Appendices

Appendix A

SURVEY OF CLIMATE CHANGE STUDIES FOR THE CENTRAL VALLEY OF CALIFORNIA

The following literature survey was prepared to assist in the evaluation of potential effects of global climate change on water supply for the Placer Vineyards Base Specific Plan project and the Placer Vineyards Blue Print Specific Plan Alternative.

CLIMATE CHANGE AND CALIFORNIA WATER RESOURCES: A SURVEY AND SUMMARY OF THE LITERATURE

Kiparsky and Gleick (2003) surveyed existing literature on climate change and its impacts on water resources in California. The report reviewed projected effects of climate change on the state's water supply, delivery, and quality. It also considered the economics involved in overcoming the challenges that those effects could create. The report classifies recommendations suggested by the existing literature into four categories: (1) Current No-Regrets Action; (2) Communication and Collaboration; (3) Research Needs; (4) and Information Gathering.

The study makes several recommendations. For example, it recommends that water planners and managers increase emphasis on trying to understand the impacts of climate change on the state's water resources. It also identifies a need for better hydro-meteorological data because such data are a necessary starting point for evaluating the capabilities of water supply systems. The authors note that important gaps need to be filled in the areas of snowpack, water quality sampling, measurements of precipitation and related climate data, and land use and cover monitoring. The authors encourage the development of new supply options and demand management techniques. Finally, the report urges state agencies, stakeholders and researchers to form a more comprehensive assessment of climate change impacts on the state's water resources.

PROGRESS ON INCORPORATING CLIMATE CHANGE INTO MANAGEMENT OF CALIFORNIA'S WATER RESOURCES: PRELIMINARY CLIMATE CHANGE IMPACTS ASSESSMENT FOR CVP/SWP OPERATIONS

The California Department of Water Resources (DWR) (2006) describes progress made in integrating climate change into existing water resources planning and management techniques and methodologies. The report was prepared in response to Executive Order S-3-05 and as an opportunity to begin addressing limitations of the 2005 Update to the DWR California Water Plan. Chapters 4 and 5 are of particular relevance because they focus on climate change impacts on SWP (State Water Project) and CVP (Central Valley Project) operations and on the Delta.

The purpose of the report is to demonstrate how various analysis tools currently employed by DWR could be used to address climate change issues. As DWR (2006) explains, all results presented in the report are preliminary and incorporate several assumptions. The results reflect only a limited number of climate change scenarios and do not address the probability of each scenario. DWR (2006) cautions, therefore, that the results are not sufficient alone to provide a basis for policy decisions.

Impacts on CVP/SWP operations are examined using the hydrologic models CalSim II and DSM2. The analysis focused around the year 2050 (i.e., 2035 through 2064). Four climate scenarios, predicted by pairings of two global climate models (i.e., PCM and GFDL) and two

greenhouse gas emission rates (i.e., A2 and B1), are considered and compared to a base scenario. The base scenario is designated as the 2020 level of development set forth in the United States Bureau of Reclamation's *Long-term Central Valley Project Operations Criteria and Plan* (Reclamation 2004). All four climate change scenarios predict that California will experience a general warming trend. One scenario (PCM-B1) predicts a small increase in precipitation, while the other three scenarios predict moderately drier climates.

The results of this analysis suggest several climate change impacts on overall SWP and CVP operations and deliveries. In three of the four climate scenarios simulated, CVP north-of-Delta reservoirs experienced shortages during droughts. DWR (2006) recommends that future studies examine operational changes that could avoid these shortages. At present, concludes DWR, it is not clear whether such operational changes would be insignificant or substantial. The study also found that changes in annual average SWP south-of-Delta Table A deliveries ranged from a slight increase of about 1% for a wetter scenario to about a 10% reduction for one of the drier scenarios. Under the three drier scenarios, increased winter runoff and lower Table A allocations resulted in somewhat higher annual average Article 21 deliveries. The increase in Article 21 deliveries did not fully offset losses to Table A. In contrast, the wetter scenario with higher Table A allocations results in fewer Article 21 delivery opportunities and decreased annual average Article 21 deliveries. Changes in annual average CVP south-of-Delta deliveries ranged from increases of about 2.5% for the wetter scenario and decreases of up to 10 % for drier scenarios. Future studies will have to address how north-of-Delta shortages could impact south-of-Delta CVP deliveries. For both the SWP and CVP, carryover storage (e.g. water stored from one year over the next) was negatively affected in the drier scenarios and slightly increased in the wetter scenario.

Using the same methodology described above, DWR (2006) analyzes the potential climate change effects on Delta water quality and water levels. The results showed Delta water quality effects for all four climate chance scenarios to be relatively minor. This result, however, may be explained by the fact that one of the key assumptions in the CalSim II model prioritizes Delta water quality standards for the SWP and CVP operations. As such, the impact assessment for the Delta inherently mitigates for climate change by modifying upstream system operations to maintain Delta water quality standards. In real time, operation adjustments will take place so these impacts translate into water supply impacts to the SWP and CVP. The analysis also predicts that although levee topping could be an issue during a one-foot sea level rise scenario, no overtopping events are predicted for the current sea level.

CLIMATE WARMING AND WATER MANAGEMENT ADAPTATION FOR CALIFORNIA

Tanaka et al. (2006) explore the ability of California's water supply system to adapt to long-term climatic and demographic changes. A wide range of warming scenarios and a historical climate scenario are examined with population and land use estimates for the year 2100 using the California Value Integrated Network (CALVIN), a statewide economic-engineering optimization model of water supply management. The study examines the state's water supply system's ability to adapt to significant changes in climate and population. Several hydrologic effects and resources are incorporated into the study, including ground and surface waters, environmental

flows, hydropower, agricultural and urban water supply users, and capacity for changing infrastructure and management.

The study helps confirm earlier studies by showing that spring snowmelt is greatly decreased with climate warming and winter flows are generally increased. Agricultural water users in the Central Valley are the most sensitive to climate change, particularly under the driest and warmest scenario (i.e. PCM 2100) predicting a 37% reduction of Valley agricultural water deliveries and a rise in Valley water scarcity costs by $1.7 billion.

Though the results of the study are only preliminary, they suggest that California's water supply system appears "physically capable of adapting to significant changes in climate and population, albeit at a significant cost." Such adaptation would entail changes in California's groundwater storage capacity, water transfers, and adoption of new technology.

SIMULATED HYDROLOGIC RESPONSES TO CLIMATE VARIATIONS AND CHANGE IN THE MERCED, CARSON, AND AMERICA RIVER BASINS, SIERRA NEVADA, CALIFORNIA, 1900-2099

Hydrologic responses of river basins in the Sierra Nevada to historical and future climate changes are assessed by Dettinger et al. (2004). A PCM model is used to simulate future hydrologic conditions under three different scenarios. The first scenario is the climate of 1870-1999 and is referred to as the "historical run." The second, referred to as the "future control" run, simulates the climate of 1995-2048 with greenhouse-gas concentrations fixed at 1995. The third scenario simulates the climate of 1995-2099 with green-house concentrations that increase at a "business-as-usual" rate and is referred to as the "business as usual" run.

The historical run showed stationary climate and hydrologic variations through the first part of the 20th century until roughly 1975 when temperatures began to warm noticeably and snowmelt and snowflow peaks began to occur progressively earlier. The business-as-usual run showed a continuance of the historical trend though the 21st century with an attendant +2.5°C warming and a hastening of snowmelt and streamflow within the seasonal cycle by almost one month. In contrast, the future control run, in which greenhouse-gas concentrations were fixed at 1995 levels, showed climate and streamflow timing conditions very similar to those of the 1980s and 1990s throughout its duration.

Dettinger et al. (2004) observe that the study's most notable conclusion may be that even relatively modest changes in climate projections would be "sufficient to induce significant and disruptive changes in the hydrology and ecosystems" of the Sierra Nevadan river basins. In view of the important hydrological changes that resulted from only modest changes in climate-change projections, "prospects for climate-change impacts in California can rightly be taken quite seriously, despite largely remaining climate-change uncertainties."

POTENTIAL IMPLICATIONS OF PCM CLIMATE CHANGE SCENARIOS FOR SACRAMENTO-SAN JOAQUIN RIVER BASIN HYDROLOGY AND WATER RESOURCES

VanRheenen et al. (2004) study the potential effects of climate change on the hydrology and water resources of the Sacramento-San Joaquin River Basin using five PCM scenarios. The first

three are ensemble runs from 1995-2099 employing a “business as usual” global emissions scenario. Each uses different atmospheric initializations. The fourth is a “control climate” scenario with greenhouse gas emissions set at 1995 levels and run through 2099. The fifth is a historical climate simulation of the years 1970-2000, from which a 50-year portion is taken for use in bias-correction of other runs. The researchers also developed a simulation model of the Sacramento-San Joaquin basin system, named CVMod (Central Valley Model) for the study.

The study concludes that most mitigation alternatives examined satisfied only 87 to 96% of environmental targets in the Sacramento system, and less than 80% in the San Joaquin system. Therefore, system infrastructure modifications and improvements could be necessary to accommodate the volumetric and temporal shifts in flows predicted to occur with future climates in the Sacramento-San Joaquin River basins.

ESTIMATED IMPACTS OF CLIMATE WARMING ON CALIFORNIA WATER AVAILABILITY UNDER TWELVE FUTURE CLIMATE SCENARIOS

Zhu et al (in press) study climate warming impacts on water availability derived from modeled climate and warming streamflow estimates for six index California basins and distributed statewide temperature shift and precipitations changes for 12 climate scenarios. The index basins provide broad information for spatial estimates of the overall response of California’s water supply and the potential range of impacts.

Although the methods used by Zhu et al. (in press) are relatively simple, the results are qualitatively consistent with other studies focusing on surface water or hydrologies of single basins alone. The results identify a statewide trend of increased winter and spring runoff and decreased summer runoff. Approximate changes in water availability are estimated for each scenario, though without operations modeling. Even most scenarios with increased precipitation result in a decrease in available water. This result is due to the inability of current storage systems to catch increased winter streamflow to offset reduced summer runoff.

TRENDS IN SNOWFALL VERSUS RAINFALL IN THE WESTERN UNITED STATES

To better understand the nature of the observed changes in snowpack and streamflow timing in the west, Knowles et al. (2006) address historical changes in the relative contributions of rainfall and snowfall. The study documents a regional trend toward smaller ratios of winter-total snowfall water to winter-total precipitation during the period of 1949-2004. The trends toward decreased winter-total snowfall are a response to warming across the region, with the most significant decreases occurring where winter wet-day minimum temperatures were on average warmer than -5° over the study period. The authors suggest that, if warming trends continue, the snowfall fraction of precipitation is likely to continue to decline, which combined with earlier melting of the remaining accumulations of snowpack, will diminish the West’s natural freshwater storage capacity. This trend could, in turn, exacerbate tensions between flood control and storage priorities that many western reservoir managers face.

CLIMATE CHANGE IMPACTS ON WATER FOR AGRICULTURE IN CALIFORNIA: A CASE STUDY IN THE SACRAMENTO VALLEY

Joyce et al. (2006) employ the Water Evaluation and Planning (WEAP) system, a hydrologic model that was developed for the Sacramento River Basin. This model is unique in that it combines a standard water resources model with a watershed hydrology model, which allows the model to operate without direct dependence on the historical record. This capacity of the model is important when trying to assess the effects of climate change, because the rapidly changing climate conditions in the future may make the historical data set useless. The study found that increasing temperatures could put a strain on the basin's water resources. Assuming an increasing urban demand for water, the effects of climate change could be mitigated if the agricultural sector adapts to the new environment. The authors considered the effect of increased irrigation efficiency and shifts in cropping and found that groundwater pumping between 2070 and 2100 was reduced when these practices were adopted.

CLIMATE WARMING AND WATER SUPPLY MANAGEMENT IN CALIFORNIA

Medellin et al. (2006) use the CALVIN model under a high emissions "worst case" scenario, called a dry-warming scenario. The study found that climate change would reduce water deliveries 17% in 2050. The reduction in deliveries was not equally distributed, however, between urban and agricultural areas. Agricultural areas would see their water deliveries drop by 24% while urban areas would only see a reduction of 1%. There was also a geographic difference: urban scarcity was almost absent outside of southern California.

CLIMATE SCENARIOS FOR CALIFORNIA

Cayan et al. (2006) consider two greenhouse gas emissions scenarios, a medium-high and a low. They employ two models with different sensitivities to changes in greenhouse gases and a separate hydrologic model that allowed for variations in topography. The study found that California will experience a warming trend from 2000 to 2100, with temperatures rising between 1.7 and 5.8º C, depending on the model and the scenario chosen. This increase in temperature could potentially impact snowpack levels as the state experiences less snow and more rain. The results also indicate that snowpack in the Sierra Nevada could be reduced 32% to 79%, depending on the model and scenario chosen. The study does not consider the ability of California's water supply system to adapt to these potential changes.

OUR CHANGING CLIMATE - ASSESSING THE RISKS TO CALIFORNIA, CALIFORNIA CLIMATE CHANGE CENTER 2006 BIENNIAL REPORT

In 2003, the California Energy Commission's Public Interest Energy Research (PIER) program established the California Climate Change Center (CCCC) to conduct climate change research relevant to the state. Executive Order S-3-05 called for the CalEPA to prepare biennial science reports on the potential impact of continued climate change on certain sectors of California's economy. CalEPA entrusted PIER and its CCCC to lead this effort. The climate change analysis contained in its first biennial science report is the product of a multi-institution collaboration

among the California Air Resources Board, DWR, CEC, CalEPA and the Union of Concerned Scientists.

The report summarizes the findings of a number of supporting studies. It divides the results of these studies into three categories: lower, medium and high warming ranges. Although climate model results are inconclusive as to whether California's precipitation will change over the next century, all climate models show increases in temperature, with the aggregate of several model runs containing a range of warming from 2000 to 2100 from about 3 and 10.5°F. The results are summarized in table 4.13-2 below:

Table 4.13-2
Summary of CCCC 2006 Biannual Report

	Higher Warming	Medium Warming	Lower Warming
Range	8-10.5ºF	5.5-8ºF	3-5.5ºF
Snowpack loss	90%	75-85%	30-60%
Sea level rise (inches)	22-30	14-22	6-14
Increase in critically dry years	2.5x	2-2.5x	1.5x
Increase in electricity demand	20%	10%	3-6%
Decrease in forest yield (pine)	not specified	30%	7-14%
Increase in heat wave days in urban centers	3-4x	2.5-4x	2-2.5x
Increase in heat related deaths in urban centers	4-6x	2-6x	2-3x

With respect to the most severe consequences of global climate change on California's water supplies, the study concludes that major changes in water management and allocation systems could be required in order to adapt to the change. As less winter precipitation falls as snow, and more as rain, water managers would have to balance the need to construct reservoirs for water supply with the need to maintain reservoir storage for winter flood control. Additional storage could be developed, but at high environmental and economic costs.

CLIMATE WARMING & CALIFORNIA'S WATER FUTURE

Lund et al. (2003) examine the effects of a range of climate warming estimates on the long-term performance and management of California's water system. The study estimates changes in California's water availability, including effects of forecasted changes in 2100 urban and agricultural water demands using a modified version of the CALVIN model. The purpose of the study is to examine the ability of the state's water infrastructure to adapt and respond to changes in climate in the context of higher future populations, changes in land use, and changes in agricultural technology.

