0 | 0 | 0 0 | 0 | 0 | 1 | 1 0 | 1 | 0 | 2 | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 38 | 0 | 330 | | 0 | 0 | 0 | | 0 | 923 | 61 | | 478 | 410 | 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: | 38 | 0 | 330 | | 0 | 0 | 0 | | 0 | 923 | 61 | | 478 | 410 | 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: | 38 | 0 | 330 | | 0 | 0 | 0 | | 0 | 923 | 61 | | 478 | 410 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 38 | 0 | 330 | | 0 | 0 | 0 | | 0 | 923 | 61 | | 478 | 410 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 38 | 0 | 330 | | 0 | 0 | 0 | | 0 | 923 | 61 | | 478 | 410 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1425 | 1425 | 1425 | | 1425 | 1425 | 1425 | | 1425 | 1425 | 1425 | | 1425 | 1425 | 1425 | |
| 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 | 0.00 | 1.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 1.88 | 0.12 | | 1.00 | 2.00 | 0.00 | |
| Final Sat.: | 1425 | 0 | 1425 | | 0 | 0 | 0 | | 0 | 2673 | 177 | | 1425 | 2850 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.00 | 0.23 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.35 | 0.35 | | 0.34 | 0.14 | 0.00 | |
| Crit Volume: | 38 | | | | | | 0 | | | 492 | | | 478 | | | |
| Crit Moves: | **** | | | | | | | | | **** | | | **** | | | |





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Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #75 Sunrise Rd/ International Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.745
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 90 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 392 | 415 | 10 | | 409 | 1159 | 376 | | 209 | 1317 | 579 | | 7 | 942 | 217 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 392 | 415 | 10 | | 409 | 1159 | 376 | | 209 | 1317 | 579 | | 7 | 942 | 217 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Volume: | 392 | 415 | 10 | | 409 | 1159 | 376 | | 209 | 1317 | 579 | | 7 | 942 | 217 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 392 | 415 | 10 | | 409 | 1159 | 376 | | 209 | 1317 | 579 | | 7 | 942 | 217 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 392 | 415 | 10 | | 409 | 1159 | 376 | | 209 | 1317 | 579 | | 7 | 942 | 217 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1375 | 1375 | 1375 | | 1375 | 1375 | 1375 | | 1375 | 1375 | 1375 | | 1375 | 1375 | 1375 | |
| 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: | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 3.00 | 1.00 | |
| Final Sat.: | 2750 | 4125 | 1375 | | 2750 | 4125 | 1375 | | 2750 | 4125 | 1375 | | 2750 | 4125 | 1375 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.14 | 0.10 | 0.01 | | 0.15 | 0.28 | 0.27 | | 0.08 | 0.32 | 0.42 | | 0.00 | 0.23 | 0.16 | |
| Crit Volume: | 196 | | | | | 386 | | | | 439 | | | 4 | | | |
| Crit Moves: | **** | | | | | **** | | | | **** | | | **** | | | |

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Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #76 Villagio Prky/Americanos Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.653
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 66 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 0 | 1 0 | 1 | 0 | 0 | 1 0 | 1 | 0 | 2 | 0 1 | 1 | 0 | 2 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 16 | 302 | 0 | 65 | 377 | 29 | 54 | 953 | 25 | 0 | 433 | 34 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 16 | 302 | 0 | 65 | 377 | 29 | 54 | 953 | 25 | 0 | 433 | 34 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Volume: | 16 | 302 | 0 | 65 | 377 | 29 | 54 | 953 | 25 | 0 | 433 | 34 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 16 | 302 | 0 | 65 | 377 | 29 | 54 | 953 | 25 | 0 | 433 | 34 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| FinalVolume: | 16 | 302 | 0 | 65 | 377 | 29 | 54 | 953 | 25 | 0 | 433 | 34 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 | | | | |
| 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 | 0.00 | 1.00 | 0.93 | 0.07 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | | | | |
| Final Sat.: | 1375 | 1375 | 0 | 1375 | 1277 | 98 | 1375 | 2750 | 1375 | 1375 | 2750 | 1375 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.22 | 0.00 | 0.05 | 0.30 | 0.30 | 0.04 | 0.35 | 0.02 | 0.00 | 0.16 | 0.02 | | | | |
| Crit Volume: | 16 | | | | 406 | | | 477 | | 0 | | | | | | |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | | | | | |





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Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #77 Grant Line Rd/Centenial

Cycle (sec): 100 Critical Vol./Cap. (X): 0.799
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 113 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 3 | 0 1 | 1 | 0 | 3 | 0 1 | 1 | 0 | 0 | 0 1 | 1 | 0 | 0 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 55 | 1762 | 0 | 0 | 2622 | 223 | 209 | 0 | 78 | 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: | 55 | 1762 | 0 | 0 | 2622 | 223 | 209 | 0 | 78 | 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: | 55 | 1762 | 0 | 0 | 2622 | 223 | 209 | 0 | 78 | 0 | 0 | 0 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 55 | 1762 | 0 | 0 | 2622 | 223 | 209 | 0 | 78 | 0 | 0 | 0 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| FinalVolume: | 55 | 1762 | 0 | 0 | 2622 | 223 | 209 | 0 | 78 | 0 | 0 | 0 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1425 | 1425 | 1425 | 1425 | 1425 | 1425 | 1425 | 1425 | 1425 | 1425 | 1425 | 1425 | | | | |
| 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 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | | | | |
| Final Sat.: | 1425 | 4275 | 1425 | 1425 | 4275 | 1425 | 1425 | 0 | 1425 | 1425 | 0 | 1425 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.41 | 0.00 | 0.00 | 0.61 | 0.16 | 0.15 | 0.00 | 0.05 | 0.00 | 0.00 | 0.00 | | | | |
| Crit Volume: | 55 | | | | 874 | | 209 | | | | 0 | | | | | |
| Crit Moves: | **** | | | | **** | | **** | | | | | | | | | |

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Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #78 Villagio Prky/ Rancho Cordova Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.553
Loss Time (sec): 0 Average Delay (sec/veh): 23.3
Optimal Cycle: 51 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 0 | 1 0 | 1 | 0 | 0 | 1 0 | 1 | 0 | 2 | 0 1 | 1 | 0 | 2 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 145 | 401 | 1 | 89 | 420 | 66 | 45 | 761 | 346 | 1 | 305 | 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: | 145 | 401 | 1 | 89 | 420 | 66 | 45 | 761 | 346 | 1 | 305 | 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: | 145 | 401 | 1 | 89 | 420 | 66 | 45 | 761 | 346 | 1 | 305 | 48 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 145 | 401 | 1 | 89 | 420 | 66 | 45 | 761 | 346 | 1 | 305 | 48 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| 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: | 145 | 401 | 1 | 89 | 420 | 66 | 45 | 761 | 346 | 1 | 305 | 48 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 0.95 | 1.00 | 1.00 | 0.95 | 0.98 | 0.98 | 0.95 | 0.95 | 0.85 | 0.95 | 0.95 | 0.85 | | | | |
| Lanes: | 1.00 | 0.99 | 0.01 | 1.00 | 0.86 | 0.14 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | | | | |
| Final Sat.: | 1805 | 1895 | 5 | 1805 | 1609 | 253 | 1805 | 3610 | 1615 | 1805 | 3610 | 1615 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.08 | 0.21 | 0.21 | 0.05 | 0.26 | 0.26 | 0.02 | 0.21 | 0.21 | 0.00 | 0.08 | 0.03 | | | | |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | | | | | |
| Green/Cycle: | 0.15 | 0.50 | 0.50 | 0.12 | 0.47 | 0.47 | 0.09 | 0.38 | 0.53 | 0.00 | 0.30 | 0.41 | | | | |
| Volume/Cap: | 0.55 | 0.42 | 0.42 | 0.42 | 0.55 | 0.55 | 0.29 | 0.55 | 0.41 | 0.55 | 0.29 | 0.07 | | | | |
| Delay/Veh: | 42.3 | 16.1 | 16.1 | 42.4 | 19.6 | 19.6 | 43.7 | 24.7 | 14.6 | 241.6 | 27.3 | 17.9 | | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| AdjDel/Veh: | 42.3 | 16.1 | 16.1 | 42.4 | 19.6 | 19.6 | 43.7 | 24.7 | 14.6 | 241.6 | 27.3 | 17.9 | | | | |
| LOS by Move: | D | B | B | D | B | B | D | C | B | F | C | B | | | | |
| HCM2kAvgQ: | 4 | 8 | 8 | 3 | 11 | 11 | 2 | 10 | 6 | 0 | 4 | 1 | | | | |

Note: Queue reported is the number of cars per lane.





PM Cumulative Plus MitigateThu May 7, 2009 15:27:05 Page 81-1

Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #79 Rancho Cordova Pkwy/ Douglas Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.839
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 142 Level Of Service: D

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Ovl | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 2 | 0 1 | 1 | 0 | 2 | 0 1 | 1 | 0 | 3 | 0 1 | 1 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 405 | 320 | 113 | 40 | 817 | 13 | 10 | 536 | 640 | 105 | 230 | 14 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 405 | 320 | 113 | 40 | 817 | 13 | 10 | 536 | 640 | 105 | 230 | 14 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Volume: | 405 | 320 | 113 | 40 | 817 | 13 | 10 | 536 | 640 | 105 | 230 | 14 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 405 | 320 | 113 | 40 | 817 | 13 | 10 | 536 | 640 | 105 | 230 | 14 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| 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: | 405 | 320 | 113 | 40 | 817 | 13 | 10 | 536 | 640 | 105 | 230 | 14 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 | | | | |
| 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: | 2.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 | | | | |
| Final Sat.: | 2750 | 2750 | 1375 | 1375 | 2750 | 1375 | 1375 | 4125 | 1375 | 1375 | 4125 | 1375 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.15 | 0.12 | 0.08 | 0.03 | 0.30 | 0.01 | 0.01 | 0.13 | 0.47 | 0.08 | 0.06 | 0.01 | | | | |
| Crit Volume: | 0 | | | | 409 | | | | 640 | 105 | | | | | | |
| Crit Moves: | **** | | | | **** | | | | **** | **** | | | | | | |

PM Cumulative Plus MitigateThu May 7, 2009 15:27:05 Page 82-1

Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #80 Americanos Blvd/ Douglas Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.650
Loss Time (sec): 0 Average Delay (sec/veh): 30.0
Optimal Cycle: 65 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 2 | 0 1 | 1 | 0 | 2 | 0 1 | 1 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 153 | 397 | 218 | 199 | 938 | 58 | 79 | 279 | 379 | 390 | 186 | 164 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 153 | 397 | 218 | 199 | 938 | 58 | 79 | 279 | 379 | 390 | 186 | 164 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Volume: | 153 | 397 | 218 | 199 | 938 | 58 | 79 | 279 | 379 | 390 | 186 | 164 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 153 | 397 | 218 | 199 | 938 | 58 | 79 | 279 | 379 | 390 | 186 | 164 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| 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: | 153 | 397 | 218 | 199 | 938 | 58 | 79 | 279 | 379 | 390 | 186 | 164 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 0.92 | 0.95 | 0.85 | 0.95 | 0.95 | 0.85 | 0.95 | 0.91 | 0.85 | 0.92 | 0.91 | 0.85 | | | | |
| Lanes: | 2.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | | | | |
| Final Sat.: | 3502 | 3610 | 1615 | 1805 | 3610 | 1615 | 1805 | 5187 | 1615 | 3502 | 5187 | 1615 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.11 | 0.13 | 0.11 | 0.26 | 0.04 | 0.04 | 0.05 | 0.23 | 0.11 | 0.04 | 0.10 | | | | |
| Crit Moves: | **** | | | | **** | | | | **** | **** | | | | | | |
| Green/Cycle: | 0.07 | 0.26 | 0.26 | 0.21 | 0.40 | 0.40 | 0.16 | 0.36 | 0.36 | 0.17 | 0.37 | 0.37 | | | | |
| Volume/Cap: | 0.65 | 0.43 | 0.52 | 0.52 | 0.65 | 0.09 | 0.27 | 0.15 | 0.65 | 0.65 | 0.10 | 0.27 | | | | |
| Delay/Veh: | 51.7 | 31.3 | 33.1 | 36.4 | 25.4 | 18.7 | 37.4 | 21.6 | 29.2 | 41.1 | 20.5 | 22.2 | | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| AdjDel/Veh: | 51.7 | 31.3 | 33.1 | 36.4 | 25.4 | 18.7 | 37.4 | 21.6 | 29.2 | 41.1 | 20.5 | 22.2 | | | | |
| LOS by Move: | D | C | C | D | C | B | D | C | C | D | C | C | | | | |
| HCM2kAvgQ: | 4 | 6 | 6 | 6 | 13 | 1 | 2 | 2 | 10 | 6 | 1 | 3 | | | | |

Note: Queue reported is the number of cars per lane.





PM Cumulative Plus MitigateThu May 7, 2009 15:27:05 Page 83-1

Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #81 Grant Line Rd/ Chrysanthy Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.689
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 73 Level Of Service: B

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 2 | 0 1 | 1 | 0 | 2 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 80 | 1178 | 162 | 105 | 1635 | 460 | 278 | 451 | 129 | 137 | 342 | 152 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 80 | 1178 | 162 | 105 | 1635 | 460 | 278 | 451 | 129 | 137 | 342 | 152 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Volume: | 80 | 1178 | 162 | 105 | 1635 | 460 | 278 | 451 | 129 | 137 | 342 | 152 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 80 | 1178 | 162 | 105 | 1635 | 460 | 278 | 451 | 129 | 137 | 342 | 152 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| 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: | 80 | 1178 | 162 | 105 | 1635 | 460 | 278 | 451 | 129 | 137 | 342 | 152 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 | 1375 | | | | |
| 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: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | | | | |
| Final Sat.: | 2750 | 4125 | 1375 | 2750 | 4125 | 1375 | 2750 | 2750 | 1375 | 1375 | 2750 | 1375 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.29 | 0.12 | 0.04 | 0.40 | 0.33 | 0.10 | 0.16 | 0.09 | 0.10 | 0.12 | 0.11 | | | | |
| Crit Volume: | 40 | | | | 545 | | | 226 | | 137 | | | | | | |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | | | | | |

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Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #82 Grant Line Rd/ Rancho Cordova Parkway

Cycle (sec): 100 Critical Vol./Cap. (X): 0.515
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Ovl | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 1 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | | | |
| Base Vol: | 37 | 1058 | 0 | | 0 | 1113 | 523 | | 348 | 0 | 15 | | 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: | 37 | 1058 | 0 | | 0 | 1113 | 523 | | 348 | 0 | 15 | | 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: | 37 | 1058 | 0 | | 0 | 1113 | 523 | | 348 | 0 | 15 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 37 | 1058 | 0 | | 0 | 1113 | 523 | | 348 | 0 | 15 | | 0 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 37 | 1058 | 0 | | 0 | 1113 | 523 | | 348 | 0 | 15 | | 0 | 0 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1425 | 1425 | 1425 | | 1425 | 1425 | 1425 | | 1425 | 1425 | 1425 | | 1425 | 1425 | 1425 | |
| 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 | 3.00 | 0.00 | | 0.00 | 3.00 | 1.00 | | 2.00 | 0.00 | 1.00 | | 0.00 | 0.00 | 0.00 | |
| Final Sat.: | 1425 | 4275 | 0 | | 0 | 4275 | 1425 | | 2850 | 0 | 1425 | | 0 | 0 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.25 | 0.00 | | 0.00 | 0.26 | 0.37 | | 0.12 | 0.00 | 0.01 | | 0.00 | 0.00 | 0.00 | |
| Crit Volume: | 37 | | | | | | 523 | | 174 | | | | | 0 | | |
| Crit Moves: | **** | | | | | | **** | | **** | | | | | | | |





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Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #83 White Rock Rd/ Carson Crossing Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.532
Loss Time (sec): 9 Average Delay (sec/veh): 8.5
Optimal Cycle: 36 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Permitted | | | | Permitted | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Include | | | | Ovl | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 1! | 0 | 0 | 1 | 0 | 2 | 0 | 1 | 1 | 0 | 1 | 1 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | | | |
| Base Vol: | 125 | 3 | 106 | | 3 | 2 | 5 | | 8 | 895 | 24 | | 63 | 1467 | 5 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 125 | 3 | 106 | | 3 | 2 | 5 | | 8 | 895 | 24 | | 63 | 1467 | 5 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 133 | 3 | 113 | | 3 | 2 | 5 | | 9 | 952 | 26 | | 67 | 1561 | 5 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 133 | 3 | 113 | | 3 | 2 | 5 | | 9 | 952 | 26 | | 67 | 1561 | 5 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 133 | 3 | 113 | | 3 | 2 | 5 | | 9 | 952 | 26 | | 67 | 1561 | 5 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.78 | 0.78 | 0.85 | | 0.87 | 0.87 | 0.87 | | 0.95 | 0.95 | 0.85 | | 0.95 | 0.95 | 0.95 | |
| Lanes: | 1.95 | 0.05 | 1.00 | | 0.30 | 0.20 | 0.50 | | 1.00 | 2.00 | 1.00 | | 1.00 | 1.99 | 0.01 | |
| Final Sat.: | 2887 | 69 | 1615 | | 497 | 331 | 828 | | 1805 | 3610 | 1615 | | 1805 | 3598 | 12 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.05 | 0.05 | 0.07 | | 0.01 | 0.01 | 0.01 | | 0.00 | 0.26 | 0.02 | | 0.04 | 0.43 | 0.43 | |
| Crit Moves: | | **** | | | | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.09 | 0.09 | 0.19 | | 0.09 | 0.09 | 0.09 | | 0.01 | 0.72 | 0.72 | | 0.10 | 0.81 | 0.81 | |
| Volume/Cap: | 0.53 | 0.53 | 0.37 | | 0.07 | 0.07 | 0.07 | | 0.53 | 0.37 | 0.02 | | 0.37 | 0.53 | 0.53 | |
| Delay/Veh: | 45.9 | 45.9 | 36.2 | | 42.2 | 42.2 | 42.2 | | 79.8 | 5.3 | 3.9 | | 43.1 | 3.2 | 3.2 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 45.9 | 45.9 | 36.2 | | 42.2 | 42.2 | 42.2 | | 79.8 | 5.3 | 3.9 | | 43.1 | 3.2 | 3.2 | |
| LOS by Move: | D | D | D | | D | D | D | | E | A | A | | D | A | A | |
| HCM2kAvgQ: | 3 | 3 | 3 | | 0 | 0 | 0 | | 0 | 6 | 0 | | 2 | 8 | 8 | |

Note: Queue reported is the number of cars per lane.

PM Cumulative Plus MitigateThu May 7, 2009 15:27:05 Page 86-1

Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #84 White Rock Rd/ Stonebriar Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.564
Loss Time (sec): 12 Average Delay (sec/veh): 9.4
Optimal Cycle: 45 Level Of Service: A

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Split Phase | | | Split Phase | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 0 | 1 | 1 0 | 1 0 | 2 | 0 1 | 1 0 | 0 | 1 0 | 0 0 | 1! | 0 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 54 | 920 | 22 | 42 | 1413 | 70 | 40 | 3 | 28 | 15 | 2 | 23 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 54 | 920 | 22 | 42 | 1413 | 70 | 40 | 3 | 28 | 15 | 2 | 23 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 57 | 979 | 23 | 45 | 1503 | 74 | 43 | 3 | 30 | 16 | 2 | 24 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 57 | 979 | 23 | 45 | 1503 | 74 | 43 | 3 | 30 | 16 | 2 | 24 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 57 | 979 | 23 | 45 | 1503 | 74 | 43 | 3 | 30 | 16 | 2 | 24 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.85 | 0.95 | 0.87 | 0.87 | 0.91 | 0.91 | 0.91 |
| Lanes: | 1.00 | 1.95 | 0.05 | 1.00 | 2.00 | 1.00 | 1.00 | 0.10 | 0.90 | 0.38 | 0.05 | 0.57 |
| Final Sat.: | 1805 | 3515 | 84 | 1805 | 3610 | 1615 | 1805 | 159 | 1484 | 645 | 86 | 989 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.03 | 0.28 | 0.28 | 0.02 | 0.42 | 0.05 | 0.02 | 0.02 | 0.02 | 0.02 | 0.02 | 0.02 |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | |
| Green/Cycle: | 0.06 | 0.73 | 0.73 | 0.06 | 0.74 | 0.74 | 0.04 | 0.04 | 0.04 | 0.04 | 0.04 | 0.04 |
| Volume/Cap: | 0.56 | 0.38 | 0.38 | 0.38 | 0.56 | 0.06 | 0.56 | 0.48 | 0.48 | 0.56 | 0.56 | 0.56 |
| Delay/Veh: | 53.1 | 5.2 | 5.2 | 46.9 | 6.2 | 3.6 | 56.5 | 52.1 | 52.1 | 56.4 | 56.4 | 56.4 |
| 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: | 53.1 | 5.2 | 5.2 | 46.9 | 6.2 | 3.6 | 56.5 | 52.1 | 52.1 | 56.4 | 56.4 | 56.4 |
| LOS by Move: | D | A | A | D | A | A | E | D | D | E | E | E |
| HCM2kAvgQ: | 3 | 6 | 6 | 2 | 11 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |

Note: Queue reported is the number of cars per lane.