Although, as with all computer models, there are limitations to the CALVIN model, Lund et al. (2003) draw several conclusions based on the results of the model runs. The main conclusions are summarized as follows:

- Methodologically, it is useful and realistic to include a wide range of hydrologic effects, changes in population and water demands, and changes in system operations in climate change studies;

- A broad range of climate warming scenarios show significant increase in wet season flows and significant decreases in spring snowmelt. The magnitude of climate change effects on water supplies is comparable to water demand increases from population growth in twenty-first century;

- California's water system would be able to adapt to the severe population growth and climate change modeled. This adaptation would be costly, but it would not threaten the fundamental prosperity of the state, although it could have major impacts on the agricultural sector. The water management costs represent only a small proportion of California's current economy.

- Under the driest climate warming scenarios, Central Valley agricultural users could be quite vulnerable to climate change. Wetter hydrologies could increase water availability for these users. The agricultural community would not be compensated for much of its loss under the dry scenario. The balance of climate change effects on agricultural yield and water use is unclear. While higher temperatures could increase evapotranspiration, longer growing seasons and higher carbon dioxide concentrations could increase crop yield.

- Population growth is expected to be more problematic than climate change in Southern California. Population growth, conveyance limits on imports, and high economic value of water in Southern California, could lead to high use of wastewater reuse and substantial use of seawater desalination along the coast.

- Under some wet warming climate scenarios, flooding problems could be substantial. In certain cases, major expansions of downstream floodways and alterations in floodplain land use could become desirable.

- California's water system could economically adapt to all the climate warming scenarios examined in the study. New technologies for water supply, treatment, and water use efficiency, implementation of water transfers and conjunctive use, coordinated operation of reservoirs, improved flow forecasting, and the cooperation of local regional, state and federal government can help California adapt to population growth and global climate change. Even if these strategies are implemented, however, the costs of water management are expected to be high and there is likely to be less "slack" in the system compared to current operations and expectations.

POTENTIAL IMPACTS OF A WARMING CLIMATE ON WATER AVAILABILITY IN SNOW-DOMINATED REGIONS

Barnett et al. (2005) review climate change models designed to represent areas that rely on snowpack for water. The study points to a number of uncertainties shared by these models. The authors are especially concerned with regional models such as the ones described above, which face challenges when representing the impact of climate change on snowpack levels and melt.

One challenge is the representation of clouds in these models. Clouds shield the earth from the sun, and are believed to cool or prevent warming of the earth's surface by reflecting radiation. Another complication for regional climate change models is the presence of aerosols in polluted areas of the world like California. Aerosols are solid or liquid particles suspended in air. Aerosols can alter cloud distribution by providing nucleation sites and reduce the amount of precipitation and snow formed in clouds by interfering with the snow particle growth rate. Aerosols, like black carbon, can also deposit on snowfields and cause the snow to melt faster by absorbing sunlight. In general, many aspects of cloud physics provide challenges to modelers. Despite these uncertainties, the study concludes that even the simplest of changes associated with global warming (e.g., a modest increase in near-surface air temperate) could be responsible for alterations of the hydrological cycle in snowmelt-dominated regions through seasonal shifts in streamflow. Without adequate water storage capacity, these changes could potentially lead to regional water shortages.

ENDNOTES

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Supplement to Revised Draft EIR Appendix I

Appendix II

Traffic Analysis
Intersection Calculations

AM Peak Hour

Existing No Project

Placer County
Sutter County

Existing Plus Project

Placer County
Placer County – mitigated
Sutter County
Sutter County – mitigated

Cumulative No Project

Placer County
Sutter County

Cumulative Plus Project

Placer County
Placer County – Mitigated Transportation Network
Placer County – Mitigated Transportation Network - mitigated
Sutter County
Sutter County – mitigated

Existing Plus Blueprint

Placer County
Placer County – mitigated
Sutter County
Sutter County – mitigated

Cumulative Plus Blueprint

Placer County
Placer County – Mitigated Transportation Network
Placer County – Mitigated Transportation Network - mitigated
Sutter County
Sutter County – mitigated

Intersection numbers in appendix do not match intersection numbers in the report.

Existing No Project

Placer County

AM Peak Hour

Existing AM
Placer Vineyard

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

Intersection #5 Locust/Baseline

Cycle (sec): 100 Critical Vol./Cap.(X): 1.018
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 43.0
Optimal Cycle: 0 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:	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	0	1 0	0	0	1!	0 0
Volume Module:																
Base Vol:	11	3	28		13	2	3		0	254	4		77	684	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:	11	3	28		13	2	3		0	254	4		77	684	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:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	12	3	29		14	2	3		0	267	4		81	720	32	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	12	3	29		14	2	3		0	267	4		81	720	32	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	12	3	29		14	2	3		0	267	4		81	720	32	
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:	0.26	0.07	0.67		0.72	0.11	0.17		0.00	0.98	0.02		0.10	0.86	0.04	
Final Sat.:	156	43	397		397	61	92		0	718	11		80	708	31	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.07	0.07		0.03	0.03	0.03		xxxx	0.37	0.37		1.02	1.02	1.02	
Crit Moves:	****					****					****			****		
Delay/Veh:	9.3	9.3	9.3		9.5	9.5	9.5		0.0	10.8	10.8		56.1	56.1	56.1	
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	9.3	9.3		9.5	9.5	9.5		0.0	10.8	10.8		56.1	56.1	56.1	
LOS by Move:	A	A	A		A	A	A		*	B	B		F	F	F	
ApproachDel:	9.3				9.5					10.8			56.1			
Delay Adj:	1.00				1.00					1.00			1.00			
ApprAdjDel:	9.3				9.5					10.8			56.1			
LOS by Appr:	A				A					B			F			
AllWayAvgQ:	0.1	0.1	0.1		0.0	0.0	0.0		0.6	0.6	0.6		11.1	11.1	11.1	

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

Existing AM
Placer Vineyard

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

Intersection #6 Brewer Rd/Baseline Rd

Average Delay (sec/veh): 0.5 Worst Case Level Of Service: C[20.4]

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 0	0	0	1!	0 0	0	1	0	0 0	0	0	0	1 0
Volume Module:																
Base Vol:	0	0	0		9	0	12		11	282	0		0	856	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:	0	0	0		9	0	12		11	282	0		0	856	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:	0.95	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		9	0	13		12	297	0		0	901	20	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	0	0	0		9	0	13		12	297	0		0	901	20	
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		1231	xxxx	911		921	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Potent Cap.:	xxxx	xxxx	xxxxx		198	xxxx	335		750	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Move Cap.:	xxxx	xxxx	xxxxx		195	xxxx	335		750	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Volume/Cap:	xxxx	xxxx	xxxx		0.05	xxxx	0.04		0.02	xxxx	xxxx		xxxx	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		0.0	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		9.9	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	256	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	0.3	xxxxx		0.0	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	20.4	xxxxx		9.9	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*		*	C	*		A	*	*		*	*	*	
ApproachDel:	xxxxxx				20.4				xxxxxx				xxxxxx			
ApproachLOS:	*				C				*				*			

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

Existing AM
Placer Vineyard

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

Intersection #7 Watt Ave/Baseline Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.653
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	0	0 1	0	0	0	0 0	0	0	1	0 1	1	0	1	0 0
Volume Module:																
Base Vol:	42	0	243		0	0	0		0	245	53		393	842	0	
Growth Adj:	1.00	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	243		0	0	0		0	245	53		393	842	0	
User Adj:	1.00	1.00	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:	44	0	256		0	0	0		0	258	56		414	886	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	44	0	256		0	0	0		0	258	56		414	886	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	44	0	256		0	0	0		0	258	56		414	886	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	1.00	1.00		1.00	1.00	0.00	
Final Sat.:	1425	0	1425		0	0	0		0	1425	1425		1425	1425	0	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.00	0.18		0.00	0.00	0.00		0.00	0.18	0.04		0.29	0.62	0.00	
Crit Vol:	44						0			0				886		
Crit Moves:	****								****					****		

Existing AM
Placer Vineyard

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

Intersection #8 Watt Ave/PFE Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.633
Loss Time (sec): 0 (Y+R=4.0 sec) 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:	0	0	0	1 0	0	1	0	0 0	0	0	1!	0 0	0	0	1!	0 0
Volume Module:																
Base Vol:	0	254	175		15	404	0		0	0	0		178	0	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:	0	254	175		15	404	0		0	0	0		178	0	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:	0.95	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	267	184		16	425	0		0	0	0		187	0	9	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	267	184		16	425	0		0	0	0		187	0	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	
Final Vol.:	0	267	184		16	425	0		0	0	0		187	0	9	
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	0.59	0.41		0.04	0.96	0.00		0.00	1.00	0.00		0.95	0.00	0.05	
Final Sat.:	0	432	298		25	672	0		0	457	0		522	0	26	
Capacity Analysis Module:																
Vol/Sat:	xxxx	0.62	0.62		0.63	0.63	xxxx		xxxx	0.00	xxxx		0.36	xxxx	0.36	
Crit Moves:		****			****					****			****			
Delay/Veh:	0.0	14.9	14.9		15.9	15.9	0.0		0.0	0.0	0.0		12.0	0.0	12.0	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	14.9	14.9		15.9	15.9	0.0		0.0	0.0	0.0		12.0	0.0	12.0	
LOS by Move:	*	B	B		C	C	*		*	*	*		B	*	B	
ApproachDel:		14.9				15.9				xxxxxx				12.0		
Delay Adj:		1.00				1.00				xxxxx				1.00		
ApprAdjDel:		14.9				15.9				xxxxxx				12.0		
LOS by Appr:		B				C				*				B		
AllWayAvgQ:	1.4	1.4	1.4		1.5	1.5	1.5		0.0	0.0	0.0		0.5	0.5	0.5	

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

Existing AM
Placer Vineyard

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

Intersection #9 Walerga Rd/PFE Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.007
Loss Time (sec): 0 (Y+R=4.0 sec) 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:	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:	37	803	268	18	606	54	49	122	26	79	86	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:	37	803	268	18	606	54	49	122	26	79	86	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	39	845	282	19	638	57	52	128	27	83	91	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	845	282	19	638	57	52	128	27	83	91	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
Final Vol.:	39	845	282	19	638	57	52	128	27	83	91	21
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	0.75	0.25	1.00	0.92	0.08	1.00	0.82	0.18	1.00	0.81	0.19
Final Sat.:	1375	1031	344	1375	1262	113	1375	1133	242	1375	1116	259
Capacity Analysis Module:												
Vol/Sat:	0.03	0.82	0.82	0.01	0.51	0.51	0.04	0.11	0.11	0.06	0.08	0.08
Crit Vol:		1127			19				156	83		
Crit Moves:		****			****				****	****		

Existing AM
Placer Vineyard

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

Intersection #10 Cook Riolo/PFE Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.413
Loss Time (sec): 0 (Y+R=4.0 sec) 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:	0 0	1! 0	0	0 1	0 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	10	7	11	82	27	0	44	256	26	40	110	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:	10	7	11	82	27	0	44	256	26	40	110	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:	10	7	11	82	27	0	44	256	26	40	110	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	7	11	82	27	0	44	256	26	40	110	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	10	7	11	82	27	0	44	256	26	40	110	52
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.36	0.25	0.39	0.75	0.25	0.00	0.13	0.79	0.08	0.20	0.54	0.26
Final Sat.:	229	160	252	479	158	0	107	620	63	153	422	199
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.17	0.17	xxxx	0.41	0.41	0.41	0.26	0.26	0.26
Crit Moves:		****			****		****				****	
Delay/Veh:	8.2	8.2	8.2	9.2	9.2	0.0	10.4	10.4	10.4	9.0	9.0	9.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.2	8.2	8.2	9.2	9.2	0.0	10.4	10.4	10.4	9.0	9.0	9.0
LOS by Move:	A	A	A	A	A	*	B	B	B	A	A	A
ApproachDel:	8.2			9.2			10.4			9.0		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	8.2			9.2			10.4			9.0		
LOS by Appr:	A			A			B			A		
AllWayAvgQ:	0.0	0.0	0.0	0.2	0.2	0.2	0.7	0.7	0.7	0.3	0.3	0.3

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

Existing AM
Placer Vineyard

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

Intersection #11 Fiddyment Rd/Baseline Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.880
Loss Time (sec):	0 (Y+R=4.0 sec)	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:	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	0	1	1	0 1	1	0	1	0 2	0	1
Volume Module:																
Base Vol:	6	502	270		38	386	639		294	196	32		261	587	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:	6	502	270		38	386	639		294	196	32		261	587	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:	6	528	284		40	406	673		309	206	34		275	618	64	
Reduct Vol:	0	0	0		0	0	88		0	0	0		0	0	0	
Reduced Vol:	6	528	284		40	406	585		309	206	34		275	618	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	
Final Vol.:	6	528	284		40	406	585		309	206	34		275	618	64	
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	1.30	0.70		1.00	1.00	1.00		1.00	1.72	0.28		1.00	2.00	1.00	
Final Sat.:	1375	1788	962		1375	1375	1375		1375	2364	386		1375	2750	1375	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.30	0.30		0.03	0.30	0.43		0.23	0.09	0.09		0.20	0.22	0.05	
Crit Vol:	6						585		309					309		
Crit Moves:	****						****		****					****		

Existing No Project

Sutter County

AM Peak Hour

Existing AM
Placer Vineyard

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

Intersection #1 El Centro/Riego Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.162
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 86.2
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				Permitted				Permitted			
Rights:	Ignore				Ignore				Ignore				Ignore			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	2	0 1	1	0	2	0 1	0	1	0	0 1	1	1	0	0 1
Volume Module:																
Base Vol:	10	852	190		71	2056		15	66		7	9	738		17	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:	10	852	190		71	2056		15	66		7	9	738		17	26
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:	11	897	0		75	2164		0	69		7	0	777		18	0
Reduct Vol:	0	0	0		0	0		0	0		0	0	0		0	0
Reduced Vol:	11	897	0		75	2164		0	69		7	0	777		18	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
Final Vol.:	11	897	0		75	2164		0	69		7	0	777		18	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		0.95	0.95		1.00	0.77		0.77	1.00	0.46		0.46	1.00
Lanes:	1.00	2.00	1.00		1.00	2.00		1.00	0.90		0.10	1.00	1.95		0.05	1.00
Final Sat.:	1805	3610	1900		1805	3610		1900	1318		140	1900	1720		40	1900
Capacity Analysis Module:																
Vol/Sat:	0.01	0.25	0.00		0.04	0.60		0.00	0.05		0.05	0.00	0.45		0.45	0.00
Crit Moves:	****					****									****	
Green/Cycle:	0.01	0.45	0.00		0.07	0.52		0.00	0.39		0.39	0.00	0.39		0.39	0.00
Volume/Cap:	1.16	0.56	0.00		0.56	1.16		0.00	0.14		0.14	0.00	1.16		1.16	0.00
Delay/Veh:	410.4	20.8	0.0		49.8	103		0.0	19.8		19.8	0.0	118.8		119	0.0
User DelAdj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	410.4	20.8	0.0		49.8	103		0.0	19.8		19.8	0.0	118.8		119	0.0
LOS by Move:	F	C	A		D	F		A	B		B	A	F		F	A
HCM2kAvgQ:	2	11	0		3	57		0	2		2	0	22		22	0

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

Existing AM
Placer Vineyard

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

Intersection #2 Natomas/Riego

Cycle (sec): 100 Critical Vol./Cap.(X): 0.795
Loss Time (sec): 0 (Y+R=4.0 sec) 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	1!	0	0	0	0	1 0	0	0	1!	0 0
Volume Module:																
Base Vol:	6	4	12		3	9		1	0	179		2	33	609		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:	6	4	12		3	9		1	0	179		2	33	609		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:	0.95	0.95	0.95		0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95
PHF Volume:	6	4	13		3	9		1	0	188		2	35	641		1
Reduct Vol:	0	0	0		0	0		0	0	0		0	0	0		0
Reduced Vol:	6	4	13		3	9		1	0	188		2	35	641		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
Final Vol.:	6	4	13		3	9		1	0	188		2	35	641		1
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	0.18	0.55		0.23	0.69		0.08	0.00	0.99		0.01	0.05	0.94		0.01
Final Sat.:	166	111	332		133	400		44	0	748		8	44	807		1
Capacity Analysis Module:																
Vol/Sat:	0.04	0.04	0.04		0.02	0.02		0.02	xxxx	0.25		0.25	0.79	0.79		0.79
Crit Moves:		****				****				****				****		
Delay/Veh:	8.6	8.6	8.6		8.8	8.8		8.8	0.0	9.1		9.1	21.2	21.2		21.2
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	8.6		8.8	8.8		8.8	0.0	9.1		9.1	21.2	21.2		21.2
LOS by Move:	A	A	A		A	A		A	*	A		A	C	C		C
ApproachDel:	8.6				8.8				9.1				21.2			
Delay Adj:	1.00				1.00				1.00				1.00			
ApprAdjDel:	8.6				8.8				9.1				21.2			
LOS by Appr:	A				A				A				C			
AllWayAvgQ:	0.0	0.0	0.0		0.0	0.0		0.0	0.3	0.3		0.3	3.3	3.3		3.3

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

Existing AM
Placer Vineyard

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

Intersection #3 Pleasent Grove N/Riego

Cycle (sec): 100 Critical Vol./Cap.(X): 0.909
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 26.5
Optimal Cycle: 0 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:	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	1!	0	0	1	0	0	0	1	0	1
Volume Module:																
Base Vol:	0	0	0	12	0	67	4	201	0	0	633	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	12	0	67	4	201	0	0	633	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:	0.95	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	13	0	71	4	212	0	0	666	75				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	0	0	13	0	71	4	212	0	0	666	75				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	0	0	0	13	0	71	4	212	0	0	666	75				
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	0.15	0.00	0.85	0.02	0.98	0.00	0.00	1.00	1.00				
Final Sat.:	0	0	0	96	0	538	14	692	0	0	733	855				
Capacity Analysis Module:																
Vol/Sat:	xxxx	xxxx	xxxx	0.13	xxxx	0.13	0.31	0.31	xxxx	xxxx	0.91	0.09				
Crit Moves:				****				****			****					
Delay/Veh:	0.0	0.0	0.0	9.2	0.0	9.2	10.1	10.1	0.0	0.0	36.1	7.3				
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:	0.0	0.0	0.0	9.2	0.0	9.2	10.1	10.1	0.0	0.0	36.1	7.3				
LOS by Move:	*	*	*	A	*	A	B	B	*	*	E	A				
ApproachDel:	xxxxxx			9.2			10.1				33.2					
Delay Adj:	xxxxx			1.00			1.00				1.00					
ApprAdjDel:	xxxxxx			9.2			10.1				33.2					
LOS by Appr:	*			A			B				D					
AllWayAvgQ:	0.0	0.0	0.0	0.1	0.1	0.1	0.4	0.4	0.4	0.0	5.8	0.1				

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

Existing AM
Placer Vineyard

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

Intersection #4 Pleasent Grove S/Riego

Cycle (sec): 100 Critical Vol./Cap.(X): 0.951
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 31.4
Optimal Cycle: 0 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:	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	0	0	0	1	0	1	0	1	0
Volume Module:																
Base Vol:	62	0	19	0	0	0	0	227	44	65	639	0				
Growth Adj:	1.00	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	19	0	0	0	0	227	44	65	639	0				
User Adj:	1.00	1.00	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:	65	0	20	0	0	0	0	239	46	68	673	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	65	0	20	0	0	0	0	239	46	68	673	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	65	0	20	0	0	0	0	239	46	68	673	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:	0.77	0.00	0.23	0.00	0.00	0.00	0.00	1.00	1.00	0.09	0.91	0.00				
Final Sat.:	439	0	134	0	0	0	0	669	768	72	708	0				
Capacity Analysis Module:																
Vol/Sat:	0.15	xxxx	0.15	xxxx	xxxx	xxxx	xxxx	0.36	0.06	0.95	0.95	xxxx				
Crit Moves:	****							****		****						
Delay/Veh:	10.1	0.0	10.1	0.0	0.0	0.0	0.0	10.9	7.6	42.0	42.0	0.0				
Delay Adj:	1.00	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	0.0	10.1	0.0	0.0	0.0	0.0	10.9	7.6	42.0	42.0	0.0				
LOS by Move:	B	*	B	*	*	*	*	B	A	E	E	*				
ApproachDel:	10.1			xxxxxx				10.4			42.0					
Delay Adj:	1.00			xxxxx				1.00			1.00					
ApprAdjDel:	10.1			xxxxxx				10.4			42.0					
LOS by Appr:	B			*				B			E					
AllWayAvgQ:	0.2	0.2	0.2	0.0	0.0	0.0	0.0	0.5	0.1	7.4	7.4	7.4				

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

Existing AM
Placer Vineyard

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

Intersection #113 Riego/Pacific

Average Delay (sec/veh): 1.0 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:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
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		18	0	3		54	204	0		0	565	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:	0	0	0		18	0	3		54	204	0		0	565	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:	1.00	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	3		54	204	0		0	565	27	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	0	0	0		18	0	3		54	204	0		0	565	27	
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		891	xxxx	579		592	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Potent Cap.:	xxxx	xxxx	xxxxx		316	xxxx	519		994	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Move Cap.:	xxxx	xxxx	xxxxx		302	xxxx	519		994	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Volume/Cap:	xxxx	xxxx	xxxx		0.06	xxxx	0.01		0.05	xxxx	xxxx		xxxx	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		0.2	xxxx	xxxxx		xxxx	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		8.8	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	321	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	0.2	xxxxx		0.2	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	17.0	xxxxx		8.8	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	*		*	C	*		A	*	*		*	*	*	
ApproachDel:	xxxxxx					17.0			xxxxxx				xxxxxx			
ApproachLOS:	*					C			*				*			

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

Existing Plus Project

Placer County

AM Peak Hour

Existing Plus Project AM
Placer Vineyard

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

Intersection #5 Locust/Baseline

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.256
Loss Time (sec): 0 (Y+R=4.0 sec) | Average Delay (sec/veh): xxxxxx
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:	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	3	0 1	1	0	3	0 1
Volume Module:																
Base Vol:	23	3	28		13	2	3		0	497	10		77	894	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:	23	3	28		13	2	3		0	497	10		77	894	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:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	24	3	29		14	2	3		0	523	11		81	941	32	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	24	3	29		14	2	3		0	523	11		81	941	32	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	24	3	29		14	2	3		0	523	11		81	941	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:	0.43	0.05	0.52		0.72	0.11	0.17		1.00	3.00	1.00		1.00	3.00	1.00	
Final Sat.:	639	83	778		1083	167	250		1500	4500	1500		1500	4500	1500	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.04	0.04		0.01	0.01	0.01		0.00	0.12	0.01		0.05	0.21	0.02	
Crit Vol:			57		14				0					314		
Crit Moves:			****		****				****					****		

Existing Plus Project AM
Placer Vineyard

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

Intersection #6 Brewer Rd/Baseline Rd

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.329
Loss Time (sec): 0 (Y+R=4.0 sec) | 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:	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	
Lanes:	1	1	0	0 1	0	0	1!	0 0	1	0	3	0 1	2	0	3	0 1
Volume Module:																
Base Vol:	170	8	147		9	20	5		11	396	129		187	886	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:	170	8	147		9	20	5		11	396	129		187	886	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:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	179	8	155		9	21	5		12	417	136		197	933	19	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	179	8	155		9	21	5		12	417	136		197	933	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	
Final Vol.:	179	8	155		9	21	5		12	417	136		197	933	19	
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:	1.91	0.09	1.00		0.26	0.59	0.15		1.00	3.00	1.00		2.00	3.00	1.00	
Final Sat.:	2626	124	1375		364	809	202		1375	4125	1375		2750	4125	1375	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.07	0.11		0.03	0.03	0.03		0.01	0.10	0.10		0.07	0.23	0.01	
Crit Vol:	94						36		12					311		
Crit Moves:	****						****		****					****		

Existing Plus Project AM
Placer Vineyard

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

Intersection #7 Watt Ave/Baseline Rd

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.495
Loss Time (sec): 0 (Y+R=4.0 sec) | 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:	Permitted				Permitted				Protected				Protected			
Rights:	Ovl				Include				Ovl				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0	0	0 2	0	0	0	0 0	0	0	3	0 1	2	0	3	0 0
Volume Module:																
Base Vol:	279	0	376		0	0	0		0	852	46		403	1592	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	279	0	376		0	0	0		0	852	46		403	1592	0	
User Adj:	1.00	1.00	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:	294	0	396		0	0	0		0	897	48		424	1676	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	294	0	396		0	0	0		0	897	48		424	1676	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	294	0	396		0	0	0		0	897	48		424	1676	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	0.00	2.00		0.00	0.00	0.00		0.00	3.00	1.00		2.00	3.00	0.00	
Final Sat.:	2850	0	2850		0	0	0		0	4275	1425		2850	4275	0	
Capacity Analysis Module:																
Vol/Sat:	0.10	0.00	0.14		0.00	0.00	0.00		0.00	0.21	0.03		0.15	0.39	0.00	
Crit Vol:	147						0		0					559		
Crit Moves:	****								****					****		

Existing Plus Project AM
Placer Vineyard

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

Intersection #8 Watt Ave/PFE Rd

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.631
Loss Time (sec): 0 (Y+R=4.0 sec) | Average Delay (sec/veh): xxxxxx
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	
Lanes:	1	0	3	0 1	1	0	3	0 1	1	0	0	0 0	0	0	1!	0 0
Volume Module:																
Base Vol:	0	1347	197		176	1524	0		1	0	0		142	0	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	1347	197		176	1524	0		1	0	0		142	0	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:	0.95	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	1418	207		185	1604	0		1	0	0		149	0	138	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1418	207		185	1604	0		1	0	0		149	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	
Final Vol.:	0	1418	207		185	1604	0		1	0	0		149	0	138	
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	1.00		1.00	3.00	1.00		1.00	0.00	0.00		0.52	0.00	0.48	
Final Sat.:	1500	4500	1500		1500	4500	1500		1500	0	0		780	0	720	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.32	0.14		0.12	0.36	0.00		0.00	0.00	0.00		0.19	0.00	0.19	
Crit Vol:		473			185				1						287	
Crit Moves:		****			****				****						****	

Existing Plus Project AM
Placer Vineyard

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

Intersection #9 Walerga Rd/PFE Rd

Cycle (sec): 100 | Critical Vol./Cap.(X): 1.133
Loss Time (sec): 0 (Y+R=4.0 sec) | 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:	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:	136	699	309		23	566	59		49	201	131		117	68	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:	136	699	309		23	566	59		49	201	131		117	68	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:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	143	736	325		24	596	62		52	212	138		123	72	23	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	143	736	325		24	596	62		52	212	138		123	72	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	
Final Vol.:	143	736	325		24	596	62		52	212	138		123	72	23	
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	0.69	0.31		1.00	0.91	0.09		1.00	0.61	0.39		1.00	0.76	0.24	
Final Sat.:	1375	953	422		1375	1245	130		1375	832	543		1375	1039	336	
Capacity Analysis Module:																
Vol/Sat:	0.10	0.77	0.77		0.02	0.48	0.48		0.04	0.25	0.25		0.09	0.07	0.07	
Crit Vol:		1061				24					349		123			
Crit Moves:		****				****					****		****			

Existing Plus Project AM
Placer Vineyard

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

Intersection #10 Cook Riolo/PFE Rd

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.609
Loss Time (sec): 0 (Y+R=4.0 sec) | 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	1!	0 0	0	0	1!	0 0	0	0	1!	0 0	0	0	1!	0 0
Volume Module:																
Base Vol:	10	7	11		106	27	48		96	305	26		40	87	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:	10	7	11		106	27	48		96	305	26		40	87	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:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	11	7	12		112	28	51		101	321	27		42	92	58	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	11	7	12		112	28	51		101	321	27		42	92	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	
Final Vol.:	11	7	12		112	28	51		101	321	27		42	92	58	
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	0.21	0.79		0.59	0.15	0.26		0.22	0.72	0.06		0.22	0.48	0.30	
Final Sat.:	992	-404	404		355	91	161		166	527	45		153	332	210	
Capacity Analysis Module:																
Vol/Sat:	0.01	-0.02	0.03		0.31	0.31	0.31		0.61	0.61	0.61		0.28	0.28	0.28	
Crit Moves:			****			****			****				****			
Delay/Veh:	9.3	9.1	9.1		10.7	10.7	10.7		14.5	14.5	14.5		9.7	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:	9.3	9.1	9.1		10.7	10.7	10.7		14.5	14.5	14.5		9.7	9.7	9.7	
LOS by Move:	A	A	A		B	B	B		B	B	B		A	A	A	
ApproachDel:		9.3				10.7				14.5				9.7		
Delay Adj:		1.00				1.00				1.00				1.00		
ApprAdjDel:		9.3				10.7				14.5				9.7		
LOS by Appr:		A				B				B				A		
AllWayAvgQ:	0.0	0.0	0.0		0.4	0.4	0.4		1.4	1.4	1.4		0.3	0.3	0.3	

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

Existing Plus Project AM
Placer Vineyard

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

Intersection #11 Fiddyment Rd/Baseline Rd

Cycle (sec): 100 | Critical Vol./Cap.(X): 1.202
Loss Time (sec): 0 (Y+R=4.0 sec) | 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:	Include				Ovl				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	0 1	1	0	1	1 0	1	0	2	0 1
Volume Module:																
Base Vol:	6	466	322		20	387	815		556	744	32		233	1200	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:	6	466	322		20	387	815		556	744	32		233	1200	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:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	6	491	339		21	407	858		585	783	34		245	1263	56	
Reduct Vol:	0	0	0		0	0	185		0	0	0		0	0	0	
Reduced Vol:	6	491	339		21	407	673		585	783	34		245	1263	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	
Final Vol.:	6	491	339		21	407	673		585	783	34		245	1263	56	
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	1.18	0.82		1.00	1.00	1.00		1.00	1.92	0.08		1.00	2.00	1.00	
Final Sat.:	1375	1626	1124		1375	1375	1375		1375	2637	113		1375	2750	1375	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.30	0.30	0.02	0.30	0.49	0.43	0.30	0.30	0.18	0.46	0.04				
Crit Vol:			415		21		585				632					
Crit Moves:			****		****		****				****					

Existing Plus Project AM
Placer Vineyard

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

Intersection #31 Palladay/Baseline Rd

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.356
Loss Time (sec): 0 (Y+R=4.0 sec) | 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				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	0	0 1	0	0	0	0 0	0	0	3	0 1	1	0	3	0 0
Volume Module:																
Base Vol:	20	0	113		0	0	0		0	476	69		303	1142	0	
Growth Adj:	1.00	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	0	113		0	0	0		0	476	69		303	1142	0	
User Adj:	1.00	1.00	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:	21	0	119		0	0	0		0	501	73		319	1202	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	21	0	119		0	0	0		0	501	73		319	1202	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	21	0	119		0	0	0		0	501	73		319	1202	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	3.00	1.00		1.00	3.00	0.00	
Final Sat.:	1425	0	1425		0	0	0		0	4275	1425		1425	4275	0	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.00	0.08		0.00	0.00	0.00		0.00	0.12	0.05		0.22	0.28	0.00	
Crit Vol:	21						0			167			319			
Crit Moves:	****									****			****			