PM Cumulative Plus MitigateThu May 7, 2009 15:27:05 Page 87-1

Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #85 White Rock Rd/ Windfield Way

Cycle (sec): 100 Critical Vol./Cap. (X): 0.982
Loss Time (sec): 9 Average Delay (sec/veh): 49.0
Optimal Cycle: 174 Level Of Service: D

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Permitted | | | Permitted | | | Protected | | | Protected | | |
| Rights: | Ovl | | | Ovl | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 0 1 | 0 | 0 1 | 0 1 | 0 | 0 1 | 1 0 | 1 | 1 0 | 1 0 | 1 | 0 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 572 | 56 | 69 | 0 | 56 | 134 | 42 | 451 | 285 | 263 | 843 | 1 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 572 | 56 | 69 | 0 | 56 | 134 | 42 | 451 | 285 | 263 | 843 | 1 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 609 | 60 | 73 | 0 | 60 | 143 | 45 | 480 | 303 | 280 | 897 | 1 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 609 | 60 | 73 | 0 | 60 | 143 | 45 | 480 | 303 | 280 | 897 | 1 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 609 | 60 | 73 | 0 | 60 | 143 | 45 | 480 | 303 | 280 | 897 | 1 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.69 | 0.69 | 0.85 | 1.00 | 1.00 | 0.85 | 0.95 | 0.89 | 0.89 | 0.95 | 0.95 | 0.95 |
| Lanes: | 0.91 | 0.09 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.23 | 0.77 | 1.00 | 1.99 | 0.01 |
| Final Sat.: | 1198 | 117 | 1615 | 0 | 1900 | 1615 | 1805 | 2084 | 1317 | 1805 | 3606 | 4 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.51 | 0.51 | 0.05 | 0.00 | 0.03 | 0.09 | 0.02 | 0.23 | 0.23 | 0.16 | 0.25 | 0.25 |
| Crit Moves: | | **** | | | | | | **** | | **** | | |
| Green/Cycle: | 0.52 | 0.52 | 0.68 | 0.00 | 0.52 | 0.55 | 0.04 | 0.23 | 0.23 | 0.16 | 0.36 | 0.36 |
| Volume/Cap: | 0.98 | 0.98 | 0.07 | 0.00 | 0.06 | 0.16 | 0.70 | 0.98 | 0.98 | 0.98 | 0.70 | 0.70 |
| Delay/Veh: | 53.5 | 53.5 | 5.5 | 0.0 | 12.0 | 11.0 | 76.2 | 65.3 | 65.3 | 90.1 | 29.2 | 29.2 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 53.5 | 53.5 | 5.5 | 0.0 | 12.0 | 11.0 | 76.2 | 65.3 | 65.3 | 90.1 | 29.2 | 29.2 |
| LOS by Move: | D | D | A | A | B | B | E | E | E | F | C | C |
| HCM2kAvgQ: | 27 | 27 | 1 | 0 | 1 | 2 | 1 | 15 | 15 | 11 | 12 | 12 |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #86 White Rock Rd/ Latrobe Rd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.819
Loss Time (sec): 12 Average Delay (sec/veh): 33.5
Optimal Cycle: 87 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Include | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 4 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 1 | 1 0 | 2 | 0 | 2 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 132 | 1775 | 703 | | 308 | 762 | 414 | | 51 | 564 | 42 | | 353 | 532 | 214 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 132 | 1775 | 703 | | 308 | 762 | 414 | | 51 | 564 | 42 | | 353 | 532 | 214 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 140 | 1888 | 748 | | 328 | 811 | 440 | | 54 | 600 | 45 | | 376 | 566 | 228 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 140 | 1888 | 748 | | 328 | 811 | 440 | | 54 | 600 | 45 | | 376 | 566 | 228 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 140 | 1888 | 748 | | 328 | 811 | 440 | | 54 | 600 | 45 | | 376 | 566 | 228 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.91 | 0.85 | | 0.92 | 0.91 | 0.85 | | 0.92 | 0.94 | 0.94 | | 0.92 | 0.95 | 0.85 | |
| Lanes: | 2.00 | 4.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 1.86 | 0.14 | | 2.00 | 2.00 | 1.00 | |
| Final Sat.: | 3502 | 6916 | 1615 | | 3502 | 5187 | 1615 | | 3502 | 3326 | 248 | | 3502 | 3610 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.04 | 0.27 | 0.46 | | 0.09 | 0.16 | 0.27 | | 0.02 | 0.18 | 0.18 | | 0.11 | 0.16 | 0.14 | |
| Crit Moves: | | | **** | | **** | | | | | **** | | | **** | | | |
| Green/Cycle: | 0.07 | 0.43 | 0.57 | | 0.11 | 0.47 | 0.51 | | 0.03 | 0.22 | 0.22 | | 0.13 | 0.32 | 0.43 | |
| Volume/Cap: | 0.54 | 0.63 | 0.82 | | 0.82 | 0.33 | 0.54 | | 0.49 | 0.82 | 0.82 | | 0.82 | 0.49 | 0.32 | |
| Delay/Veh: | 55.9 | 26.8 | 27.0 | | 64.5 | 19.7 | 20.8 | | 60.6 | 51.3 | 51.3 | | 61.9 | 33.3 | 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: | 55.9 | 26.8 | 27.0 | | 64.5 | 19.7 | 20.8 | | 60.6 | 51.3 | 51.3 | | 61.9 | 33.3 | 22.7 | |
| LOS by Move: | E | C | C | | E | B | C | | E | D | D | | E | C | C | |
| HCM2kAvgQ: | 3 | 15 | 24 | | 6 | 6 | 11 | | 1 | 11 | 11 | | 7 | 8 | 5 | |

Note: Queue reported is the number of cars per lane.





PM Cumulative Plus MitigateThu May 7, 2009 15:27:05 Page 89-1

Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #87 White Rock Rd/ Valley View Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 1.057
Loss Time (sec): 12 Average Delay (sec/veh): 61.8
Optimal Cycle: 180 Level Of Service: E

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Split Phase | | | | Split Phase | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 1 | 0 | 0 1 | 1 | 0 | 0 | 1 0 | 1 | 0 | 1 | 1 0 | 1 | 0 | 1 | 1 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 159 | 22 | 580 | | 180 | 39 | 53 | | 61 | 1272 | 199 | | 396 | 910 | 84 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 159 | 22 | 580 | | 180 | 39 | 53 | | 61 | 1272 | 199 | | 396 | 910 | 84 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 169 | 23 | 617 | | 191 | 41 | 56 | | 65 | 1353 | 212 | | 421 | 968 | 89 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 169 | 23 | 617 | | 191 | 41 | 56 | | 65 | 1353 | 212 | | 421 | 968 | 89 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 169 | 23 | 617 | | 191 | 41 | 56 | | 65 | 1353 | 212 | | 421 | 968 | 89 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.96 | 0.96 | 0.85 | | 0.95 | 0.91 | 0.91 | | 0.95 | 0.93 | 0.93 | | 0.95 | 0.94 | 0.94 | |
| Lanes: | 0.88 | 0.12 | 1.00 | | 1.00 | 0.42 | 0.58 | | 1.00 | 1.73 | 0.27 | | 1.00 | 1.83 | 0.17 | |
| Final Sat.: | 1599 | 221 | 1615 | | 1805 | 736 | 1000 | | 1805 | 3059 | 479 | | 1805 | 3262 | 301 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.11 | 0.11 | 0.38 | | 0.11 | 0.06 | 0.06 | | 0.04 | 0.44 | 0.44 | | 0.23 | 0.30 | 0.30 | |
| Crit Moves: | | | | | **** | **** | | | | **** | | | **** | | | |
| Green/Cycle: | 0.14 | 0.14 | 0.36 | | 0.10 | 0.10 | 0.10 | | 0.07 | 0.42 | 0.42 | | 0.22 | 0.57 | 0.57 | |
| Volume/Cap: | 0.75 | 0.75 | 1.06 | | 1.06 | 0.56 | 0.56 | | 0.52 | 1.06 | 1.06 | | 1.06 | 0.52 | 0.52 | |
| Delay/Veh: | 53.1 | 53.1 | 85.3 | | 127.9 | 47.0 | 47.0 | | 48.8 | 69.3 | 69.3 | | 100.0 | 13.4 | 13.4 | |
| 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: | 53.1 | 53.1 | 85.3 | | 127.9 | 47.0 | 47.0 | | 48.8 | 69.3 | 69.3 | | 100.0 | 13.4 | 13.4 | |
| LOS by Move: | D | D | F | | F | D | D | | D | E | E | | F | B | B | |
| HCM2kAvgQ: | 7 | 7 | 28 | | 11 | 4 | 4 | | 2 | 32 | 32 | | 18 | 10 | 10 | |

Note: Queue reported is the number of cars per lane.

Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #88 El Dorado Hills Blvd/Serrano Prky

Cycle (sec): 100 Critical Vol./Cap. (X): 0.844
Loss Time (sec): 12 Average Delay (sec/veh): 27.6
Optimal Cycle: 89 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Split Phase | | | | Split Phase | | | |
| Rights: | Ignore | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 1 | 0 | 2 | 0 1 | 1 | 0 | 1 | 1 0 | 1 | 0 | 0 | 1 0 | 1 | 0 | 1! | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 134 | 1657 | 726 | | 25 | 945 | 35 | | 28 | 47 | 42 | | 459 | 35 | 50 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 134 | 1657 | 726 | | 25 | 945 | 35 | | 28 | 47 | 42 | | 459 | 35 | 50 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 143 | 1763 | 0 | | 27 | 1005 | 37 | | 30 | 50 | 45 | | 488 | 37 | 53 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 143 | 1763 | 0 | | 27 | 1005 | 37 | | 30 | 50 | 45 | | 488 | 37 | 53 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 143 | 1763 | 0 | | 27 | 1005 | 37 | | 30 | 50 | 45 | | 488 | 37 | 53 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.95 | 0.95 | 1.00 | | 0.95 | 0.95 | 0.95 | | 0.95 | 0.93 | 0.93 | | 0.95 | 0.95 | 0.95 | |
| Lanes: | 1.00 | 2.00 | 1.00 | | 1.00 | 1.93 | 0.07 | | 1.00 | 0.53 | 0.47 | | 1.73 | 0.11 | 0.16 | |
| Final Sat.: | 1805 | 3610 | 1900 | | 1805 | 3464 | 128 | | 1805 | 932 | 833 | | 3111 | 200 | 286 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.08 | 0.49 | 0.00 | | 0.01 | 0.29 | 0.29 | | 0.02 | 0.05 | 0.05 | | 0.16 | 0.19 | 0.19 | |
| Crit Moves: | | **** | | | **** | | | | | **** | | | | | **** | |
| Green/Cycle: | 0.13 | 0.58 | 0.00 | | 0.02 | 0.47 | 0.47 | | 0.06 | 0.06 | 0.06 | | 0.22 | 0.22 | 0.22 | |
| Volume/Cap: | 0.62 | 0.84 | 0.00 | | 0.84 | 0.62 | 0.62 | | 0.26 | 0.84 | 0.84 | | 0.71 | 0.84 | 0.84 | |
| Delay/Veh: | 46.4 | 20.7 | 0.0 | | 146.2 | 20.6 | 20.6 | | 45.8 | 87.4 | 87.4 | | 39.0 | 46.7 | 46.7 | |
| 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: | 46.4 | 20.7 | 0.0 | | 146.2 | 20.6 | 20.6 | | 45.8 | 87.4 | 87.4 | | 39.0 | 46.7 | 46.7 | |
| LOS by Move: | D | C | A | | F | C | C | | D | F | F | | D | D | D | |
| HCM2kAvgQ: | 4 | 23 | 0 | | 2 | 13 | 13 | | 1 | 5 | 5 | | 9 | 13 | 13 | |

Note: Queue reported is the number of cars per lane.





Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #89 El Dorado Hills Blvd/Saratoga Way

Cycle (sec): 100 Critical Vol./Cap. (X): 0.939
Loss Time (sec): 12 Average Delay (sec/veh): 44.4
Optimal Cycle: 131 Level Of Service: D

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Split Phase | | | | Split Phase | | | |
| Rights: | Include | | | | Include | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 2 | 1 0 | 1 | 0 | 2 | 1 0 | 1 | 1 | 0 | 0 2 | 0 | 1 | 0 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 731 | 1322 | 0 | | 260 | 1006 | 206 | | 820 | 47 | 404 | | 0 | 44 | 377 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 731 | 1322 | 0 | | 260 | 1006 | 206 | | 820 | 47 | 404 | | 0 | 44 | 377 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 778 | 1406 | 0 | | 277 | 1070 | 219 | | 872 | 50 | 430 | | 0 | 47 | 401 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 778 | 1406 | 0 | | 277 | 1070 | 219 | | 872 | 50 | 430 | | 0 | 47 | 401 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 778 | 1406 | 0 | | 277 | 1070 | 219 | | 872 | 50 | 430 | | 0 | 47 | 401 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.91 | 0.91 | | 0.95 | 0.89 | 0.89 | | 0.96 | 0.96 | 0.75 | | 1.00 | 1.00 | 0.85 | |
| Lanes: | 2.00 | 3.00 | 0.00 | | 1.00 | 2.49 | 0.51 | | 1.89 | 0.11 | 2.00 | | 0.00 | 1.00 | 1.00 | |
| Final Sat.: | 3502 | 5187 | 0 | | 1805 | 4198 | 860 | | 3432 | 197 | 2842 | | 0 | 1900 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.22 | 0.27 | 0.00 | | 0.15 | 0.25 | 0.25 | | 0.25 | 0.25 | 0.15 | | 0.00 | 0.02 | 0.25 | |
| Crit Moves: | **** | | | | | **** | | | **** | | | | | | **** | |
| Green/Cycle: | 0.24 | 0.32 | 0.00 | | 0.18 | 0.27 | 0.27 | | 0.27 | 0.27 | 0.51 | | 0.00 | 0.10 | 0.28 | |
| Volume/Cap: | 0.94 | 0.84 | 0.00 | | 0.84 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.30 | | 0.00 | 0.24 | 0.87 | |
| Delay/Veh: | 55.6 | 35.1 | 0.0 | | 56.0 | 48.1 | 48.1 | | 51.7 | 51.7 | 14.4 | | 0.0 | 42.1 | 50.5 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 55.6 | 35.1 | 0.0 | | 56.0 | 48.1 | 48.1 | | 51.7 | 51.7 | 14.4 | | 0.0 | 42.1 | 50.5 | |
| LOS by Move: | E | D | A | | E | D | D | | D | D | B | | A | D | D | |
| HCM2kAvgQ: | 14 | 15 | 0 | | 9 | 16 | 16 | | 13 | 13 | 4 | | 0 | 2 | 15 | |

Note: Queue reported is the number of cars per lane.

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Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #90 El Dorado Hills Blvd/Park Drive

Cycle (sec): 100 Critical Vol./Cap. (X): 0.800
Loss Time (sec): 12 Average Delay (sec/veh): 26.8
Optimal Cycle: 77 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Split Phase | | | | Split Phase | | | |
| Rights: | Include | | | | Ovl | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 2 | 1 0 | 1 | 0 | 3 | 0 1 | 1 | 1 | 0 | 0 2 | 1 | 1 | 1 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 1111 | 1709 | 336 | | 82 | 719 | 433 | | 167 | 17 | 52 | | 245 | 52 | 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: | 1111 | 1709 | 336 | | 82 | 719 | 433 | | 167 | 17 | 52 | | 245 | 52 | 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: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 1182 | 1818 | 357 | | 87 | 765 | 461 | | 178 | 18 | 55 | | 261 | 55 | 131 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 1182 | 1818 | 357 | | 87 | 765 | 461 | | 178 | 18 | 55 | | 261 | 55 | 131 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 1182 | 1818 | 357 | | 87 | 765 | 461 | | 178 | 18 | 55 | | 261 | 55 | 131 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.89 | 0.89 | | 0.95 | 0.91 | 0.85 | | 0.96 | 0.96 | 0.75 | | 0.91 | 0.91 | 0.85 | |
| Lanes: | 2.00 | 2.51 | 0.49 | | 1.00 | 3.00 | 1.00 | | 1.82 | 0.18 | 2.00 | | 2.00 | 1.00 | 1.00 | |
| Final Sat.: | 3502 | 4226 | 831 | | 1805 | 5187 | 1615 | | 3301 | 336 | 2842 | | 3466 | 1733 | 1615 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.34 | 0.43 | 0.43 | | 0.05 | 0.15 | 0.29 | | 0.05 | 0.05 | 0.02 | | 0.08 | 0.03 | 0.08 | |
| Crit Moves: | **** | | | | | | **** | | **** | | | | | | **** | |
| Green/Cycle: | 0.42 | 0.64 | 0.64 | | 0.07 | 0.29 | 0.36 | | 0.07 | 0.07 | 0.07 | | 0.10 | 0.10 | 0.10 | |
| Volume/Cap: | 0.80 | 0.67 | 0.67 | | 0.67 | 0.51 | 0.80 | | 0.80 | 0.80 | 0.29 | | 0.74 | 0.32 | 0.80 | |
| Delay/Veh: | 28.4 | 12.0 | 12.0 | | 58.3 | 29.9 | 36.8 | | 62.8 | 62.8 | 45.2 | | 50.6 | 41.9 | 67.6 | |
| 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: | 28.4 | 12.0 | 12.0 | | 58.3 | 29.9 | 36.8 | | 62.8 | 62.8 | 45.2 | | 50.6 | 41.9 | 67.6 | |
| LOS by Move: | C | B | B | | E | C | D | | E | E | D | | D | D | E | |
| HCM2kAvgQ: | 16 | 15 | 15 | | 2 | 7 | 12 | | 5 | 5 | 1 | | 6 | 2 | 6 | |

Note: Queue reported is the number of cars per lane.





PM Cumulative Plus MitigateThu May 7, 2009 15:27:05 Page 93-1

Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #91 Latrobe Rd/ Town Center Blvd

Cycle (sec): 100 Critical Vol./Cap. (X): 1.124
Loss Time (sec): 12 Average Delay (sec/veh): 80.7
Optimal Cycle: 180 Level Of Service: F

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 4 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 1 | 1 0 | 1 | 0 | 0 | 1 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 43 | 2046 | 95 | | 584 | 1219 | 232 | | 765 | 85 | 152 | | 181 | 21 | 787 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 43 | 2046 | 95 | | 584 | 1219 | 232 | | 765 | 85 | 152 | | 181 | 21 | 787 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 46 | 2177 | 101 | | 621 | 1297 | 247 | | 814 | 90 | 162 | | 193 | 22 | 837 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 46 | 2177 | 101 | | 621 | 1297 | 247 | | 814 | 90 | 162 | | 193 | 22 | 837 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| 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: | 46 | 2177 | 101 | | 621 | 1297 | 247 | | 814 | 90 | 162 | | 193 | 22 | 837 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.92 | 0.91 | 0.85 | | 0.92 | 0.91 | 0.85 | | 0.92 | 0.86 | 0.86 | | 0.95 | 0.85 | 0.85 | |
| Lanes: | 2.00 | 4.00 | 1.00 | | 2.00 | 3.00 | 1.00 | | 2.00 | 1.00 | 1.00 | | 1.00 | 0.05 | 1.95 | |
| Final Sat.: | 3502 | 6916 | 1615 | | 3502 | 5187 | 1615 | | 3502 | 1632 | 1632 | | 1805 | 84 | 3161 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.01 | 0.31 | 0.06 | | 0.18 | 0.25 | 0.15 | | 0.23 | 0.06 | 0.10 | | 0.11 | 0.26 | 0.26 | |
| Crit Moves: | | **** | | | **** | | | | **** | | | | | **** | | |
| Green/Cycle: | 0.02 | 0.28 | 0.28 | | 0.16 | 0.42 | 0.42 | | 0.21 | 0.21 | 0.21 | | 0.23 | 0.24 | 0.24 | |
| Volume/Cap: | 0.60 | 1.12 | 0.22 | | 1.12 | 0.60 | 0.37 | | 1.12 | 0.26 | 0.47 | | 0.47 | 1.12 | 1.12 | |
| Delay/Veh: | 61.2 | 99.4 | 27.9 | | 119.4 | 23.2 | 20.5 | | 112.8 | 32.9 | 35.0 | | 34.1 | 111 | 110.6 | |
| 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: | 61.2 | 99.4 | 27.9 | | 119.4 | 23.2 | 20.5 | | 112.8 | 32.9 | 35.0 | | 34.1 | 111 | 110.6 | |
| LOS by Move: | E | F | C | | F | C | C | | F | C | D | | C | F | F | |
| HCM2kAvgQ: | 1 | 27 | 2 | | 15 | 11 | 5 | | 22 | 3 | 5 | | 5 | 23 | 23 | |

Note: Queue reported is the number of cars per lane.

PM Cumulative Plus MitigateThu May 7, 2009 15:27:05 Page 94-1

Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #92 Hazel Blvd/ Tributary- WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 1.260
Loss Time (sec): 9 Average Delay (sec/veh): 102.8
Optimal Cycle: 180 Level Of Service: F

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Ignore | | | | Include | | | | Ovl | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 3 | 0 1 | 0 | 0 | 3 | 1 0 | 0 | 0 | 0 | 0 1 | 1 | 1 | 0 | 0 2 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 208 | 3925 | 323 | 0 | 2460 | 82 | 0 | 0 | 626 | 81 | 221 | 994 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 208 | 3925 | 323 | 0 | 2460 | 82 | 0 | 0 | 626 | 81 | 221 | 994 | | | | |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.94 | 0.94 | 0.00 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | | | | |
| PHF Volume: | 221 | 4176 | 0 | 0 | 2617 | 87 | 0 | 0 | 666 | 86 | 235 | 1057 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 221 | 4176 | 0 | 0 | 2617 | 87 | 0 | 0 | 666 | 86 | 235 | 1057 | | | | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| FinalVolume: | 221 | 4176 | 0 | 0 | 2617 | 87 | 0 | 0 | 666 | 86 | 235 | 1057 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 0.92 | 0.91 | 1.00 | 1.00 | 0.91 | 0.91 | 1.00 | 1.00 | 0.87 | 0.87 | 0.87 | 0.75 | | | | |
| Lanes: | 2.00 | 3.00 | 1.00 | 0.00 | 3.87 | 0.13 | 0.00 | 0.00 | 1.00 | 1.00 | 1.00 | 2.00 | | | | |
| Final Sat.: | 3502 | 5187 | 1900 | 0 | 6659 | 222 | 0 | 0 | 1644 | 1655 | 1655 | 2842 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.06 | 0.80 | 0.00 | 0.00 | 0.39 | 0.39 | 0.00 | 0.00 | 0.41 | 0.05 | 0.14 | 0.37 | | | | |
| Crit Moves: | | **** | | **** | | | | | **** | | | | | | | |
| Green/Cycle: | 0.09 | 0.64 | 0.00 | 0.00 | 0.55 | 0.55 | 0.00 | 0.00 | 0.36 | 0.27 | 0.27 | 0.27 | | | | |
| Volume/Cap: | 0.71 | 1.26 | 0.00 | 0.00 | 0.71 | 0.71 | 0.00 | 0.00 | 1.13 | 0.19 | 0.52 | 1.37 | | | | |
| Delay/Veh: | 52.0 | 138 | 0.0 | 0.0 | 17.3 | 17.3 | 0.0 | 0.0 | 108.9 | 28.1 | 31.8 | 211.6 | | | | |
| 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: | 52.0 | 138 | 0.0 | 0.0 | 17.3 | 17.3 | 0.0 | 0.0 | 108.9 | 28.1 | 31.8 | 211.6 | | | | |
| LOS by Move: | D | F | A | A | B | B | A | A | F | C | C | F | | | | |
| HCM2kAvgQ: | 3 | 82 | 0 | 0 | 17 | 17 | 0 | 0 | 33 | 2 | 7 | 40 | | | | |

Note: Queue reported is the number of cars per lane.