Existing Plus Project AM
Placer Vineyard

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

Intersection #32 16th Ave/Baseline Rd

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.376
Loss Time (sec): 0 (Y+R=4.0 sec) | 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				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	0	0 1	0	0	0	0 0	0	0	3	0 1	1	0	3	0 0
Volume Module:																
Base Vol:	40	0	147		0	0	0		0	486	102		148	1405	0	
Growth Adj:	1.00	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	147		0	0	0		0	486	102		148	1405	0	
User Adj:	1.00	1.00	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:	42	0	155		0	0	0		0	512	107		156	1479	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	42	0	155		0	0	0		0	512	107		156	1479	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	42	0	155		0	0	0		0	512	107		156	1479	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	3.00	1.00		1.00	3.00	0.00	
Final Sat.:	1425	0	1425		0	0	0		0	4275	1425		1425	4275	0	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.00	0.11		0.00	0.00	0.00		0.00	0.12	0.08		0.11	0.35	0.00	
Crit Vol:	42						0			0				493		
Crit Moves:	****								****					****		

Existing Plus Project AM
Placer Vineyard

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

Intersection #33 14th Ave/Baseline Rd

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.477
Loss Time (sec): 0 (Y+R=4.0 sec) | 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:	Permitted				Permitted				Protected				Protected			
Rights:	Ovl				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	0	0 1	0	0	0	0 0	0	0	3	0 1	1	0	3	0 0
Volume Module:																
Base Vol:	124	0	136		0	0	0		0	648	16		114	1566	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	124	0	136		0	0	0		0	648	16		114	1566	0	
User Adj:	1.00	1.00	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:	131	0	143		0	0	0		0	682	17		120	1648	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	131	0	143		0	0	0		0	682	17		120	1648	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	131	0	143		0	0	0		0	682	17		120	1648	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	3.00	1.00		1.00	3.00	0.00	
Final Sat.:	1425	0	1425		0	0	0		0	4275	1425		1425	4275	0	
Capacity Analysis Module:																
Vol/Sat:	0.09	0.00	0.10		0.00	0.00	0.00		0.00	0.16	0.01		0.08	0.39	0.00	
Crit Vol:	131						0			0				549		
Crit Moves:	****								****					****		

Existing Plus Project AM
Placer Vineyard

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

Intersection #34 12th Ave/Baseline Rd

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.521
Loss Time (sec): 0 (Y+R=4.0 sec) | 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:		Include				Include				Include				Include		
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0	0	0 1	0	0	0	0 0	0	0	3	0 1	2	0	3	0 0
Volume Module:																
Base Vol:	87	0	174		0	0	0		0	701	83		23	1592	0	
Growth Adj:	1.00	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	0	174		0	0	0		0	701	83		23	1592	0	
User Adj:	1.00	1.00	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:	92	0	183		0	0	0		0	738	87		24	1676	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	92	0	183		0	0	0		0	738	87		24	1676	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	92	0	183		0	0	0		0	738	87		24	1676	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	0.00	1.00		0.00	0.00	0.00		0.00	3.00	1.00		2.00	3.00	0.00	
Final Sat.:	2850	0	1425		0	0	0		0	4275	1425		2850	4275	0	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.00	0.13		0.00	0.00	0.00		0.00	0.17	0.06		0.01	0.39	0.00	
Crit Vol:			183		0				0					559		
Crit Moves:			****						****					****		

Existing Plus Project AM
Placer Vineyard

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

Intersection #35 Dyer St/Baseline Rd

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.509
Loss Time (sec): 0 (Y+R=4.0 sec) | 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				Ovl				Include		
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0	0	0 1	0	0	0	0 0	0	0	3	0 1	2	0	3	0 0
Volume Module:																
Base Vol:	41	0	77		0	0	0		0	1240	10		76	1950	0	
Growth Adj:	1.00	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	77		0	0	0		0	1240	10		76	1950	0	
User Adj:	1.00	1.00	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	0	81		0	0	0		0	1305	11		80	2053	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	43	0	81		0	0	0		0	1305	11		80	2053	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	43	0	81		0	0	0		0	1305	11		80	2053	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	0.00	1.00		0.00	0.00	0.00		0.00	3.00	1.00		2.00	3.00	0.00	
Final Sat.:	2850	0	1425		0	0	0		0	4275	1425		2850	4275	0	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.00	0.06		0.00	0.00	0.00		0.00	0.31	0.01		0.03	0.48	0.00	
Crit Vol:			81		0				0					684		
Crit Moves:			****						****					****		

Existing Plus Project AM
Placer Vineyard

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

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*******************************************************************************
Intersection #36 9th Ave/Baseline Rd
*******************************************************************************
Average Delay (sec/veh):      0.4       Worst Case Level Of Service: F[ 61.4]
*******************************************************************************
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:        1  0  0  0  1    0  0  0  0  0    0  0  3  0  1    1  0  3  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      10    0     9     0    0     0     0 1312     4     4 2016     0
Growth Adj:  1.00 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    0     9     0    0     0     0 1312     4     4 2016     0
User Adj:    1.00 1.00  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:    11    0     9     0    0     0     0 1381     4     4 2122     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Final Vol.:    11    0     9     0    0     0     0 1381     4     4 2122     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  6.8 xxxx   6.9 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5 xxxx   3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 2097 xxxx   460  xxxx xxxx xxxxx  xxxx xxxx xxxxx  1385 xxxx xxxxx
Potent Cap.:   46 xxxx   553  xxxx xxxx xxxxx  xxxx xxxx xxxxx   501 xxxx xxxxx
Move Cap.:     46 xxxx   553  xxxx xxxx xxxxx  xxxx xxxx xxxxx   501 xxxx xxxxx
Volume/Cap:  0.23 xxxx  0.02  xxxx xxxx  xxxx  xxxx xxxx  xxxx  0.01 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.8 xxxx   0.1  xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.0 xxxx xxxxx
Control Del:106.1 xxxx  11.6 xxxxx xxxx xxxxx xxxxx xxxx xxxxx  12.2 xxxx xxxxx
LOS by Move:   F    *     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 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:      61.4           xxxxxx           xxxxxx           xxxxxx
ApproachLOS:       F             *                *                *
*******************************************************************************
Note: Queue reported is the number of cars per lane.
*******************************************************************************
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Existing Plus Project AM
Placer Vineyard

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

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*******************************************************************************
Intersection #37 Watt Ave/A St
*******************************************************************************
Cycle (sec):         100                 Critical Vol./Cap.(X):         0.377
Loss Time (sec):       0 (Y+R=4.0 sec)   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            Include
Min. Green:      0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        2  0  3  0  1    1  0  3  0  1    1  0  1  0  1    1  0  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     530  604   141    23  377    35     0   68   165    87   80    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:  530  604   141    23  377    35     0   68   165    87   80    36
User 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 Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:   504  574   134    22  358    33     0   65   157    83   76    34
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  504  574   134    22  358    33     0   65   157    83   76    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
Final Vol.:   504  574   134    22  358    33     0   65   157    83   76    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:       2.00 3.00  1.00  1.00 3.00  1.00  1.00 1.00  1.00  1.00 0.69  0.31
Final Sat.:  2750 4125  1375  1375 4125  1375  1375 1375  1375  1375  948   427
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.18 0.14  0.10  0.02 0.09  0.02  0.00 0.05  0.11  0.06 0.08  0.08
Crit Vol:     252                 119                 65            83
Crit Moves:  ****                ****              ****          ****
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Existing Plus Project AM
Placer Vineyard

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

Intersection #38 Watt Ave/Town Center

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.441
Loss Time (sec): 0 (Y+R=4.0 sec) | 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:	Ovl				Ovl				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	3	0	1	1	0	3	0	1	1	0	0	1	0	1
Volume Module:																
Base Vol:	190	1067	29		6	527	96		173	34	175		64	51	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:	190	1067	29		6	527	96		173	34	175		64	51	35	
User 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 Adj:	1.00	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	1014	28		6	501	91		164	32	166		61	48	33	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	181	1014	28		6	501	91		164	32	166		61	48	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	
Final Vol.:	181	1014	28		6	501	91		164	32	166		61	48	33	
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	0.16	0.84		1.00	0.59	0.41	
Final Sat.:	1375	4125	1375		1375	4125	1375		1375	224	1151		1375	815	560	
Capacity Analysis Module:																
Vol/Sat:	0.13	0.25	0.02		0.00	0.12	0.07		0.12	0.14	0.14		0.04	0.06	0.06	
Crit Vol:	181					167				199			61			
Crit Moves:	****					****				****			****			

Existing Plus Project AM
Placer Vineyard

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

Intersection #39 Watt Ave/Dyer St

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.673
Loss Time (sec): 0 (Y+R=4.0 sec) | 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	
Lanes:	2	0	3	0	1	2	0	3	0	1	2	0	3	0	1	
Volume Module:																
Base Vol:	138	1334	13		4	1206	9		46	2	448		59	3	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:	138	1334	13		4	1206	9		46	2	448		59	3	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:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	145	1404	14		4	1269	9		48	2	472		62	3	11	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	145	1404	14		4	1269	9		48	2	472		62	3	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	
Final Vol.:	145	1404	14		4	1269	9		48	2	472		62	3	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:	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:	0.05	0.34	0.01		0.00	0.31	0.01		0.02	0.00	0.34		0.02	0.00	0.01	
Crit Vol:	0					423					472		31			
Crit Moves:	****					****					****		****			

Existing Plus Project AM
Placer Vineyard

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

Intersection #40 Walerga/E Town Center

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.527
Loss Time (sec): 0 (Y+R=4.0 sec) | 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:	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	1	0	1	0	0	1	0	0	0
Volume Module:																
Base Vol:	31	643	0		0	607	46		148	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:	31	643	0		0	607	46		148	0	43		0	0	0	
User 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 Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	29	611	0		0	577	44		141	0	41		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	29	611	0		0	577	44		141	0	41		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	29	611	0		0	577	44		141	0	41		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	1.00	0.00		1.00	1.00	1.00		1.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	1425	1425	0		1425	1425	1425		1425	0	1425		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.43	0.00		0.00	0.40	0.03		0.10	0.00	0.03		0.00	0.00	0.00	
Crit Vol:		611				0			141					0		
Crit Moves:		****				****			****							

Existing Plus Project AM
Placer Vineyard

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

Intersection #41 Dyer/A Street

Average Delay (sec/veh): 8.4 | Worst Case Level Of Service: B[12.0]

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	1	0	0	1	0	
Volume Module:																
Base Vol:	84	8	36		0	19	51		47	114	32		14	80	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:	84	8	36		0	19	51		47	114	32		14	80	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:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	88	8	38		0	20	54		49	120	34		15	84	2	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	88	8	38		0	20	54		49	120	34		15	84	2	
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx		xxxxx	xxxx	xxxxx		7.5	6.5	6.9		7.5	6.5	6.9	
FollowUpTim:	2.2	xxxx	xxxxx		xxxxx	xxxx	xxxxx		3.5	4.0	3.3		3.5	4.0	3.3	
Capacity Module:																
Cnflict Vol:	74	xxxx	xxxxx		xxxx	xxxx	xxxxx		270	270	37		274	278	23	
Potent Cap.:	1539	xxxx	xxxxx		xxxx	xxxx	xxxxx		666	640	1034		662	633	1055	
Move Cap.:	1539	xxxx	xxxxx		xxxx	xxxx	xxxxx		568	603	1034		519	597	1055	
Volume/Cap:	0.06	xxxx	xxxx		xxxx	xxxx	xxxx		0.09	0.20	0.03		0.03	0.14	0.00	
Level Of Service Module:																
2Way95thQ:	0.2	xxxx	xxxxx		xxxx	xxxx	xxxxx		0.3	xxxx	xxxxx		0.1	xxxx	xxxxx	
Control Del:	7.5	xxxx	xxxxx		xxxxx	xxxx	xxxxx		11.9	xxxx	xxxxx		12.1	xxxx	xxxxx	
LOS by Move:	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	664		xxxx	xxxx	603	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	0.9		xxxxx	xxxx	0.5	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	12.1		xxxxx	xxxx	12.0	
Shared LOS:	*	*	*		*	*	*		*	*	B		*	*	B	
ApproachDel:	xxxxxx				xxxxxx				12.0				12.0			
ApproachLOS:		*				*			B				B			

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

Existing Plus Project AM
Placer Vineyard

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

Intersection #42 Palladay/ A Street

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.475
Loss Time (sec): 0 (Y+R=4.0 sec) | 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	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:	22	259	32		31	57	19		51	64	3		26	178	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:	22	259	32		31	57	19		51	64	3		26	178	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:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	23	273	34		33	60	20		54	67	3		27	187	33	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	23	273	34		33	60	20		54	67	3		27	187	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	
Final Vol.:	23	273	34		33	60	20		54	67	3		27	187	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:	0.07	0.83	0.10		0.29	0.53	0.18		0.43	0.54	0.03		0.11	0.76	0.13	
Final Sat.:	49	574	71		182	335	112		263	331	15		73	500	87	
Capacity Analysis Module:																
Vol/Sat:	0.47	0.47	0.47		0.18	0.18	0.18		0.20	0.20	0.20		0.37	0.37	0.37	
Crit Moves:			****			****				****				****		
Delay/Veh:	12.0	12.0	12.0		9.3	9.3	9.3		9.7	9.7	9.7		10.9	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:	12.0	12.0	12.0		9.3	9.3	9.3		9.7	9.7	9.7		10.9	10.9	10.9	
LOS by Move:	B	B	B		A	A	A		A	A	A		B	B	B	
ApproachDel:	12.0				9.3				9.7				10.9			
Delay Adj:	1.00				1.00				1.00				1.00			
ApprAdjDel:	12.0				9.3				9.7				10.9			
LOS by Appr:	B				A				A				B			
AllWayAvgQ:	0.8	0.8	0.8		0.2	0.2	0.2		0.2	0.2	0.2		0.5	0.5	0.5	

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

Existing Plus Project AM
Placer Vineyard

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

Intersection #43 16th Ave/A Street

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.403
Loss Time (sec): 0 (Y+R=4.0 sec) | 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	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	143	3		6	30	47		11	42	22		0	189	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:	59	143	3		6	30	47		11	42	22		0	189	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:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	62	151	3		6	32	49		12	44	23		0	199	71	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	62	151	3		6	32	49		12	44	23		0	199	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	
Final Vol.:	62	151	3		6	32	49		12	44	23		0	199	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	0.98	0.02		1.00	0.39	0.61		1.00	0.66	0.34		1.00	0.74	0.26	
Final Sat.:	573	613	13		551	251	393		562	418	219		589	493	175	
Capacity Analysis Module:																
Vol/Sat:	0.11	0.25	0.25		0.01	0.13	0.13		0.02	0.11	0.11		0.00	0.40	0.40	
Crit Moves:			****			****					****				****	
Delay/Veh:	9.4	9.9	9.9		8.9	8.6	8.6		8.9	8.6	8.6		0.0	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:	9.4	9.9	9.9		8.9	8.6	8.6		8.9	8.6	8.6		0.0	11.2	11.2	
LOS by Move:	A	A	A		A	A	A		A	A	A		*	B	B	
ApproachDel:	9.7				8.7				8.7				11.2			
Delay Adj:	1.00				1.00				1.00				1.00			
ApprAdjDel:	9.7				8.7				8.7				11.2			
LOS by Appr:	A				A				A				B			
AllWayAvgQ:	0.1	0.3	0.3		0.0	0.1	0.1		0.0	0.1	0.1		0.0	0.6	0.6	

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

Existing Plus Project AM
Placer Vineyard

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

Intersection #44 14th Ave/A Street

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.500
Loss Time (sec): 0 (Y+R=4.0 sec) | 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:	0	0	1!	0 0	0	0	0	1 0	0	0	1!	0 0	0	1	0	0
Volume Module:																
Base Vol:	10	334	10		0	89	164		95	10	13		15	44	0	
Growth Adj:	1.00	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	334	10		0	89	164		95	10	13		15	44	0	
User Adj:	1.00	1.00	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:	11	352	11		0	94	173		100	11	14		16	46	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	11	352	11		0	94	173		100	11	14		16	46	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	11	352	11		0	94	173		100	11	14		16	46	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:	0.03	0.94	0.03		0.00	0.35	0.65		0.81	0.08	0.11		0.25	0.75	0.00	
Final Sat.:	21	703	21		0	272	501		480	50	66		146	430	0	
Capacity Analysis Module:																
Vol/Sat:	0.50	0.50	0.50		xxxx	0.34	0.34		0.21	0.21	0.21		0.11	0.11	xxxx	
Crit Moves:	****					****			****					****		
Delay/Veh:	12.1	12.1	12.1		0.0	9.6	9.6		9.8	9.8	9.8		9.2	9.2	0.0	
Delay Adj:	1.00	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	12.1	12.1		0.0	9.6	9.6		9.8	9.8	9.8		9.2	9.2	0.0	
LOS by Move:	B	B	B		*	A	A		A	A	A		A	A	*	
ApproachDel:	12.1					9.6				9.8				9.2		
Delay Adj:	1.00					1.00				1.00				1.00		
ApprAdjDel:	12.1					9.6				9.8				9.2		
LOS by Appr:	B					A				A				A		
AllWayAvgQ:	0.9	0.9	0.9		0.5	0.5	0.5		0.2	0.2	0.2		0.1	0.1	0.1	

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

Existing Plus Project AM
Placer Vineyard

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

Intersection #45 12th Ave/A Street

Average Delay (sec/veh): 3.4 | 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:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Ignore				Include				Ignore			
Lanes:	1	0	0	1 0	1	0	1	0 1	1	0	0	1 0	1	0	1	0 1
Volume Module:																
Base Vol:	0	23	19		25	1	16		145	284	0		9	237	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	23	19		25	1	16		145	284	0		9	237	61	
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:	0.95	0.95	0.95		0.95	0.95	0.00		0.95	0.95	0.95		0.95	0.95	0.00	
PHF Volume:	0	24	20		26	1	0		153	299	0		9	249	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	0	24	20		26	1	0		153	299	0		9	249	0	
Critical Gap Module:																
Critical Gp:	xxxxx	6.5	6.2		7.1	6.5	xxxxx		4.1	xxxx	xxxxx		4.1	xxxx	xxxxx	
FollowUpTim:	xxxxx	4.0	3.3		3.5	4.0	xxxxx		2.2	xxxx	xxxxx		2.2	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	xxxx	873	299		895	873	xxxxx		249	xxxx	xxxxx		299	xxxx	xxxxx	
Potent Cap.:	xxxx	291	745		264	291	xxxxx		1328	xxxx	xxxxx		1274	xxxx	xxxxx	
Move Cap.:	xxxx	255	745		216	255	xxxxx		1328	xxxx	xxxxx		1274	xxxx	xxxxx	
Volume/Cap:	xxxx	0.09	0.03		0.12	0.00	xxxx		0.11	xxxx	xxxx		0.01	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx		0.4	0.0	xxxxx		0.4	xxxx	xxxxx		0.0	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	xxxxx		23.9	19.1	xxxxx		8.1	xxxx	xxxxx		7.8	xxxx	xxxxx	
LOS by Move:	*	*	*		C	C	*		A	*	*		A	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	364		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	0.4		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	16.3		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	C		*	*	*		*	*	*		*	*	*	
ApproachDel:	16.3				23.8				xxxxxx				xxxxxx			
ApproachLOS:	C				C				*				*			

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

Existing Plus Project AM
Placer Vineyard

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

Intersection #46 11th Ave/A Street

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.436
Loss Time (sec): 0 (Y+R=4.0 sec) | 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	
Lanes:	0	0	0	0	1	0	0	0 1	1	0	2	0 0	0	0	1	1 0
Volume Module:																
Base Vol:	0	0	0		117	0	53		90	116	0		0	197	447	
Growth Adj:	1.00	1.00	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		117	0	53		90	116	0		0	197	447	
User 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 Adj:	1.00	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		111	0	50		86	110	0		0	187	425	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		111	0	50		86	110	0		0	187	425	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		111	0	50		86	110	0		0	187	425	
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	0.00	0.00		1.00	0.00	1.00		1.00	2.00	0.00		0.00	1.00	1.00	
Final Sat.:	0	0	0		1425	0	1425		1425	2850	0		0	1425	1425	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.08	0.00	0.04		0.06	0.04	0.00		0.00	0.13	0.30	
Crit Vol:			0		111				86						425	
Crit Moves:					****				****						****	

Existing Plus Project AM
Placer Vineyard

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

Intersection #47 Dyer/ W Town Center

Average Delay (sec/veh): 5.9 | Worst Case Level Of Service: B[13.8]

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:	6	241		4	29	66		53	122	55		7	9	47		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:	6	241		4	29	66		53	122	55		7	9	47		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:	6	254		4	31	69		56	128	58		7	9	49		64
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Final Vol.:	6	254		4	31	69		56	128	58		7	9	49		64
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:	125	xxxx	xxxxx		258	xxxx	xxxxx		323	429		63	393	455		129
Potent Cap.:	1474	xxxx	xxxxx		1319	xxxx	xxxxx		612	522		996	546	504		903
Move Cap.:	1474	xxxx	xxxxx		1319	xxxx	xxxxx		514	507		996	484	491		903
Volume/Cap:	0.00	xxxx	xxxx		0.02	xxxx	xxxx		0.25	0.11		0.01	0.02	0.10		0.07
Level Of Service Module:																
2Way95thQ:	0.0	xxxx	xxxxx		0.1	xxxx	xxxxx		1.0	xxxx	xxxxx		0.1	xxxx	xxxxx	
Control Del:	7.5	xxxx	xxxxx		7.8	xxxx	xxxxx		14.3	xxxx	xxxxx		12.6	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	537		xxxx	xxxx	661	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	0.4		xxxxx	xxxx	0.6	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	12.6		xxxxx	xxxx	11.6	
Shared LOS:	*	*	*		*	*	*		*	*	B		*	*	B	
ApproachDel:	xxxxxx				xxxxxx				13.8				11.6			
ApproachLOS:	*				*				B				B			

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

Existing Plus Project AM
Placer Vineyard

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

Intersection #48 18th Ave/Dyer Street

Average Delay (sec/veh): 6.4 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:	1	0	0	1 0	1	0	0	1 0	1	0	1	1 0	1	0	1	1 0
Volume Module:																
Base Vol:	44	43	71		59	78	23		12	65	5		57	184	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:	44	43	71		59	78	23		12	65	5		57	184	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:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	46	45	75		62	82	24		13	68	5		60	194	89	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	46	45	75		62	82	24		13	68	5		60	194	89	
Critical Gap Module:																
Critical Gp:	7.5	6.5	6.9		7.5	6.5	6.9		4.1	xxxx	xxxxx		4.1	xxxx	xxxxx	
FollowUpTim:	3.5	4.0	3.3		3.5	4.0	3.3		2.2	xxxx	xxxxx		2.2	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	354	499	37		441	457	142		283	xxxx	xxxxx		74	xxxx	xxxxx	
Potent Cap.:	581	476	1034		505	503	887		1291	xxxx	xxxxx		1539	xxxx	xxxxx	
Move Cap.:	473	453	1034		417	478	887		1291	xxxx	xxxxx		1539	xxxx	xxxxx	
Volume/Cap:	0.10	0.10	0.07		0.15	0.17	0.03		0.01	xxxx	xxxx		0.04	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	0.3	xxxx	xxxxx		0.5	xxxx	xxxxx		0.0	xxxx	xxxxx		0.1	xxxx	xxxxx	
Control Del:	13.4	xxxx	xxxxx		15.1	xxxx	xxxxx		7.8	xxxx	xxxxx		7.4	xxxx	xxxxx	
LOS by Move:	B	*	*		C	*	*		A	*	*		A	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	697		xxxx	xxxx	534		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	0.6		xxxxx	xxxx	0.7		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	11.2		xxxxx	xxxx	13.4		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	B		*	*	B		*	*	*		*	*	*	
ApproachDel:	11.8				14.0				xxxxxx				xxxxxx			
ApproachLOS:	B				B				*				*			

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

Existing Plus Project AM
Placer Vineyard

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

Intersection #49 16th Ave/Dyer Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.495
Loss Time (sec): 0 (Y+R=4.0 sec) 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:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	1	1 0	1	0	1	1 0	1	0	1	1 0	1	0	1	1 0
Volume Module:																
Base Vol:	225	119	30		2	215	105		119	81	180		152	221	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:	225	119	30		2	215	105		119	81	180		152	221	3	
User 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 Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	214	113	29		2	204	100		113	77	171		144	210	3	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	214	113	29		2	204	100		113	77	171		144	210	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	
Final Vol.:	214	113	29		2	204	100		113	77	171		144	210	3	
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	1.60	0.40		1.00	1.34	0.66		1.00	1.00	1.00		1.00	1.97	0.03	
Final Sat.:	1375	2196	554		1375	1848	902		1375	1375	1375		1375	2713	37	
Capacity Analysis Module:																
Vol/Sat:	0.16	0.05	0.05		0.00	0.11	0.11		0.08	0.06	0.12		0.11	0.08	0.08	
Crit Vol:	214					152					171		144			
Crit Moves:	****					****					****		****			

Existing Plus Project AM
Placer Vineyard

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

Intersection #50 11th Ave/Baseline Rd

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.449
Loss Time (sec): 0 (Y+R=4.0 sec) | 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	
Lanes:	1	0	0	0 1	0	0	0	0 0	0	0	3	0 1	1	0	3	0 0
Volume Module:																
Base Vol:	0	0	70		0	0	0		0	821	54		252	1615	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	70		0	0	0		0	821	54		252	1615	0	
User Adj:	1.00	1.00	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	74		0	0	0		0	864	57		265	1700	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	74		0	0	0		0	864	57		265	1700	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	74		0	0	0		0	864	57		265	1700	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	3.00	1.00		1.00	3.00	0.00	
Final Sat.:	1425	0	1425		0	0	0		0	4275	1425		1425	4275	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.05		0.00	0.00	0.00		0.00	0.20	0.04		0.19	0.40	0.00	
Crit Vol:			74		0				0					567		
Crit Moves:			****						****					****		

Existing Plus Project AM
Placer Vineyard

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

Intersection #110 Dyer/TownCenter

Average Delay (sec/veh): 4.7 | Worst Case Level Of Service: B[10.3]

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:	1	0	1	1 0	1	0	1	1 0	1	0	1	1 0	1	0	1	1 0
Volume Module:																
Base Vol:	12	39	115		13	10	1		1	53	7		29	28	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:	12	39	115		13	10	1		1	53	7		29	28	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:	12	39	115		13	10	1		1	53	7		29	28	10	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	12	39	115		13	10	1		1	53	7		29	28	10	
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:	11	xxxx	xxxxx		154	xxxx	xxxxx		94	215	6		178	158	77	
Potent Cap.:	1621	xxxx	xxxxx		1439	xxxx	xxxxx		885	687	1082		773	738	975	
Move Cap.:	1621	xxxx	xxxxx		1439	xxxx	xxxxx		839	675	1082		713	726	975	
Volume/Cap:	0.01	xxxx	xxxx		0.01	xxxx	xxxx		0.00	0.08	0.01		0.04	0.04	0.01	
Level Of Service Module:																
2Way95thQ:	0.0	xxxx	xxxxx		0.0	xxxx	xxxxx		0.0	0.1	xxxxx		0.1	0.1	xxxxx	
Control Del:	7.2	xxxx	xxxxx		7.5	xxxx	xxxxx		9.3	10.5	xxxxx		10.3	10.1	xxxxx	
LOS by Move:	A	*	*		A	*	*		A	B	*		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	733		xxxx	xxxx	813	
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	10.1		xxxxx	xxxx	9.6	
Shared LOS:	*	*	*		*	*	*		*	*	B		*	*	A	
ApproachDel:	xxxxxx				xxxxxx				10.3				10.0			
ApproachLOS:	*				*				B				A			

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

Existing Plus Project AM
Placer Vineyard

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

Intersection #111 Tanwood/Dyer

Average Delay (sec/veh): 6.1 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:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Rights:	Include				Include				Include				Include			
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:	108	69		0	30	22		57	40	91		28	0	130		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:	108	69		0	30	22		57	40	91		28	0	130		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:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	108	69		0	30	22		57	40	91		28	0	130		19
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Final Vol.:	108	69		0	30	22		57	40	91		28	0	130		19
Critical Gap Module:																
Critical Gp:	7.5	6.5	xxxxx		7.5	6.5		6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
FollowUpTim:	3.5	4.0	xxxxx		3.5	4.0		3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
Capacity Module:																
Cnflict Vol:	261	334	xxxxx		300	339		75	149	xxxx	xxxxx	xxxx	xxxx	xxxxx		
Potent Cap.:	676	589	xxxxx		635	586		978	1445	xxxx	xxxxx	xxxx	xxxx	xxxxx		
Move Cap.:	605	573	xxxxx		565	570		978	1445	xxxx	xxxxx	xxxx	xxxx	xxxxx		
Volume/Cap:	0.18	0.12	xxxx		0.05	0.04		0.06	0.03	xxxx	xxxx	xxxx	xxxx	xxxx		
Level Of Service Module:																
2Way95thQ:	0.6	xxxx	xxxxx		0.2	xxxx	xxxxx		0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx		
Control Del:	12.2	xxxx	xxxxx		11.7	xxxx	xxxxx		7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
LOS by Move:	B	*	*		B	*	*		A	*	*		*	*		*
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	573		xxxx	xxxx	816		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	0.4		xxxxx	xxxx	0.3		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	12.1		xxxxx	xxxx	9.9		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	B		*	*	A		*	*	*		*	*	*	
ApproachDel:	12.2				10.4				xxxxxx				xxxxxx			
ApproachLOS:	B				B				*				*			

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

Existing Plus Project AM
Placer Vineyard

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

Intersection #112 Watt Ave/Oak St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.660
Loss Time (sec): 0 (Y+R=4.0 sec) 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:	Ovl				Ovl				Include				Include			
Min. Green:	0	0		0	0	0		0	0	0		0	0	0		0
Lanes:	2	0	3	0 1	1	0	3	0 1	1	0	0	1 0	1	0	0	1 0
Volume Module:																
Base Vol:	168	1160		52	6	668		24	92		32	283	200		45	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:	168	1160		52	6	668		24	92		32	283	200		45	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:	168	1160		52	6	668		24	92		32	283	200		45	25
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
Reduced Vol:	168	1160		52	6	668		24	92		32	283	200		45	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:	1.10	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Final Vol.:	185	1160		52	6	668		24	92		32	283	200		45	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	1.00		0.10	0.90	1.00		0.64	0.36
Final Sat.:	2750	4125		1375	1375	4125		1375	1375		140	1235	1375		884	491
Capacity Analysis Module:																
Vol/Sat:	0.07	0.28		0.04	0.00	0.16		0.02	0.07		0.23	0.23	0.15		0.05	0.05
Crit Vol:		387			6							315	200			
Crit Moves:		****			****							****	****			