PM Cumulative Plus MitigateThu May 7, 2009 15:27:05 Page 95-1

Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #93 Hazel Ave/ EB US-50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 1.384
Loss Time (sec): 6 Average Delay (sec/veh): 147.7
Optimal Cycle: 180 Level Of Service: F

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Ignore | | | | Ignore | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 | 3 | 0 1 | 0 | 0 | 3 | 0 1 | 3 | 0 | 0 | 0 2 | 0 | 0 | 0 | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 2261 | 224 | 0 | 1114 | 1047 | 2163 | 0 | 841 | 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 | 2261 | 224 | 0 | 1114 | 1047 | 2163 | 0 | 841 | 0 | 0 | 0 | | | | |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.94 | 0.94 | 0.00 | 0.94 | 0.94 | 0.00 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | | | | |
| PHF Volume: | 0 | 2405 | 0 | 0 | 1185 | 0 | 2301 | 0 | 895 | 0 | 0 | 0 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 0 | 2405 | 0 | 0 | 1185 | 0 | 2301 | 0 | 895 | 0 | 0 | 0 | | | | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| FinalVolume: | 0 | 2405 | 0 | 0 | 1185 | 0 | 2301 | 0 | 895 | 0 | 0 | 0 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 1.00 | 0.91 | 1.00 | 1.00 | 0.91 | 1.00 | 0.48 | 1.00 | 0.75 | 1.00 | 1.00 | 1.00 | | | | |
| Lanes: | 0.00 | 3.00 | 1.00 | 0.00 | 3.00 | 1.00 | 3.00 | 0.00 | 2.00 | 0.00 | 0.00 | 0.00 | | | | |
| Final Sat.: | 0 | 5187 | 1900 | 0 | 5187 | 1900 | 2748 | 0 | 2842 | 0 | 0 | 0 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.46 | 0.00 | 0.00 | 0.23 | 0.00 | 0.84 | 0.00 | 0.31 | 0.00 | 0.00 | 0.00 | | | | |
| Crit Moves: | | **** | | | | | **** | | | | | | | | | |
| Green/Cycle: | 0.00 | 0.34 | 0.00 | 0.00 | 0.34 | 0.00 | 0.60 | 0.00 | 0.60 | 0.00 | 0.00 | 0.00 | | | | |
| Volume/Cap: | 0.00 | 1.38 | 0.00 | 0.00 | 0.68 | 0.00 | 1.38 | 0.00 | 0.52 | 0.00 | 0.00 | 0.00 | | | | |
| Delay/Veh: | 0.0 | 210 | 0.0 | 0.0 | 29.8 | 0.0 | 196.4 | 0.0 | 11.7 | 0.0 | 0.0 | 0.0 | | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| AdjDel/Veh: | 0.0 | 210 | 0.0 | 0.0 | 29.8 | 0.0 | 196.4 | 0.0 | 11.7 | 0.0 | 0.0 | 0.0 | | | | |
| LOS by Move: | A | F | A | A | C | A | F | A | B | A | A | A | | | | |
| HCM2kAvgQ: | 0 | 56 | 0 | 0 | 11 | 0 | 53 | 0 | 9 | 0 | 0 | 0 | | | | |

Note: Queue reported is the number of cars per lane.

Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #94 Folsom Blvd/ WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.575
Loss Time (sec): 9 Average Delay (sec/veh): 10.7
Optimal Cycle: 39 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Permitted | | | Permitted | | |
| Rights: | Include | | | Ignore | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 | 0 3 | 0 0 | 0 | 0 3 | 0 1 | 1 | 0 1! | 0 1 | 0 | 0 0 | 0 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 111 | 2161 | 0 | 0 | 991 | 1699 | 166 | 0 | 138 | 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: | 111 | 2161 | 0 | 0 | 991 | 1699 | 166 | 0 | 138 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.00 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 118 | 2299 | 0 | 0 | 1054 | 0 | 177 | 0 | 147 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 118 | 2299 | 0 | 0 | 1054 | 0 | 177 | 0 | 147 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 118 | 2299 | 0 | 0 | 1054 | 0 | 177 | 0 | 147 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.91 | 1.00 | 1.00 | 0.91 | 1.00 | 0.75 | 1.00 | 0.75 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 3.00 | 0.00 | 0.00 | 3.00 | 1.00 | 1.55 | 0.00 | 1.45 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 1805 | 5187 | 0 | 0 | 5187 | 1900 | 2201 | 0 | 2070 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.07 | 0.44 | 0.00 | 0.00 | 0.20 | 0.00 | 0.08 | 0.00 | 0.07 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | | **** | | **** | | | **** | | | | | |
| Green/Cycle: | 0.19 | 0.77 | 0.00 | 0.00 | 0.58 | 0.00 | 0.14 | 0.00 | 0.14 | 0.00 | 0.00 | 0.00 |
| Volume/Cap: | 0.35 | 0.58 | 0.00 | 0.00 | 0.35 | 0.00 | 0.58 | 0.00 | 0.51 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 35.9 | 4.9 | 0.0 | 0.0 | 11.0 | 0.0 | 41.7 | 0.0 | 40.5 | 0.0 | 0.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 35.9 | 4.9 | 0.0 | 0.0 | 11.0 | 0.0 | 41.7 | 0.0 | 40.5 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | D | A | A | A | B | A | D | A | D | A | A | A |
| HCM2kAvgQ: | 3 | 10 | 0 | 0 | 6 | 0 | 4 | 0 | 4 | 0 | 0 | 0 |

Note: Queue reported is the number of cars per lane.





Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #95 Folsom Blvd/ EB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.670
Loss Time (sec): 12 Average Delay (sec/veh): 30.2
Optimal Cycle: 56 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Protected | | | Protected | | | Protected | | | Protected | | |
| Rights: | Include | | | Include | | | Ignore | | | Ovl | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 1 | 0 2 | 0 1 | 1 | 0 2 | 0 1 | 3 | 0 1 | 0 1 | 1 | 0 0 | 0 1 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 163 | 876 | 105 | 117 | 774 | 237 | 1132 | 133 | 26 | 124 | 0 | 160 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 163 | 876 | 105 | 117 | 774 | 237 | 1132 | 133 | 26 | 124 | 0 | 160 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.00 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 173 | 932 | 112 | 124 | 823 | 252 | 1204 | 141 | 0 | 132 | 0 | 170 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 173 | 932 | 112 | 124 | 823 | 252 | 1204 | 141 | 0 | 132 | 0 | 170 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 173 | 932 | 112 | 124 | 823 | 252 | 1204 | 141 | 0 | 132 | 0 | 170 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.95 | 0.85 | 0.95 | 0.95 | 0.85 | 0.92 | 1.00 | 1.00 | 0.95 | 1.00 | 0.85 |
| Lanes: | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 3.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 |
| Final Sat.: | 1805 | 3610 | 1615 | 1805 | 3610 | 1615 | 5253 | 1900 | 1900 | 1805 | 0 | 1615 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.10 | 0.26 | 0.07 | 0.07 | 0.23 | 0.16 | 0.23 | 0.07 | 0.00 | 0.07 | 0.00 | 0.11 |
| Crit Moves: | **** | | | | **** | | **** | | | | | **** |
| Green/Cycle: | 0.14 | 0.38 | 0.38 | 0.10 | 0.34 | 0.34 | 0.34 | 0.20 | 0.00 | 0.20 | 0.00 | 0.30 |
| Volume/Cap: | 0.67 | 0.68 | 0.18 | 0.68 | 0.67 | 0.46 | 0.67 | 0.37 | 0.00 | 0.37 | 0.00 | 0.35 |
| Delay/Veh: | 47.3 | 27.1 | 20.7 | 52.9 | 29.6 | 26.4 | 29.1 | 35.2 | 0.0 | 35.5 | 0.0 | 28.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 47.3 | 27.1 | 20.7 | 52.9 | 29.6 | 26.4 | 29.1 | 35.2 | 0.0 | 35.5 | 0.0 | 28.0 |
| LOS by Move: | D | C | C | D | C | C | C | D | A | D | A | C |
| HCM2kAvgQ: | 6 | 13 | 2 | 4 | 11 | 6 | 11 | 4 | 0 | 3 | 0 | 4 |

Note: Queue reported is the number of cars per lane.

Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #96 Prairie City/ WB US 50 Ramps

| | | | |
|---|---|---|---|
| Cycle (sec): | 100 | Critical Vol./Cap. (X): | 0.619 |
| Loss Time (sec): | 6 | Average Delay (sec/veh): | 12.7 |
| Optimal Cycle: | 34 | Level Of Service: | B |

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Ignore | | | | Ignore | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1445 | 341 | | 0 | 1232 | 356 | | 0 | 0 | 0 | | 113 | 0 | 418 | |
| Growth Adj: | 1.00 | 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 | 1445 | 341 | | 0 | 1232 | 356 | | 0 | 0 | 0 | | 113 | 0 | 418 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 0 | 1537 | 0 | | 0 | 1311 | 0 | | 0 | 0 | 0 | | 120 | 0 | 445 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 1537 | 0 | | 0 | 1311 | 0 | | 0 | 0 | 0 | | 120 | 0 | 445 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 1537 | 0 | | 0 | 1311 | 0 | | 0 | 0 | 0 | | 120 | 0 | 445 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.95 | 1.00 | | 1.00 | 0.95 | 1.00 | | 1.00 | 1.00 | 1.00 | | 0.60 | 1.00 | 0.75 | |
| Lanes: | 0.00 | 2.00 | 1.00 | | 0.00 | 2.00 | 1.00 | | 0.00 | 0.00 | 0.00 | | 2.00 | 0.00 | 2.00 | |
| Final Sat.: | 0 | 3610 | 1900 | | 0 | 3610 | 1900 | | 0 | 0 | 0 | | 2274 | 0 | 2842 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.43 | 0.00 | | 0.00 | 0.36 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.05 | 0.00 | 0.16 | |
| Crit Moves: | | **** | | | | | | | | | | | | | **** | |
| Green/Cycle: | 0.00 | 0.69 | 0.00 | | 0.00 | 0.69 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.25 | 0.00 | 0.25 | |
| Volume/Cap: | 0.00 | 0.62 | 0.00 | | 0.00 | 0.53 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.21 | 0.00 | 0.62 | |
| Delay/Veh: | 0.0 | 9.0 | 0.0 | | 0.0 | 7.9 | 0.0 | | 0.0 | 0.0 | 0.0 | | 29.7 | 0.0 | 34.8 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 9.0 | 0.0 | | 0.0 | 7.9 | 0.0 | | 0.0 | 0.0 | 0.0 | | 29.7 | 0.0 | 34.8 | |
| LOS by Move: | A | A | A | | A | A | A | | A | A | A | | C | A | C | |
| HCM2kAvgQ: | 0 | 13 | 0 | | 0 | 10 | 0 | | 0 | 0 | 0 | | 2 | 0 | 8 | |

Note: Queue reported is the number of cars per lane.





Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #97 Prairie City/ EB US 50 Ramps

| | | | |
|---|---|---|---|
| Cycle (sec): | 100 | Critical Vol./Cap. (X): | 0.652 |
| Loss Time (sec): | 6 | Average Delay (sec/veh): | 12.2 |
| Optimal Cycle: | 37 | Level Of Service: | B |

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 2 | 0 | 1 | 1 | 1 | 0 | 0 | 2 | |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1621 | 336 | | 0 | 1346 | 0 | | 438 | 2 | 292 | | 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 | 1621 | 336 | | 0 | 1346 | 0 | | 438 | 2 | 292 | | 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: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 0 | 1724 | 357 | | 0 | 1432 | 0 | | 466 | 2 | 311 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 1724 | 357 | | 0 | 1432 | 0 | | 466 | 2 | 311 | | 0 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 1724 | 357 | | 0 | 1432 | 0 | | 466 | 2 | 311 | | 0 | 0 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.95 | 0.85 | | 1.00 | 0.95 | 1.00 | | 0.91 | 0.91 | 0.75 | | 1.00 | 1.00 | 1.00 | |
| Lanes: | 0.00 | 2.00 | 1.00 | | 0.00 | 2.00 | 1.00 | | 1.99 | 0.01 | 2.00 | | 0.00 | 0.00 | 0.00 | |
| Final Sat.: | 0 | 3610 | 1615 | | 0 | 3610 | 1900 | | 3442 | 16 | 2842 | | 0 | 0 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.48 | 0.22 | | 0.00 | 0.40 | 0.00 | | 0.14 | 0.14 | 0.11 | | 0.00 | 0.00 | 0.00 | |
| Crit Moves: | | **** | | | | | | | | **** | | | | | | |
| Green/Cycle: | 0.00 | 0.73 | 0.73 | | 0.00 | 0.73 | 0.00 | | 0.21 | 0.21 | 0.21 | | 0.00 | 0.00 | 0.00 | |
| Volume/Cap: | 0.00 | 0.65 | 0.30 | | 0.00 | 0.54 | 0.00 | | 0.65 | 0.65 | 0.53 | | 0.00 | 0.00 | 0.00 | |
| Delay/Veh: | 0.0 | 7.4 | 4.7 | | 0.0 | 6.2 | 0.0 | | 38.5 | 38.5 | 36.1 | | 0.0 | 0.0 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 7.4 | 4.7 | | 0.0 | 6.2 | 0.0 | | 38.5 | 38.5 | 36.1 | | 0.0 | 0.0 | 0.0 | |
| LOS by Move: | A | A | A | | A | A | A | | D | D | D | | A | A | A | |
| HCM2kAvgQ: | 0 | 14 | 4 | | 0 | 10 | 0 | | 8 | 8 | 5 | | 0 | 0 | 0 | |

Note: Queue reported is the number of cars per lane.

Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #98 East Bidwell St/ WB US 50 Ramps

| | | | |
|---|---|---|---|
| Cycle (sec): | 100 | Critical Vol./Cap. (X): | 0.774 |
| Loss Time (sec): | 6 | Average Delay (sec/veh): | 23.1 |
| Optimal Cycle: | 53 | Level Of Service: | C |

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Ignore | | | | Ignore | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 | 3 | 0 1 | 0 | 0 | 3 | 0 1 | 0 | 0 | 0 | 0 0 | 2 | 0 | 0 | 0 2 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1796 | 561 | | 0 | 1815 | 560 | | 0 | 0 | 0 | | 373 | 0 | 949 | |
| Growth Adj: | 1.00 | 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 | 1796 | 561 | | 0 | 1815 | 560 | | 0 | 0 | 0 | | 373 | 0 | 949 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 0 | 1911 | 0 | | 0 | 1931 | 0 | | 0 | 0 | 0 | | 397 | 0 | 1010 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 1911 | 0 | | 0 | 1931 | 0 | | 0 | 0 | 0 | | 397 | 0 | 1010 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 1911 | 0 | | 0 | 1931 | 0 | | 0 | 0 | 0 | | 397 | 0 | 1010 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.91 | 1.00 | | 1.00 | 0.91 | 1.00 | | 1.00 | 1.00 | 1.00 | | 0.59 | 1.00 | 0.75 | |
| Lanes: | 0.00 | 3.00 | 1.00 | | 0.00 | 3.00 | 1.00 | | 0.00 | 0.00 | 0.00 | | 2.00 | 0.00 | 2.00 | |
| Final Sat.: | 0 | 5187 | 1900 | | 0 | 5187 | 1900 | | 0 | 0 | 0 | | 2237 | 0 | 2842 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.37 | 0.00 | | 0.00 | 0.37 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.18 | 0.00 | 0.36 | |
| Crit Moves: | | | | | | **** | | | | | | | | | **** | |
| Green/Cycle: | 0.00 | 0.48 | 0.00 | | 0.00 | 0.48 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.46 | 0.00 | 0.46 | |
| Volume/Cap: | 0.00 | 0.77 | 0.00 | | 0.00 | 0.77 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.39 | 0.00 | 0.77 | |
| Delay/Veh: | 0.0 | 22.8 | 0.0 | | 0.0 | 23.0 | 0.0 | | 0.0 | 0.0 | 0.0 | | 18.0 | 0.0 | 25.6 | |
| 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: | 0.0 | 22.8 | 0.0 | | 0.0 | 23.0 | 0.0 | | 0.0 | 0.0 | 0.0 | | 18.0 | 0.0 | 25.6 | |
| LOS by Move: | A | C | A | | A | C | A | | A | A | A | | B | A | C | |
| HCM2kAvgQ: | 0 | 17 | 0 | | 0 | 18 | 0 | | 0 | 0 | 0 | | 4 | 0 | 16 | |

Note: Queue reported is the number of cars per lane.





Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #99 East Bidwell St/ EB US 50 Ramps

| | | | |
|---|---|---|---|
| Cycle (sec): | 100 | Critical Vol./Cap. (X): | 0.723 |
| Loss Time (sec): | 6 | Average Delay (sec/veh): | 20.1 |
| Optimal Cycle: | 45 | Level Of Service: | C |

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Ignore | | | | Ignore | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 0 | 0 | 3 | 0 1 | 0 | 0 | 3 | 0 1 | 2 | 0 | 0 | 0 2 | 0 | 0 | 0 | 0 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1721 | 927 | | 0 | 1840 | 347 | | 636 | 0 | 402 | | 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 | 1721 | 927 | | 0 | 1840 | 347 | | 636 | 0 | 402 | | 0 | 0 | 0 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 0 | 1831 | 0 | | 0 | 1957 | 0 | | 677 | 0 | 428 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 1831 | 0 | | 0 | 1957 | 0 | | 677 | 0 | 428 | | 0 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 1831 | 0 | | 0 | 1957 | 0 | | 677 | 0 | 428 | | 0 | 0 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.91 | 1.00 | | 1.00 | 0.91 | 1.00 | | 0.59 | 1.00 | 0.75 | | 1.00 | 1.00 | 1.00 | |
| Lanes: | 0.00 | 3.00 | 1.00 | | 0.00 | 3.00 | 1.00 | | 2.00 | 0.00 | 2.00 | | 0.00 | 0.00 | 0.00 | |
| Final Sat.: | 0 | 5187 | 1900 | | 0 | 5187 | 1900 | | 2241 | 0 | 2842 | | 0 | 0 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.35 | 0.00 | | 0.00 | 0.38 | 0.00 | | 0.30 | 0.00 | 0.15 | | 0.00 | 0.00 | 0.00 | |
| Crit Moves: | | | | | | **** | | | **** | | | | | | | |
| Green/Cycle: | 0.00 | 0.52 | 0.00 | | 0.00 | 0.52 | 0.00 | | 0.42 | 0.00 | 0.42 | | 0.00 | 0.00 | 0.00 | |
| Volume/Cap: | 0.00 | 0.68 | 0.00 | | 0.00 | 0.72 | 0.00 | | 0.72 | 0.00 | 0.36 | | 0.00 | 0.00 | 0.00 | |
| Delay/Veh: | 0.0 | 18.3 | 0.0 | | 0.0 | 19.3 | 0.0 | | 27.1 | 0.0 | 20.1 | | 0.0 | 0.0 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 18.3 | 0.0 | | 0.0 | 19.3 | 0.0 | | 27.1 | 0.0 | 20.1 | | 0.0 | 0.0 | 0.0 | |
| LOS by Move: | A | B | A | | A | B | A | | C | A | C | | A | A | A | |
| HCM2kAvgQ: | 0 | 14 | 0 | | 0 | 16 | 0 | | 10 | 0 | 5 | | 0 | 0 | 0 | |

Note: Queue reported is the number of cars per lane.

PM Cumulative Plus MitigateThu May 7, 2009 15:27:05 Page 102-1

Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #100 El Dorado Hills Blvd/ WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.669
Loss Time (sec): 0 Average Delay (sec/veh): 0.3
Optimal Cycle: 43 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Include | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 3260 | 0 | | 0 | 1206 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Initial Bse: | 0 | 3260 | 0 | | 0 | 1206 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 0 | 3468 | 0 | | 0 | 1283 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 3468 | 0 | | 0 | 1283 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 3468 | 0 | | 0 | 1283 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.91 | 1.00 | | 1.00 | 0.91 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Lanes: | 0.00 | 3.00 | 0.00 | | 0.00 | 3.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | |
| Final Sat.: | 0 | 5187 | 0 | | 0 | 5187 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.67 | 0.00 | | 0.00 | 0.25 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | |
| Crit Moves: | | **** | | | | | | | | | | | | | | |
| Green/Cycle: | 0.00 | 1.00 | 0.00 | | 0.00 | 1.00 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | |
| Volume/Cap: | 0.00 | 0.67 | 0.00 | | 0.00 | 0.25 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | |
| Delay/Veh: | 0.0 | 0.3 | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 0.3 | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | |
| LOS by Move: | A | A | A | | A | A | A | | A | A | A | | A | A | A | |
| HCM2kAvgQ: | 0 | 1 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |

Note: Queue reported is the number of cars per lane.





PM Cumulative Plus MitigateThu May 7, 2009 15:27:05 Page 103-1

Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #101 El Dorado Hills Blvd/ EB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.739
Loss Time (sec): 6 Average Delay (sec/veh): 3.7
Optimal Cycle: 47 Level Of Service: A

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - R | | L | - T | - R | | L | - T | - R | | L | - T | - R | |
| Control: | Protected | | | | Protected | | | | Permitted | | | | Permitted | | | |
| Rights: | Include | | | | Include | | | | Ignore | | | | Ignore | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 2 | 0 | 3 | 0 | 1 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 3109 | 335 | | 96 | 1104 | 0 | | 0 | 0 | 997 | | 0 | 0 | 677 | |
| Growth Adj: | 1.00 | 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 | 3109 | 335 | | 96 | 1104 | 0 | | 0 | 0 | 997 | | 0 | 0 | 677 | |
| User Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.00 | |
| PHF Volume: | 0 | 3307 | 356 | | 102 | 1174 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 3307 | 356 | | 102 | 1174 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | |
| FinalVolume: | 0 | 3307 | 356 | | 102 | 1174 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 0.97 | 0.91 | 0.85 | | 0.95 | 0.91 | 1.00 | | 1.00 | 1.00 | 0.88 | | 1.00 | 1.00 | 1.00 | |
| Lanes: | 2.00 | 3.00 | 1.00 | | 1.00 | 3.00 | 0.00 | | 0.00 | 0.00 | 2.00 | | 0.00 | 0.00 | 1.00 | |
| Final Sat.: | 3686 | 5187 | 1615 | | 1805 | 5187 | 0 | | 0 | 0 | 3344 | | 0 | 0 | 1900 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.64 | 0.22 | | 0.06 | 0.23 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | |
| Crit Moves: | | **** | | | **** | | | | | | | | | | | |
| Green/Cycle: | 0.00 | 0.86 | 0.86 | | 0.08 | 0.94 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | |
| Volume/Cap: | 0.00 | 0.74 | 0.26 | | 0.74 | 0.24 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | |
| Delay/Veh: | 0.0 | 3.2 | 1.3 | | 64.0 | 0.3 | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 3.2 | 1.3 | | 64.0 | 0.3 | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | |
| LOS by Move: | A | A | A | | E | A | A | | A | A | A | | A | A | A | |
| HCM2kAvgQ: | 0 | 13 | 2 | | 3 | 1 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |

Note: Queue reported is the number of cars per lane.