Existing Plus Project

Mitigated

Placer County

AM Peak Hour

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

Intersection #9 Walerga Rd/PFE Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.664
Loss Time (sec): 0 (Y+R=4.0 sec) 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:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	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:	136	699	309		23	566	59		49	201	131		117	68	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:	136	699	309		23	566	59		49	201	131		117	68	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:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	143	736	325		24	596	62		52	212	138		123	72	23	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	143	736	325		24	596	62		52	212	138		123	72	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	
Final Vol.:	143	736	325		24	596	62		52	212	138		123	72	23	
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	2.00	1.00		1.00	2.00	1.00		1.00	0.61	0.39		1.00	0.76	0.24	
Final Sat.:	1375	2750	1375		1375	2750	1375		1375	832	543		1375	1039	336	
Capacity Analysis Module:																
Vol/Sat:	0.10	0.27	0.24		0.02	0.22	0.05		0.04	0.25	0.25		0.09	0.07	0.07	
Crit Vol:	143					298					349		123			
Crit Moves:	****					****					****		****			

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

Intersection #11 Fiddyment Rd/Baseline Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.866
Loss Time (sec): 0 (Y+R=4.0 sec) 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				Ignore				Ovl				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 2	0 1		1	0 2	0 1		2	0 2	0 1		2	0 2	0 1	
Volume Module:																
Base Vol:	6	466	322		20	387	815		556	744	32		233	1200	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:	6	466	322		20	387	815		556	744	32		233	1200	53	
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:	0.95	0.95	0.95		0.95	0.95	0.00		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	6	491	339		21	407	0		585	783	34		245	1263	56	
Reduct Vol:	0	0	0		0	0	185		0	0	0		0	0	0	
Reduced Vol:	6	491	339		21	407	0		585	783	34		245	1263	56	
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	
Final Vol.:	6	491	339		21	407	0		585	783	34		245	1263	56	
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	2.00	1.00		1.00	2.00	1.00		2.00	2.00	1.00		2.00	2.00	1.00	
Final Sat.:	1375	2750	1375		1375	2750	1375		2750	2750	1375		2750	2750	1375	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.18	0.25		0.02	0.15	0.00		0.21	0.28	0.02		0.09	0.46	0.04	
Crit Vol:		245				21			293					632		
Crit Moves:		****				****			****					****		

Existing Plus Project

Sutter County

AM Peak Hour

Existing Plus Project AM
Placer Vineyard

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

Intersection #1 El Centro/Riego Rd

Cycle (sec):	120	Critical Vol./Cap.(X):	1.252
Loss Time (sec):	9 (Y+R=4.0 sec)	Average Delay (sec/veh):	123.0
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				Permitted				Permitted			
Rights:	Ignore				Ignore				Ignore				Ignore			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	2	0 1	1	0	2	0 1	0	1	0	0 1	1	1	0	0 1
Volume Module:																
Base Vol:	10	844	389		125	1999		15	66		7	1	920		18	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:	10	844	389		125	1999		15	66		7	1	920		18	53
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:	11	888	0		132	2104		0	69		7	0	968		19	0
Reduct Vol:	0	0	0		0	0		0	0		0	0	0		0	0
Reduced Vol:	11	888	0		132	2104		0	69		7	0	968		19	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
Final Vol.:	11	888	0		132	2104		0	69		7	0	968		19	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		0.95	0.95		1.00	0.76		0.76	1.00	0.46		0.46	1.00
Lanes:	1.00	2.00	1.00		1.00	2.00		1.00	0.90		0.10	1.00	1.96		0.04	1.00
Final Sat.:	1805	3610	1900		1805	3610		1900	1307		139	1900	1700		33	1900
Capacity Analysis Module:																
Vol/Sat:	0.01	0.25	0.00		0.07	0.58		0.00	0.05		0.05	0.00	0.57		0.57	0.00
Crit Moves:	****					****									****	
Green/Cycle:	0.00	0.36	0.00		0.11	0.47		0.00	0.45		0.45	0.00	0.45		0.45	0.00
Volume/Cap:	1.25	0.68	0.00		0.68	1.25		0.00	0.12		0.12	0.00	1.25		1.25	0.00
Delay/Veh:	468.6	33.8	0.0		60.9	151		0.0	18.9		18.9	0.0	156.7		157	0.0
User DelAdj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	468.6	33.8	0.0		60.9	151		0.0	18.9		18.9	0.0	156.7		157	0.0
LOS by Move:	F	C	A		E	F		A	B		B	A	F		F	A
HCM2kAvgQ:	2	15	0		6	69		0	2		2	0	33		33	0

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

Existing Plus Project AM
Placer Vineyard

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

Intersection #2 Natomas/Riego

Cycle (sec):	100	Critical Vol./Cap.(X):	1.140
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	67.7
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	1!	0 0	0	0	1!	0 0	0	0	0	1 0	0	0	1!	0 0
Volume Module:																
Base Vol:	6	4	12		3	9		1	0	434		4	37	823		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:	6	4	12		3	9		1	0	434		4	37	823		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:	0.95	0.95	0.95		0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95
PHF Volume:	6	4	13		3	9		1	0	457		4	39	866		1
Reduct Vol:	0	0	0		0	0		0	0	0		0	0	0		0
Reduced Vol:	6	4	13		3	9		1	0	457		4	39	866		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
Final Vol.:	6	4	13		3	9		1	0	457		4	39	866		1
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	0.18	0.55		0.23	0.69		0.08	0.00	0.99		0.01	0.04	0.95		0.01
Final Sat.:	151	100	301		121	364		40	0	737		7	34	760		1
Capacity Analysis Module:																
Vol/Sat:	0.04	0.04	0.04		0.03	0.03		0.03	xxxx	0.62		0.62	1.14	1.14		1.14
Crit Moves:		****			****					****				****		
Delay/Veh:	9.5	9.5	9.5		9.7	9.7		9.7	0.0	15.3		15.3	96.7	96.7		96.7
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:	9.5	9.5	9.5		9.7	9.7		9.7	0.0	15.3		15.3	96.7	96.7		96.7
LOS by Move:	A	A	A		A	A		A	*	C		C	F	F		F
ApproachDel:	9.5				9.7				15.3				96.7			
Delay Adj:	1.00				1.00				1.00				1.00			
ApprAdjDel:	9.5				9.7				15.3				96.7			
LOS by Appr:	A				A				C				F			
AllWayAvgQ:	0.0	0.0	0.0		0.0	0.0		0.0	1.5	1.5		1.5	19.7	19.7		19.7

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

Existing Plus Project AM
Placer Vineyard

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

Intersection #3 Pleasent Grove N/Riego

Cycle (sec): 100 | Critical Vol./Cap.(X): 1.363
Loss Time (sec): 0 (Y+R=4.0 sec) | Average Delay (sec/veh): 115.6
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	
Lanes:	0	0	0	0	0	0	1!	0	0	1	0	0	0	1	0	1
Volume Module:																
Base Vol:	0	0	0		72	0	44		13	446	0		0	873	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:	0	0	0		72	0	44		13	446	0		0	873	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:	0.95	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		76	0	46		14	469	0		0	919	81	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		76	0	46		14	469	0		0	919	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	
Final Vol.:	0	0	0		76	0	46		14	469	0		0	919	81	
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		0.62	0.00	0.38		0.03	0.97	0.00		0.00	1.00	1.00	
Final Sat.:	0	0	0		339	0	207		19	662	0		0	674	776	
Capacity Analysis Module:																
Vol/Sat:	xxxx	xxxx	xxxx		0.22	xxxx	0.22		0.71	0.71	xxxx		xxxx	1.36	0.10	
Crit Moves:					****				****					****		
Delay/Veh:	0.0	0.0	0.0		11.1	0.0	11.1		19.9	19.9	0.0		0.0	189	7.9	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	0.0		11.1	0.0	11.1		19.9	19.9	0.0		0.0	189	7.9	
LOS by Move:	*	*	*		B	*	B		C	C	*		*	F	A	
ApproachDel:	xxxxxx				11.1				19.9				174.5			
Delay Adj:	xxxxx				1.00				1.00				1.00			
ApprAdjDel:	xxxxxx				11.1				19.9				174.5			
LOS by Appr:	*				B				C				F			
AllWayAvgQ:	0.0	0.0	0.0		0.3	0.3	0.3		2.2	2.2	2.2		0.0	33.9	0.1	

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

Existing Plus Project AM
Placer Vineyard

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

Intersection #4 Pleasent Grove S/Riego

Cycle (sec): 100 | Critical Vol./Cap.(X): 1.375
Loss Time (sec): 0 (Y+R=4.0 sec) | Average Delay (sec/veh): 118.6
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	
Lanes:	0	0	1!	0	0	0	0	0	0	0	1	0	1	0	1	0
Volume Module:																
Base Vol:	75	0	38		0	0	0		0	458	119		53	873	0	
Growth Adj:	1.00	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	38		0	0	0		0	458	119		53	873	0	
User Adj:	1.00	1.00	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:	79	0	40		0	0	0		0	482	125		56	919	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	79	0	40		0	0	0		0	482	125		56	919	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	79	0	40		0	0	0		0	482	125		56	919	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:	0.66	0.00	0.34		0.00	0.00	0.00		0.00	1.00	1.00		0.06	0.94	0.00	
Final Sat.:	357	0	181		0	0	0		0	650	745		41	669	0	
Capacity Analysis Module:																
Vol/Sat:	0.22	xxxx	0.22		xxxx	xxxx	xxxx		xxxx	0.74	0.17		1.37	1.37	xxxx	
Crit Moves:	****									****			****			
Delay/Veh:	11.2	0.0	11.2		0.0	0.0	0.0		0.0	22.2	8.5		193.6	194	0.0	
Delay Adj:	1.00	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	0.0	11.2		0.0	0.0	0.0		0.0	22.2	8.5		193.6	194	0.0	
LOS by Move:	B	*	B		*	*	*		*	C	A		F	F	*	
ApproachDel:	11.2				xxxxxx					19.3				193.6		
Delay Adj:	1.00				xxxxx					1.00				1.00		
ApprAdjDel:	11.2				xxxxxx					19.3				193.6		
LOS by Appr:	B				*					C				F		
AllWayAvgQ:	0.3	0.3	0.3		0.0	0.0	0.0		0.0	2.5	0.2		36.5	36.5	36.5	

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

```
------------------------------------------------------------------------------
                           Existing Plus Project AM
                                Placer Vineyard
------------------------------------------------------------------------------
                      Level Of Service Computation Report
             2000 HCM Unsignalized Method (Base Volume Alternative)
******************************************************************************
Intersection #113 Riego/Pacific
******************************************************************************
Average Delay (sec/veh):      0.6       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          Include          Include          Include
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     3    0    18    54  700     0     0  900    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:    0    0     0     3    0    18    54  700     0     0  900    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:     1.00 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     3    0    18    54  700     0     0  900    27
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Final Vol.:     0    0     0     3    0    18    54  700     0     0  900    27
------------|---------------||---------------||---------------||---------------|
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  1722 xxxx   914   927 xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx    99 xxxx   334   746 xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx    94 xxxx   334   746 xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  xxxx xxxx  xxxx  0.03 xxxx  0.05  0.07 xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.2 xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx  10.2 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  244 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx  0.3 xxxxx   0.2 xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx 21.1 xxxxx  10.2 xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:    *    *     *     *    C     *     B    *     *     *    *     *
ApproachDel:    xxxxxx             21.1           xxxxxx           xxxxxx
ApproachLOS:       *                C              *                *
******************************************************************************
Note: Queue reported is the number of cars per lane.
******************************************************************************
```

Existing Plus Project

Mitigated

Sutter County

AM Peak Hour

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

Intersection #1 El Centro/Riego Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.006
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 46.5
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:	Ignore				Ignore				Ignore				Ignore			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	3	0 1	1	0	3	0 1	0	1	0	0 1	1	1	0	0 1
Volume Module:																
Base Vol:	10	844	389	125	1999	15	66	7	1	920	18	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:	10	844	389	125	1999	15	66	7	1	920	18	53				
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:	11	888	0	132	2104	0	69	7	0	968	19	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	11	888	0	132	2104	0	69	7	0	968	19	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				
Final Vol.:	11	888	0	132	2104	0	69	7	0	968	19	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	0.95	0.91	1.00	0.79	0.79	1.00	0.44	0.44	1.00				
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	0.90	0.10	1.00	1.96	0.04	1.00				
Final Sat.:	1805	5187	1900	1805	5187	1900	1348	143	1900	1629	32	1900				
Capacity Analysis Module:																
Vol/Sat:	0.01	0.17	0.00	0.07	0.41	0.00	0.05	0.05	0.00	0.59	0.59	0.00				
Crit Moves:	****				****						****					
Green/Cycle:	0.01	0.29	0.00	0.12	0.40	0.00	0.59	0.59	0.00	0.59	0.59	0.00				
Volume/Cap:	1.01	0.60	0.00	0.60	1.01	0.00	0.09	0.09	0.00	1.01	1.01	0.00				
Uniform Del:	49.7	30.7	0.0	41.6	29.8	0.0	8.8	8.8	0.0	20.5	20.5	0.0				
IncremntDel:	280.5	0.7	0.0	4.4	21.2	0.0	0.0	0.0	0.0	30.2	30.2	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	0.00	1.00	1.00	0.00				
Delay/Veh:	330.2	31.3	0.0	46.0	51.0	0.0	8.9	8.9	0.0	50.7	50.7	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:	330.2	31.3	0.0	46.0	51.0	0.0	8.9	8.9	0.0	50.7	50.7	0.0				
LOS by Move:	F	C	A	D	D	A	A	A	A	D	D	A				
HCM2kAvgQ:	1	9	0	5	32	0	1	1	0	22	22	0				

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 #2 Natomas/Riego

Cycle (sec): 100 Critical Vol./Cap.(X): 0.614
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 13.6
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	0	0	0	0
Lanes:	0	0	1!	0 0	0	0	1!	0 0	1	0	1	1 0	1	0	1	1 0
Volume Module:																
Base Vol:	6	4	12	3	9	1	0	434	4	37	823	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:	6	4	12	3	9	1	0	434	4	37	823	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95				
PHF Volume:	6	4	13	3	9	1	0	457	4	39	866	1				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	6	4	13	3	9	1	0	457	4	39	866	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				
Final Vol.:	6	4	13	3	9	1	0	457	4	39	866	1				
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	0.18	0.55	0.23	0.69	0.08	1.00	1.98	0.02	1.00	1.99	0.01				
Final Sat.:	155	103	310	125	374	42	580	1266	12	640	1410	2				
Capacity Analysis Module:																
Vol/Sat:	0.04	0.04	0.04	0.03	0.03	0.03	0.00	0.36	0.36	0.06	0.61	0.61				
Crit Moves:	****			****				****			****					
Delay/Veh:	9.2	9.2	9.2	9.4	9.4	9.4	0.0	11.2	11.2	8.6	15.3	15.3				
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:	9.2	9.2	9.2	9.4	9.4	9.4	0.0	11.2	11.2	8.6	15.3	15.3				
LOS by Move:	A	A	A	A	A	A	*	B	B	A	C	C				
ApproachDel:	9.2			9.4				11.2			15.1					
Delay Adj:	1.00			1.00				1.00			1.00					
ApprAdjDel:	9.2			9.4				11.2			15.1					
LOS by Appr:	A			A				B			C					
AllWayAvgQ:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.5	0.1	1.5	1.5				

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 #3 Pleasent Grove N/Riego

Cycle (sec): 100 Critical Vol./Cap.(X): 0.700
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 16.3
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	0	0	0	0
Lanes:	0	0	0	0	0	0	0	1! 0	0	0	1	1 0	0	0	2	0 1
Volume Module:																
Base Vol:	0	0	0	72	0	44	13	446	0	0	873	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:	0	0	0	72	0	44	13	446	0	0	873	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:	0.95	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	76	0	46	14	469	0	0	919	81				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	0	0	76	0	46	14	469	0	0	919	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				
Final Vol.:	0	0	0	76	0	46	14	469	0	0	919	81				
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	0.62	0.00	0.38	0.06	1.94	0.00	0.00	2.00	1.00				
Final Sat.:	0	0	0	349	0	213	33	1139	0	0	1313	748				
Capacity Analysis Module:																
Vol/Sat:	xxxx	xxxx	xxxx	0.22	xxxx	0.22	0.41	0.41	xxxx	xxxx	0.70	0.11				
Crit Moves:				****			****				****					
Delay/Veh:	0.0	0.0	0.0	10.8	0.0	10.8	12.7	12.7	0.0	0.0	19.6	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:	0.0	0.0	0.0	10.8	0.0	10.8	12.7	12.7	0.0	0.0	19.6	8.0				
LOS by Move:	*	*	*	B	*	B	B	B	*	*	C	A				
ApproachDel:	xxxxxx			10.8			12.7				18.6					
Delay Adj:	xxxxx			1.00			1.00				1.00					
ApprAdjDel:	xxxxxx			10.8			12.7				18.6					
LOS by Appr:	*			B			B				C					
AllWayAvgQ:	0.0	0.0	0.0	0.3	0.3	0.3	0.7	0.6	0.0	0.0	2.1	0.1				

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 #4 Pleasent Grove S/Riego

Cycle (sec): 100 Critical Vol./Cap.(X): 0.767
Loss Time (sec): 0 (Y+R=4.0 sec) 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	0	0	0	2	0 1	0	1	1	0 0
Volume Module:																
Base Vol:	75	0	38	0	0	0	0	458	119	53	873	0				
Growth Adj:	1.00	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	38	0	0	0	0	458	119	53	873	0				
User Adj:	1.00	1.00	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:	79	0	40	0	0	0	0	482	125	56	919	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	79	0	40	0	0	0	0	482	125	56	919	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	79	0	40	0	0	0	0	482	125	56	919	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:	0.66	0.00	0.34	0.00	0.00	0.00	0.00	2.00	1.00	0.11	1.89	0.00				
Final Sat.:	368	0	186	0	0	0	0	1165	653	73	1204	0				
Capacity Analysis Module:																
Vol/Sat:	0.21	xxxx	0.21	xxxx	xxxx	xxxx	xxxx	0.41	0.19	0.77	0.76	xxxx				
Crit Moves:	****							****		****						
Delay/Veh:	11.0	0.0	11.0	0.0	0.0	0.0	0.0	12.8	9.3	24.1	23.8	0.0				
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	11.0	0.0	11.0	0.0	0.0	0.0	0.0	12.8	9.3	24.1	23.8	0.0				
LOS by Move:	B	*	B	*	*	*	*	B	A	C	C	*				
ApproachDel:	11.0			xxxxxx				12.0			23.8					
Delay Adj:	1.00			xxxxx				1.00			1.00					
ApprAdjDel:	11.0			xxxxxx				12.0			23.8					
LOS by Appr:	B			*				B			C					
AllWayAvgQ:	0.3	0.3	0.3	0.0	0.0	0.0	0.0	0.7	0.2	2.8	2.7	0.0				

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

Cumulative No Project

Placer County

AM Peak Hour

Cumulative No Project AM
Placer Vineyard

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

Intersection #5 Locust/Baseline

Cycle (sec): 100 Critical Vol./Cap.(X): 0.797
Loss Time (sec): 0 (Y+R=4.0 sec) 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:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	1	0	0 1	0	0	1!	0 0	1	0	1	1 0	1	0	1	1 0
Volume Module:																
Base Vol:	176	3	269		13	2	3		0	1064	449		77	1677	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	3	269		13	2	3		0	1064	449		77	1677	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:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	185	3	283		14	2	3		0	1120	473		81	1765	32	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	185	3	283		14	2	3		0	1120	473		81	1765	32	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	185	3	283		14	2	3		0	1120	473		81	1765	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:	0.98	0.02	1.00		0.72	0.11	0.17		1.00	1.41	0.59		1.00	1.96	0.04	
Final Sat.:	1475	25	1500		1083	167	250		1500	2110	890		1500	2947	53	
Capacity Analysis Module:																
Vol/Sat:	0.13	0.13	0.19		0.01	0.01	0.01		0.00	0.53	0.53		0.05	0.60	0.60	
Crit Vol:			283		14				0						898	
Crit Moves:			****		****				****						****	

Cumulative No Project AM
Placer Vineyard

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

Intersection #6 Brewer Rd/Baseline Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.832
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 111 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	
Lanes:	0	0	0	0 0	0	0	1!	0 0	1	0	1	1 0	1	0	1	1 0
Volume Module:																
Base Vol:	0	0	0		26	0	19		45	1299	0		0	2005	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		26	0	19		45	1299	0		0	2005	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:	0.95	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		27	0	20		47	1367	0		0	2111	72	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		27	0	20		47	1367	0		0	2111	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	
Final Vol.:	0	0	0		27	0	20		47	1367	0		0	2111	72	
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	0.00	0.00		0.58	0.00	0.42		1.00	2.00	0.00		1.00	1.93	0.07	
Final Sat.:	0	0	0		823	0	602		1425	2850	0		1425	2757	93	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.03	0.00	0.03		0.03	0.48	0.00		0.00	0.77	0.77	
Crit Vol:	0						47		47						1091	
Crit Moves:							****		****						****	

Cumulative No Project AM
Placer Vineyard

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

Intersection #7 Watt Ave/Baseline Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.132
Loss Time (sec): 0 (Y+R=4.0 sec) 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:	Ignore				Ignore				Ignore				Ignore			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	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:	53	817	899		4	1152	750		393	1265	14		910	1478	0	
Growth Adj:	1.00	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	817	899		4	1152	750		393	1265	14		910	1478	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	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:	56	860	0		4	1213	0		414	1332	0		958	1556	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	56	860	0		4	1213	0		414	1332	0		958	1556	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	
Final Vol.:	56	860	0		4	1213	0		414	1332	0		958	1556	0	
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		2.00	3.00	1.00		2.00	3.00	1.00	
Final Sat.:	2750	2750	1375		2750	2750	1375		2750	4125	1375		2750	4125	1375	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.31	0.00		0.00	0.44	0.00		0.15	0.32	0.00		0.35	0.38	0.00	
Crit Vol:	28					606				444			479			
Crit Moves:	****					****				****			****			

Cumulative No Project AM
Placer Vineyard

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

Intersection #8 Watt Ave/PFE Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.951
Loss Time (sec): 0 (Y+R=4.0 sec) 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				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	1	1	0 1	1	0	1	1 0	0	0	1!	0 0	0	1	0	1 0
Volume Module:																
Base Vol:	7	1639	353		46	1513	1		9	5	20		434	2	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:	7	1639	353		46	1513	1		9	5	20		434	2	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:	0.95	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	1725	372		48	1593	1		9	5	21		457	2	59	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	7	1725	372		48	1593	1		9	5	21		457	2	59	
PCE Adj:	6.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	44	1725	372		48	1593	1		9	5	21		457	2	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:	0.05	1.95	1.00		1.00	1.99	0.01		0.26	0.15	0.59		1.00	0.77	0.23	
Final Sat.:	78	2922	1500		1500	2998	2		397	221	882		1500	1159	341	
Capacity Analysis Module:																
Vol/Sat:	0.09	0.59	0.25		0.03	0.53	0.53		0.02	0.02	0.02		0.30	0.00	0.17	
Crit Vol:		886			48						36		457			
Crit Moves:		****			****						****		****			

Cumulative No Project AM
Placer Vineyard

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

Intersection #9 Walerga Rd/PFE Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.212
Loss Time (sec): 0 (Y+R=4.0 sec) 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	
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:	99	1859	426		51	1596	281		145	320	93		283	172	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:	99	1859	426		51	1596	281		145	320	93		283	172	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:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	104	1957	448		54	1680	296		153	337	98		298	181	43	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	104	1957	448		54	1680	296		153	337	98		298	181	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	
Final Vol.:	104	1957	448		54	1680	296		153	337	98		298	181	43	
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	2.00	1.00		1.00	2.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Sat.:	1375	2750	1375		1375	2750	1375		1375	1375	1375		1375	1375	1375	
Capacity Analysis Module:																
Vol/Sat:	0.08	0.71	0.33		0.04	0.61	0.22		0.11	0.24	0.07		0.22	0.13	0.03	
Crit Vol:		978				54				337			298			
Crit Moves:		****				****				****			****			

Cumulative No Project AM
Placer Vineyard

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

Intersection #10 Cook Riolo/PFE Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.134
Loss Time (sec): 0 (Y+R=4.0 sec) 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				Permitted				Permitted			
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:	10	7	11		406	69	172		492	384	43		40	109	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:	10	7	11		406	69	172		492	384	43		40	109	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:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	11	7	12		427	73	181		518	404	45		42	115	296	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	11	7	12		427	73	181		518	404	45		42	115	296	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	11	7	12		427	73	181		518	404	45		42	115	296	
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:	0.36	0.25	0.39		0.63	0.11	0.26		0.53	0.42	0.05		0.09	0.25	0.66	
Final Sat.:	536	375	589		941	160	399		803	627	70		140	380	980	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.02	0.02		0.45	0.45	0.45		0.64	0.64	0.64		0.30	0.30	0.30	
Crit Vol:		11				681				967			42			
Crit Moves:	****				****				****				****			

Cumulative No Project AM
Placer Vineyard

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

Intersection #11 Fiddyment Rd/Baseline Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.266
Loss Time (sec): 0 (Y+R=4.0 sec) 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	
Lanes:	1	0	3	0 1	2	0	3	0 1	2	0	3	0 1	2	0	3	0 1
Volume Module:																
Base Vol:	69	1200	767		532	1266	367		143	1863	215		297	858	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:	69	1200	767		532	1266	367		143	1863	215		297	858	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:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	73	1263	807		560	1333	386		151	1961	226		313	903	322	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	73	1263	807		560	1333	386		151	1961	226		313	903	322	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	73	1263	807		560	1333	386		151	1961	226		313	903	322	
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		2.00	3.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00	
Final Sat.:	1375	4125	1375		2750	4125	1375		2750	4125	1375		2750	4125	1375	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.31	0.59		0.20	0.32	0.28		0.05	0.48	0.16		0.11	0.22	0.23	
Crit Vol:			807		280					654			0			
Crit Moves:			****		****					****			****			

Cumulative No Project AM
Placer Vineyard

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

Intersection #35 Dyer St/Baseline Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.805
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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:	Permitted				Permitted				Protected				Protected			
Rights:		Ovl				Ovl				Ovl				Ovl		
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	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		521	0	1023		751	1438	0		0	1361	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:	0	0	0		521	0	1023		751	1438	0		0	1361	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:	0.95	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		548	0	1077		791	1514	0		0	1433	146	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		548	0	1077		791	1514	0		0	1433	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	
Final Vol.:	0	0	0		548	0	1077		791	1514	0		0	1433	146	
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	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		2850	0	2850		2850	4275	0		0	4275	1425	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.19	0.00	0.38		0.28	0.35	0.00		0.00	0.34	0.10	
Crit Vol:			0		274				395					478		
Crit Moves:					****				****					****		

Cumulative No Project AM
Placer Vineyard

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

Intersection #36 9th Ave/Baseline Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.648
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
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				Protected				Protected			
Rights:	Include				Ovl				Ignore				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	0	0	1	0	0	1	1	0	3	0	0	0	3	0 1
Volume Module:																
Base Vol:	0	0	0		229	0	36		13	1946	0		0	1464	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		229	0	36		13	1946	0		0	1464	74	
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:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.00		0.95	0.95	0.95	
PHF Volume:	0	0	0		241	0	38		14	2048	0		0	1541	78	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		241	0	38		14	2048	0		0	1541	78	
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	
Final Vol.:	0	0	0		241	0	38		14	2048	0		0	1541	78	
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	0.00	0.00		1.00	0.00	1.00		1.00	3.00	0.00		0.00	3.00	1.00	
Final Sat.:	0	0	0		1425	0	1425		1425	4275	0		0	4275	1425	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.17	0.00	0.03		0.01	0.48	0.00		0.00	0.36	0.05	
Crit Vol:	0				241					683			0			
Crit Moves:					****					****			****			

Cumulative No Project

Sutter County

AM Peak Hour

Cumulative No Project AM
Placer Vineyard

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

Intersection #3 Pleasent Grove N/Riego

Cycle (sec): 100 Critical Vol./Cap.(X): 0.890
Loss Time (sec): 0 (Y+R=4.0 sec) 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:	Permitted				Permitted				Protected				Protected			
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	1!	0	1	0	3	0	0	0	3	0 1
Volume Module:																
Base Vol:	0	0	0		371	0	33		187	1199	0		0	1843	528	
Growth Adj:	1.00	1.00	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		371	0	33		187	1199	0		0	1843	528	
User Adj:	1.00	1.00	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		391	0	35		197	1262	0		0	1940	556	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		391	0	35		197	1262	0		0	1940	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	
Final Vol.:	0	0	0		391	0	35		197	1262	0		0	1940	556	
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	0.00	0.00		0.92	xxxx	0.08		1.00	3.00	0.00		0.00	3.00	1.00	
Final Sat.:	0	0	0		1309	0	116		1425	4275	0		0	4275	1425	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.30	0.00	0.30		0.14	0.30	0.00		0.00	0.45	0.39	
Crit Vol:	0						425		197					647		
Crit Moves:							****		****					****		

Cumulative No Project AM
Placer Vineyard

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

Intersection #4 Pleasent Grove S/Riego

Cycle (sec): 100 Critical Vol./Cap.(X): 0.894
Loss Time (sec): 0 (Y+R=4.0 sec) 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:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	0	0	1	0	0	0	0	0	3	0	1	1	0	3 0 0
Volume Module:																
Base Vol:	663	0	137		0	0	0		0	1365	264		156	1706	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	663	0	137		0	0	0		0	1365	264		156	1706	0	
User Adj:	1.00	1.00	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:	698	0	144		0	0	0		0	1437	278		164	1796	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	698	0	144		0	0	0		0	1437	278		164	1796	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	698	0	144		0	0	0		0	1437	278		164	1796	0	
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	0.00	1.00		0.00	0.00	0.00		0.00	3.00	1.00		1.00	3.00	0.00	
Final Sat.:	1500	0	1500		0	0	0		0	4500	1500		1500	4500	0	
Capacity Analysis Module:																
Vol/Sat:	0.47	0.00	0.10		0.00	0.00	0.00		0.00	0.32	0.19		0.11	0.40	0.00	
Crit Vol:	698						0			479			164			
Crit Moves:	****									****			****			