PM Cumulative Plus MitigateThu May 7, 2009 15:27:05 Page 104-1

Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #102 Sunrise Rd/ Jackson Hwy-SR16

Cycle (sec): 100 Critical Vol./Cap. (X): 0.846
Loss Time (sec): 12 Average Delay (sec/veh): 31.2
Optimal Cycle: 89 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 1 | 2 | 0 | 2 | 0 1 | 2 | 0 | 2 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 3 | 393 | 293 | 80 | 1152 | 104 | 109 | 1420 | 13 | 293 | 702 | 54 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 3 | 393 | 293 | 80 | 1152 | 104 | 109 | 1420 | 13 | 293 | 702 | 54 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | | | | |
| PHF Volume: | 3 | 418 | 312 | 85 | 1226 | 111 | 116 | 1511 | 14 | 312 | 747 | 57 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 3 | 418 | 312 | 85 | 1226 | 111 | 116 | 1511 | 14 | 312 | 747 | 57 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| 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: | 3 | 418 | 312 | 85 | 1226 | 111 | 116 | 1511 | 14 | 312 | 747 | 57 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 0.92 | 0.91 | 0.85 | 0.92 | 0.91 | 0.85 | 0.92 | 0.95 | 0.85 | 0.92 | 0.95 | 0.85 | | | | |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 1.00 | 2.00 | 2.00 | 1.00 | 2.00 | 2.00 | 1.00 | | | | |
| Final Sat.: | 3502 | 5187 | 1615 | 3502 | 5187 | 1615 | 3502 | 3610 | 1615 | 3502 | 3610 | 1615 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.08 | 0.19 | 0.02 | 0.24 | 0.07 | 0.03 | 0.42 | 0.01 | 0.09 | 0.21 | 0.04 | | | | |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | | | | | |
| Green/Cycle: | 0.00 | 0.23 | 0.33 | 0.05 | 0.28 | 0.36 | 0.08 | 0.49 | 0.50 | 0.11 | 0.52 | 0.57 | | | | |
| Volume/Cap: | 0.85 | 0.35 | 0.58 | 0.46 | 0.85 | 0.19 | 0.40 | 0.85 | 0.02 | 0.85 | 0.40 | 0.06 | | | | |
| Delay/Veh: | 387.1 | 32.7 | 29.2 | 47.7 | 38.8 | 22.0 | 44.4 | 25.9 | 12.8 | 60.3 | 14.9 | 9.6 | | | | |
| 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: | 387.1 | 32.7 | 29.2 | 47.7 | 38.8 | 22.0 | 44.4 | 25.9 | 12.8 | 60.3 | 14.9 | 9.6 | | | | |
| LOS by Move: | F | C | C | D | D | C | D | C | B | E | B | A | | | | |
| HCM2kAvgQ: | 0 | 4 | 8 | 1 | 13 | 2 | 2 | 24 | 0 | 5 | 7 | 1 | | | | |

Note: Queue reported is the number of cars per lane.





PM Cumulative Plus MitigateThu May 7, 2009 15:27:05 Page 105-1

Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #103 Grant Line Rd/ Jackson Rd- SR16

Cycle (sec): 100 Critical Vol./Cap. (X): 0.581
Loss Time (sec): 12 Average Delay (sec/veh): 25.4
Optimal Cycle: 47 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - | T | - R | L | - | T | - R | L | - | T | - R | L | - | T | - R |
| Control: | Protected | | | | Protected | | | | Protected | | | | Protected | | | |
| Rights: | Ovl | | | | Ovl | | | | Ovl | | | | Ovl | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lanes: | 2 | 0 | 3 | 0 1 | 2 | 0 | 3 | 0 2 | 2 | 0 | 2 | 0 2 | 2 | 0 | 2 | 0 1 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 179 | 877 | 80 | 1 | 971 | 185 | 198 | 804 | 165 | 68 | 399 | 1 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 179 | 877 | 80 | 1 | 971 | 185 | 198 | 804 | 165 | 68 | 399 | 1 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | | | | |
| PHF Volume: | 190 | 933 | 85 | 1 | 1033 | 197 | 211 | 855 | 176 | 72 | 424 | 1 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 190 | 933 | 85 | 1 | 1033 | 197 | 211 | 855 | 176 | 72 | 424 | 1 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| 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: | 190 | 933 | 85 | 1 | 1033 | 197 | 211 | 855 | 176 | 72 | 424 | 1 | | | | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | | | | |
| Adjustment: | 0.92 | 0.91 | 0.85 | 0.92 | 0.91 | 0.75 | 0.92 | 0.95 | 0.75 | 0.92 | 0.95 | 0.85 | | | | |
| Lanes: | 2.00 | 3.00 | 1.00 | 2.00 | 3.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 1.00 | | | | |
| Final Sat.: | 3502 | 5187 | 1615 | 3502 | 5187 | 2842 | 3502 | 3610 | 2842 | 3502 | 3610 | 1615 | | | | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.05 | 0.18 | 0.05 | 0.00 | 0.20 | 0.07 | 0.06 | 0.24 | 0.06 | 0.02 | 0.12 | 0.00 | | | | |
| Crit Moves: | **** | | | | **** | | | **** | | **** | | | | | | |
| Green/Cycle: | 0.09 | 0.44 | 0.47 | 0.00 | 0.34 | 0.49 | 0.15 | 0.41 | 0.50 | 0.04 | 0.29 | 0.29 | | | | |
| Volume/Cap: | 0.58 | 0.41 | 0.11 | 0.41 | 0.58 | 0.14 | 0.40 | 0.58 | 0.12 | 0.58 | 0.40 | 0.00 | | | | |
| Delay/Veh: | 46.1 | 19.5 | 14.8 | 132.3 | 27.4 | 13.9 | 38.9 | 23.6 | 13.3 | 54.2 | 28.5 | 24.9 | | | | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| AdjDel/Veh: | 46.1 | 19.5 | 14.8 | 132.3 | 27.4 | 13.9 | 38.9 | 23.6 | 13.3 | 54.2 | 28.5 | 24.9 | | | | |
| LOS by Move: | D | B | B | F | C | B | D | C | B | D | C | C | | | | |
| HCM2kAvgQ: | 4 | 7 | 1 | 0 | 9 | 2 | 3 | 10 | 2 | 1 | 5 | 0 | | | | |

Note: Queue reported is the number of cars per lane.

Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #104 Oak Ave Pkwy/ WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.709
Loss Time (sec): 6 Average Delay (sec/veh): 12.0
Optimal Cycle: 43 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Permitted | | | Permitted | | | Permitted | | | Permitted | | |
| Rights: | Ignore | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 1564 | 379 | 0 | 1058 | 763 | 0 | 0 | 0 | 352 | 0 | 154 |
| Growth Adj: | 1.00 | 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 | 1564 | 379 | 0 | 1058 | 763 | 0 | 0 | 0 | 352 | 0 | 154 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.00 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 0 | 1664 | 0 | 0 | 1126 | 812 | 0 | 0 | 0 | 374 | 0 | 164 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 1664 | 0 | 0 | 1126 | 812 | 0 | 0 | 0 | 374 | 0 | 164 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 1664 | 0 | 0 | 1126 | 812 | 0 | 0 | 0 | 374 | 0 | 164 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 0.85 | 1.00 | 1.00 | 1.00 | 0.60 | 1.00 | 0.75 |
| Lanes: | 0.00 | 2.00 | 1.00 | 0.00 | 2.00 | 1.00 | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 2.00 |
| Final Sat.: | 0 | 3610 | 1900 | 0 | 3610 | 1615 | 0 | 0 | 0 | 2282 | 0 | 2842 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.46 | 0.00 | 0.00 | 0.31 | 0.50 | 0.00 | 0.00 | 0.00 | 0.16 | 0.00 | 0.06 |
| Crit Moves: | | | | | | **** | | | | **** | | |
| Green/Cycle: | 0.00 | 0.71 | 0.00 | 0.00 | 0.71 | 0.71 | 0.00 | 0.00 | 0.00 | 0.23 | 0.00 | 0.23 |
| Volume/Cap: | 0.00 | 0.65 | 0.00 | 0.00 | 0.44 | 0.71 | 0.00 | 0.00 | 0.00 | 0.71 | 0.00 | 0.25 |
| Delay/Veh: | 0.0 | 8.5 | 0.0 | 0.0 | 6.3 | 10.6 | 0.0 | 0.0 | 0.0 | 39.8 | 0.0 | 31.5 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 8.5 | 0.0 | 0.0 | 6.3 | 10.6 | 0.0 | 0.0 | 0.0 | 39.8 | 0.0 | 31.5 |
| LOS by Move: | A | A | A | A | A | B | A | A | A | D | A | C |
| HCM2kAvgQ: | 0 | 14 | 0 | 0 | 7 | 14 | 0 | 0 | 0 | 7 | 0 | 2 |

Note: Queue reported is the number of cars per lane.





Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #105 Oak Ave Pkwy/ EB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.823
Loss Time (sec): 6 Average Delay (sec/veh): 27.4
Optimal Cycle: 64 Level Of Service: C

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Permitted | | | Permitted | | | Permitted | | | Permitted | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 2 | 0 | 1 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 933 | 321 | 0 | 987 | 128 | 1011 | 0 | 212 | 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 | 933 | 321 | 0 | 987 | 128 | 1011 | 0 | 212 | 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: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 0 | 993 | 341 | 0 | 1050 | 136 | 1076 | 0 | 226 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 993 | 341 | 0 | 1050 | 136 | 1076 | 0 | 226 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 993 | 341 | 0 | 1050 | 136 | 1076 | 0 | 226 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 0.95 | 0.85 | 1.00 | 0.95 | 0.85 | 0.59 | 1.00 | 0.75 | 1.00 | 1.00 | 1.00 |
| Lanes: | 0.00 | 2.00 | 1.00 | 0.00 | 2.00 | 1.00 | 2.00 | 0.00 | 2.00 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 0 | 3610 | 1615 | 0 | 3610 | 1615 | 2226 | 0 | 2842 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.27 | 0.21 | 0.00 | 0.29 | 0.08 | 0.48 | 0.00 | 0.08 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | | | | | **** | | **** | | | | | |
| Green/Cycle: | 0.00 | 0.35 | 0.35 | 0.00 | 0.35 | 0.35 | 0.59 | 0.00 | 0.59 | 0.00 | 0.00 | 0.00 |
| Volume/Cap: | 0.00 | 0.78 | 0.60 | 0.00 | 0.82 | 0.24 | 0.82 | 0.00 | 0.14 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 32.0 | 28.3 | 0.0 | 34.0 | 23.1 | 20.9 | 0.0 | 9.3 | 0.0 | 0.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 32.0 | 28.3 | 0.0 | 34.0 | 23.1 | 20.9 | 0.0 | 9.3 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | A | C | C | A | C | C | C | A | A | A | A | A |
| HCM2kAvgQ: | 0 | 14 | 8 | 0 | 16 | 3 | 16 | 0 | 2 | 0 | 0 | 0 |

Note: Queue reported is the number of cars per lane.

PM Cumulative Plus MitigateThu May 7, 2009 15:27:05 Page 108-1

Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #106 Empire Ranch Rd/ WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.565
Loss Time (sec): 6 Average Delay (sec/veh): 15.6
Optimal Cycle: 31 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Permitted | | | Permitted | | | Permitted | | | Permitted | | |
| Rights: | Include | | | Include | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 3 | 0 | 1 | 0 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 1459 | 489 | 0 | 1492 | 306 | 0 | 0 | 0 | 299 | 0 | 559 |
| Growth Adj: | 1.00 | 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 | 1459 | 489 | 0 | 1492 | 306 | 0 | 0 | 0 | 299 | 0 | 559 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 0 | 1552 | 520 | 0 | 1587 | 326 | 0 | 0 | 0 | 318 | 0 | 595 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 1552 | 520 | 0 | 1587 | 326 | 0 | 0 | 0 | 318 | 0 | 595 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| 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: | 0 | 1552 | 520 | 0 | 1587 | 326 | 0 | 0 | 0 | 318 | 0 | 595 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 0.91 | 0.85 | 1.00 | 0.91 | 0.85 | 1.00 | 1.00 | 1.00 | 0.59 | 1.00 | 0.75 |
| Lanes: | 0.00 | 3.00 | 1.00 | 0.00 | 3.00 | 1.00 | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 2.00 |
| Final Sat.: | 0 | 5187 | 1615 | 0 | 5187 | 1615 | 0 | 0 | 0 | 2248 | 0 | 2842 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.30 | 0.32 | 0.00 | 0.31 | 0.20 | 0.00 | 0.00 | 0.00 | 0.14 | 0.00 | 0.21 |
| Crit Moves: | | | **** | | | | | | | | | **** |
| Green/Cycle: | 0.00 | 0.57 | 0.57 | 0.00 | 0.57 | 0.57 | 0.00 | 0.00 | 0.00 | 0.37 | 0.00 | 0.37 |
| Volume/Cap: | 0.00 | 0.53 | 0.57 | 0.00 | 0.54 | 0.35 | 0.00 | 0.00 | 0.00 | 0.38 | 0.00 | 0.57 |
| Delay/Veh: | 0.0 | 13.4 | 14.5 | 0.0 | 13.5 | 11.8 | 0.0 | 0.0 | 0.0 | 23.4 | 0.0 | 25.8 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 13.4 | 14.5 | 0.0 | 13.5 | 11.8 | 0.0 | 0.0 | 0.0 | 23.4 | 0.0 | 25.8 |
| LOS by Move: | A | B | B | A | B | B | A | A | A | C | A | C |
| HCM2kAvgQ: | 0 | 10 | 10 | 0 | 10 | 5 | 0 | 0 | 0 | 4 | 0 | 9 |

Note: Queue reported is the number of cars per lane.





PM Cumulative Plus MitigateThu May 7, 2009 15:27:06 Page 109-1

Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #107 Empire Ranch Rd/ EB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.550
Loss Time (sec): 6 Average Delay (sec/veh): 20.0
Optimal Cycle: 30 Level Of Service: B

| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Control: | Permitted | | | Permitted | | | Permitted | | | Permitted | | |
| Rights: | Ignore | | | Ignore | | | Include | | | Include | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 |
| Lanes: | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 3 | 0 | 1 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 1266 | 272 | 0 | 1093 | 699 | 682 | 0 | 282 | 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 | 1266 | 272 | 0 | 1093 | 699 | 682 | 0 | 282 | 0 | 0 | 0 |
| User Adj: | 0.94 | 0.94 | 0.00 | 0.94 | 0.94 | 0.00 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 1190 | 0 | 0 | 1027 | 0 | 641 | 0 | 265 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 1190 | 0 | 0 | 1027 | 0 | 641 | 0 | 265 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 0 | 1190 | 0 | 0 | 1027 | 0 | 641 | 0 | 265 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 0.91 | 1.00 | 1.00 | 0.91 | 1.00 | 0.59 | 1.00 | 0.75 | 1.00 | 1.00 | 1.00 |
| Lanes: | 0.00 | 3.00 | 1.00 | 0.00 | 3.00 | 1.00 | 2.00 | 0.00 | 2.00 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 0 | 5187 | 1900 | 0 | 5187 | 1900 | 2230 | 0 | 2842 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.23 | 0.00 | 0.00 | 0.20 | 0.00 | 0.29 | 0.00 | 0.09 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | | **** | | | | | **** | | | | | |
| Green/Cycle: | 0.00 | 0.42 | 0.00 | 0.00 | 0.42 | 0.00 | 0.52 | 0.00 | 0.52 | 0.00 | 0.00 | 0.00 |
| Volume/Cap: | 0.00 | 0.55 | 0.00 | 0.00 | 0.47 | 0.00 | 0.55 | 0.00 | 0.18 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 0.0 | 22.3 | 0.0 | 0.0 | 21.3 | 0.0 | 16.5 | 0.0 | 12.6 | 0.0 | 0.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 22.3 | 0.0 | 0.0 | 21.3 | 0.0 | 16.5 | 0.0 | 12.6 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | A | C | A | A | C | A | B | A | B | A | A | A |
| HCM2kAvgQ: | 0 | 10 | 0 | 0 | 8 | 0 | 7 | 0 | 2 | 0 | 0 | 0 |

Note: Queue reported is the number of cars per lane.

PM Cumulative Plus MitigateThu May 7, 2009 15:27:06 Page 110-1

Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #108 Silva Way/ WB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.927
Loss Time (sec): 6 Average Delay (sec/veh): 29.7
Optimal Cycle: 112 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - | R | L | - T | - | R | L | - T | - | R | L | - T | - | R |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Ignore | | | | Ignore | | | | Include | | | | Ignore | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1710 | 118 | | 0 | 639 | 292 | | 0 | 0 | 0 | | 776 | 0 | 259 | |
| Growth Adj: | 1.00 | 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 | 1710 | 118 | | 0 | 639 | 292 | | 0 | 0 | 0 | | 776 | 0 | 259 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.94 | | 0.94 | 0.94 | 0.00 | |
| PHF Volume: | 0 | 1819 | 0 | | 0 | 680 | 0 | | 0 | 0 | 0 | | 826 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 1819 | 0 | | 0 | 680 | 0 | | 0 | 0 | 0 | | 826 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.00 | |
| FinalVolume: | 0 | 1819 | 0 | | 0 | 680 | 0 | | 0 | 0 | 0 | | 826 | 0 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.95 | 1.00 | | 1.00 | 0.95 | 1.00 | | 1.00 | 1.00 | 1.00 | | 0.59 | 1.00 | 1.00 | |
| Lanes: | 0.00 | 2.00 | 1.00 | | 0.00 | 2.00 | 1.00 | | 0.00 | 0.00 | 0.00 | | 2.00 | 0.00 | 1.00 | |
| Final Sat.: | 0 | 3610 | 1900 | | 0 | 3610 | 1900 | | 0 | 0 | 0 | | 2245 | 0 | 1900 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.50 | 0.00 | | 0.00 | 0.19 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.37 | 0.00 | 0.00 | |
| Crit Moves: | | **** | | | | | | | | | | | **** | | | |
| Green/Cycle: | 0.00 | 0.54 | 0.00 | | 0.00 | 0.54 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.40 | 0.00 | 0.00 | |
| Volume/Cap: | 0.00 | 0.93 | 0.00 | | 0.00 | 0.35 | 0.00 | | 0.00 | 0.00 | 0.00 | | 0.93 | 0.00 | 0.00 | |
| Delay/Veh: | 0.0 | 29.3 | 0.0 | | 0.0 | 12.9 | 0.0 | | 0.0 | 0.0 | 0.0 | | 44.3 | 0.0 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 29.3 | 0.0 | | 0.0 | 12.9 | 0.0 | | 0.0 | 0.0 | 0.0 | | 44.3 | 0.0 | 0.0 | |
| LOS by Move: | A | C | A | | A | B | A | | A | A | A | | D | A | A | |
| HCM2kAvgQ: | 0 | 28 | 0 | | 0 | 6 | 0 | | 0 | 0 | 0 | | 17 | 0 | 0 | |

Note: Queue reported is the number of cars per lane.





PM Cumulative Plus MitigateThu May 7, 2009 15:27:06 Page 111-1

Folsom South of US-50 Annexation
Cumulative Plus Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #109 Silva Way/ EB US 50 Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.756
Loss Time (sec): 6 Average Delay (sec/veh): 22.6
Optimal Cycle: 50 Level Of Service: C

| Approach: | North Bound | | | | South Bound | | | | East Bound | | | | West Bound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement: | L | - T | - | R | L | - T | - | R | L | - T | - | R | L | - T | - | R |
| Control: | Permitted | | | | Permitted | | | | Permitted | | | | Permitted | | | |
| Rights: | Ignore | | | | Ignore | | | | Ignore | | | | Include | | | |
| Min. Green: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| 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 | |
| Lanes: | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 2 | 0 | 1 | 2 | 0 | 0 | 0 | 1 | |
| Volume Module: | | | | | | | | | | | | | | | | |
| Base Vol: | 0 | 1300 | 731 | | 0 | 1271 | 143 | | 690 | 0 | 119 | | 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 | 1300 | 731 | | 0 | 1271 | 143 | | 690 | 0 | 119 | | 0 | 0 | 0 | |
| User Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | |
| PHF Adj: | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.00 | | 0.94 | 0.94 | 0.94 | |
| PHF Volume: | 0 | 1383 | 0 | | 0 | 1352 | 0 | | 734 | 0 | 0 | | 0 | 0 | 0 | |
| Reduct Vol: | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| Reduced Vol: | 0 | 1383 | 0 | | 0 | 1352 | 0 | | 734 | 0 | 0 | | 0 | 0 | 0 | |
| PCE Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | |
| MLF Adj: | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 0.00 | | 1.00 | 1.00 | 1.00 | |
| FinalVolume: | 0 | 1383 | 0 | | 0 | 1352 | 0 | | 734 | 0 | 0 | | 0 | 0 | 0 | |
| Saturation Flow Module: | | | | | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | | 1900 | 1900 | 1900 | |
| Adjustment: | 1.00 | 0.95 | 1.00 | | 1.00 | 0.95 | 1.00 | | 0.59 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Lanes: | 0.00 | 2.00 | 1.00 | | 0.00 | 2.00 | 1.00 | | 2.00 | 0.00 | 1.00 | | 0.00 | 0.00 | 0.00 | |
| Final Sat.: | 0 | 3610 | 1900 | | 0 | 3610 | 1900 | | 2241 | 0 | 1900 | | 0 | 0 | 0 | |
| Capacity Analysis Module: | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.38 | 0.00 | | 0.00 | 0.37 | 0.00 | | 0.33 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | |
| Crit Moves: | | **** | | | | | | | **** | | | | | | | |
| Green/Cycle: | 0.00 | 0.51 | 0.00 | | 0.00 | 0.51 | 0.00 | | 0.43 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | |
| Volume/Cap: | 0.00 | 0.76 | 0.00 | | 0.00 | 0.74 | 0.00 | | 0.76 | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | |
| Delay/Veh: | 0.0 | 21.6 | 0.0 | | 0.0 | 21.1 | 0.0 | | 27.3 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 21.6 | 0.0 | | 0.0 | 21.1 | 0.0 | | 27.3 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | |
| LOS by Move: | A | C | A | | A | C | A | | C | A | A | | A | A | A | |
| HCM2kAvgQ: | 0 | 19 | 0 | | 0 | 17 | 0 | | 9 | 0 | 0 | | 0 | 0 | 0 | |

Note: Queue reported is the number of cars per lane.