Cumulative No Project AM
Placer Vineyard

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

Intersection #101 I-5 SB off/Riego Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.207
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 3.2
Optimal Cycle: 18 Level Of Service: 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
Lanes:	0	0	0	0	1	0	0	1	0	0	2	0	1	0	0	2
Volume Module:																
Base Vol:	0	0	0	3	0	34	0	315	0	0	590	0				
Growth Adj:	1.00	1.00	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	3	0	34	0	315	0	0	590	0				
User Adj:	1.00	1.00	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	3	0	36	0	332	0	0	621	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	0	0	3	0	36	0	332	0	0	621	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	0	0	0	3	0	36	0	332	0	0	621	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	0.88	1.00	0.85	1.00	0.95	1.00	1.00	0.95	1.00				
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	2.00	1.00	0.00	2.00	0.00				
Final Sat.:	0	0	0	1680	0	1615	0	3610	1900	0	3610	0				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.02	0.00	0.09	0.00	0.00	0.17	0.00				
Crit Moves:						****					****					
Green/Cycle:	0.00	0.00	0.00	0.11	0.00	0.11	0.00	0.83	0.00	0.00	0.83	0.00				
Volume/Cap:	0.00	0.00	0.00	0.02	0.00	0.21	0.00	0.11	0.00	0.00	0.21	0.00				
Delay/Veh:	0.0	0.0	0.0	40.0	0.0	41.3	0.0	1.6	0.0	0.0	1.7	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:	0.0	0.0	0.0	40.0	0.0	41.3	0.0	1.6	0.0	0.0	1.7	0.0				
LOS by Move:	A	A	A	D	A	D	A	A	A	A	A	A				
HCM2kAvgQ:	0	0	0	0	0	1	0	1	0	0	2	0				

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

Cumulative No Project AM
Placer Vineyard

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

Intersection #102 I-5 NB off/Riego Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.521
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 6.7
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				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
Lanes:	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0
Volume Module:																
Base Vol:	128	0	995	0	0	0	0	138	0	0	1959	0				
Growth Adj:	1.00	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	0	995	0	0	0	0	138	0	0	1959	0				
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:	0.95	0.95	0.00	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95				
PHF Volume:	135	0	0	0	0	0	0	145	0	0	2062	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	135	0	0	0	0	0	0	145	0	0	2062	0				
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	135	0	0	0	0	0	0	145	0	0	2062	0				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.77	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.91	1.00				
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	3.00	1.00				
Final Sat.:	1461	0	1900	0	0	0	0	3610	0	0	5187	1900				
Capacity Analysis Module:																
Vol/Sat:	0.09	0.00	0.00	0.00	0.00	0.00	0.00	0.04	0.00	0.00	0.40	0.00				
Crit Moves:	****										****					
Green/Cycle:	0.18	0.00	0.00	0.00	0.00	0.00	0.00	0.76	0.00	0.00	0.76	0.00				
Volume/Cap:	0.52	0.00	0.00	0.00	0.00	0.00	0.00	0.05	0.00	0.00	0.52	0.00				
Delay/Veh:	39.2	0.0	0.0	0.0	0.0	0.0	0.0	2.9	0.0	0.0	4.8	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	0.0	0.0	0.0	0.0	0.0	0.0	2.9	0.0	0.0	4.8	0.0				
LOS by Move:	D	A	A	A	A	A	A	A	A	A	A	A				
HCM2kAvgQ:	4	0	0	0	0	0	0	1	0	0	9	0				

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

Cumulative Plus Project

Placer County

AM Peak Hour

Cumulative Plus Project AM
Placer Vineyard

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

Intersection #5 Locust/Baseline

Cycle (sec): 100 Critical Vol./Cap.(X): 0.604
Loss Time (sec): 0 (Y+R=4.0 sec) 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:	Permitted				Permitted				Protected				Protected			
Rights:	Ovl				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	1	0	0 1	0	0	1!	0 0	1	0	3	0 1	1	0	3	0 1
Volume Module:																
Base Vol:	94	3	123		13	2	3		0	1239	86		77	2116	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:	94	3	123		13	2	3		0	1239	86		77	2116	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:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	99	3	129		14	2	3		0	1304	91		81	2227	32	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	99	3	129		14	2	3		0	1304	91		81	2227	32	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	99	3	129		14	2	3		0	1304	91		81	2227	32	
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:	0.97	0.03	1.00		0.72	0.11	0.17		1.00	3.00	1.00		1.00	3.00	1.00	
Final Sat.:	1381	44	1425		1029	158	237		1425	4275	1425		1425	4275	1425	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.07	0.09		0.01	0.01	0.01		0.00	0.31	0.06		0.06	0.52	0.02	
Crit Vol:	99						19		0					742		
Crit Moves:	****						****		****					****		

Cumulative Plus Project AM
Placer Vineyard

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

Intersection #6 Brewer Rd/Baseline Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.698
Loss Time (sec): 0 (Y+R=4.0 sec) 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	
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:	348	186	197		20	42	6		36	1223	214		168	2043	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:	348	186	197		20	42	6		36	1223	214		168	2043	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:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	366	196	207		21	44	6		38	1287	225		177	2151	65	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	366	196	207		21	44	6		38	1287	225		177	2151	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	
Final Vol.:	366	196	207		21	44	6		38	1287	225		177	2151	65	
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		2.00	3.00	1.00	
Final Sat.:	2750	2750	1375		1375	2750	1375		1375	4125	1375		2750	4125	1375	
Capacity Analysis Module:																
Vol/Sat:	0.13	0.07	0.15		0.02	0.02	0.00		0.03	0.31	0.16		0.06	0.52	0.05	
Crit Vol:	183					22			38					717		
Crit Moves:	****					****			****					****		

Cumulative Plus Project AM
Placer Vineyard

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

Intersection #7 Watt Ave/Baseline Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.010
Loss Time (sec): 0 (Y+R=4.0 sec) 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:	Ignore				Ignore				Ignore				Ignore			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	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:	24	803	518		3	1233	994		653	1454		2	597	1708		0
Growth Adj:	1.00	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	803	518		3	1233	994		653	1454		2	597	1708		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		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:	25	845	0		3	1298	0		687	1531		0	628	1798		0
Reduct Vol:	0	0	0		0	0	0		0	0		0	0	0		0
Reduced Vol:	25	845	0		3	1298	0		687	1531		0	628	1798		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
Final Vol.:	25	845	0		3	1298	0		687	1531		0	628	1798		0
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	0.20	0.00		0.00	0.31	0.00		0.25	0.37		0.00	0.23	0.44		0.00
Crit Vol:	13					433			344					599		
Crit Moves:	****					****			****					****		

Cumulative Plus Project AM
Placer Vineyard

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

Intersection #8 Watt Ave/PFE Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.785
Loss Time (sec): 0 (Y+R=4.0 sec) 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				Permitted				Permitted			
Rights:	Include				Include				Include				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	3	0 1	2	0	3	0 1	0	0	1!	0 0	1	1	0	0 2
Volume Module:																
Base Vol:	5	2108	132		480	2120	3		14	7		14	169	1		190
Growth Adj:	1.00	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	2108	132		480	2120	3		14	7		14	169	1		190
User Adj:	1.00	1.00	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:	5	2219	139		505	2232	3		15	7		15	178	1		200
Reduct Vol:	0	0	0		0	0	0		0	0		0	0	0		0
Reduced Vol:	5	2219	139		505	2232	3		15	7		15	178	1		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
Final Vol.:	5	2219	139		505	2232	3		15	7		15	178	1		200
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		2.00	3.00	1.00		0.40	0.20		0.40	1.99	0.01		2.00
Final Sat.:	1425	4275	1425		2850	4275	1425		570	285		570	2833	17		2850
Capacity Analysis Module:																
Vol/Sat:	0.00	0.52	0.10		0.18	0.52	0.00		0.03	0.03		0.03	0.06	0.06		0.07
Crit Vol:		740			253					37			89			
Crit Moves:		****			****					****			****			

Cumulative Plus Project AM
Placer Vineyard

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

Intersection #9 Walerga Rd/PFE Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.097
Loss Time (sec): 0 (Y+R=4.0 sec) 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	
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:	174	1843	494		77	1655	160		131	231	416		193	110	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:	174	1843	494		77	1655	160		131	231	416		193	110	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:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	183	1940	520		81	1742	168		138	243	438		203	116	55	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	183	1940	520		81	1742	168		138	243	438		203	116	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	
Final Vol.:	183	1940	520		81	1742	168		138	243	438		203	116	55	
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	2.00	1.00		1.00	2.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Sat.:	1375	2750	1375		1375	2750	1375		1375	1375	1375		1375	1375	1375	
Capacity Analysis Module:																
Vol/Sat:	0.13	0.71	0.38		0.06	0.63	0.12		0.10	0.18	0.32		0.15	0.08	0.04	
Crit Vol:		970				81					438		203			
Crit Moves:		****				****					****		****			

Cumulative Plus Project AM
Placer Vineyard

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

Intersection #10 Cook Riolo/PFE Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.084
Loss Time (sec): 0 (Y+R=4.0 sec) 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				Permitted				Permitted			
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:	10	7	11		417	68	65		482	418	45		40	97	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:	10	7	11		417	68	65		482	418	45		40	97	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:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	11	7	12		439	72	68		507	440	47		42	102	299	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	11	7	12		439	72	68		507	440	47		42	102	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	
Final Vol.:	11	7	12		439	72	68		507	440	47		42	102	299	
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:	0.36	0.25	0.39		0.76	0.12	0.12		0.51	0.44	0.05		0.10	0.23	0.67	
Final Sat.:	536	375	589		1137	185	177		765	663	71		143	346	1012	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.02	0.02		0.39	0.39	0.39		0.66	0.66	0.66		0.30	0.30	0.30	
Crit Vol:		11				579				995			42			
Crit Moves:	****					****				****			****			

Cumulative Plus Project AM
Placer Vineyard

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

Intersection #11 Fiddyment Rd/Baseline Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.283
Loss Time (sec): 0 (Y+R=4.0 sec) 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	
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:	11	1231	660		559	1118	393		161	2208	49		226	1232	289	
Growth Adj:	1.00	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	1231	660		559	1118	393		161	2208	49		226	1232	289	
User Adj:	1.00	1.00	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:	12	1296	695		588	1177	414		169	2324	52		238	1297	304	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	12	1296	695		588	1177	414		169	2324	52		238	1297	304	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	12	1296	695		588	1177	414		169	2324	52		238	1297	304	
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	0.31	0.51	0.21	0.29	0.30	0.06	0.56	0.04	0.09	0.31	0.22				
Crit Vol:			695	294				775		0						
Crit Moves:			****	****				****		****						

Cumulative Plus Project AM
Placer Vineyard

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

Intersection #31 Palladay/Baseline Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.644
Loss Time (sec): 0 (Y+R=4.0 sec) 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:	Permitted				Permitted				Protected				Protected			
Rights:		Ovl				Include				Include				Include		
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0	0	0 1	0	0	0	0 0	0	0	3	0 1	2	0	3	0 0
Volume Module:																
Base Vol:	97	0	237		0	0	0		0	1373	78		258	2292	0	
Growth Adj:	1.00	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	0	237		0	0	0		0	1373	78		258	2292	0	
User Adj:	1.00	1.00	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:	102	0	249		0	0	0		0	1445	82		272	2413	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	102	0	249		0	0	0		0	1445	82		272	2413	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	102	0	249		0	0	0		0	1445	82		272	2413	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	0.00	1.00		0.00	0.00	0.00		0.00	3.00	1.00		2.00	3.00	0.00	
Final Sat.:	2850	0	1425		0	0	0		0	4275	1425		2850	4275	0	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.00	0.18	0.00	0.00	0.00	0.00		0.00	0.34	0.06	0.10	0.56	0.00		
Crit Vol:			249	0					0				804			
Crit Moves:			****						****				****			

Cumulative Plus Project AM
Placer Vineyard

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

Intersection #32 16th Ave/Baseline Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.705
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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:	Permitted				Permitted				Protected				Protected			
Rights:	Ovl				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0	0	0 1	0	0	0	0 0	0	0	3	0 1	2	0	3	0 0
Volume Module:																
Base Vol:	70	0	167		0	0	0		0	1529	81		77	2479	0	
Growth Adj:	1.00	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	0	167		0	0	0		0	1529	81		77	2479	0	
User Adj:	1.00	1.00	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	0	176		0	0	0		0	1609	85		81	2609	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	74	0	176		0	0	0		0	1609	85		81	2609	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	74	0	176		0	0	0		0	1609	85		81	2609	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	0.00	1.00		0.00	0.00	0.00		0.00	3.00	1.00		2.00	3.00	0.00	
Final Sat.:	2850	0	1425		0	0	0		0	4275	1425		2850	4275	0	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.00	0.12		0.00	0.00	0.00		0.00	0.38	0.06		0.03	0.61	0.00	
Crit Vol:			176		0				0					870		
Crit Moves:			****						****					****		

Cumulative Plus Project AM
Placer Vineyard

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

Intersection #33 14th Ave/Baseline Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.817
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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:	Permitted				Permitted				Protected				Protected			
Rights:	Ovl				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0	0	0 1	0	0	0	0 0	0	0	3	0 1	2	0	3	0 0
Volume Module:																
Base Vol:	81	0	164		0	0	0		0	1403	27		77	2941	0	
Growth Adj:	1.00	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	0	164		0	0	0		0	1403	27		77	2941	0	
User Adj:	1.00	1.00	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:	85	0	173		0	0	0		0	1477	28		81	3096	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	85	0	173		0	0	0		0	1477	28		81	3096	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	85	0	173		0	0	0		0	1477	28		81	3096	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	0.00	1.00		0.00	0.00	0.00		0.00	3.00	1.00		2.00	3.00	0.00	
Final Sat.:	2850	0	1425		0	0	0		0	4275	1425		2850	4275	0	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.00	0.12		0.00	0.00	0.00		0.00	0.35	0.02		0.03	0.72	0.00	
Crit Vol:			173		0				0					1032		
Crit Moves:			****						****					****		

Cumulative Plus Project AM
Placer Vineyard

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

Intersection #34 12th Ave/Baseline Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.754
Loss Time (sec): 0 (Y+R=4.0 sec) 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:	Permitted				Permitted				Protected				Protected			
Rights:	Ovl				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0	0	0 1	0	0	0	0 0	0	0	3	0 1	2	0	3	0 0
Volume Module:																
Base Vol:	87	0	62		0	0	0		0	1510	57		66	2931	0	
Growth Adj:	1.00	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	0	62		0	0	0		0	1510	57		66	2931	0	
User Adj:	1.00	1.00	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:	92	0	65		0	0	0		0	1589	60		69	3085	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	92	0	65		0	0	0		0	1589	60		69	3085	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	92	0	65		0	0	0		0	1589	60		69	3085	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	0.00	1.00		0.00	0.00	0.00		0.00	3.00	1.00		2.00	3.00	0.00	
Final Sat.:	2850	0	1425		0	0	0		0	4275	1425		2850	4275	0	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.00	0.05		0.00	0.00	0.00		0.00	0.37	0.04		0.02	0.72	0.00	
Crit Vol:	46						0		0					1028		
Crit Moves:	****								****					****		

Cumulative Plus Project AM
Placer Vineyard

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

Intersection #35 Dyer St/Baseline Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.087
Loss Time (sec): 0 (Y+R=4.0 sec) 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	
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	874	543		426	887	677		527	1459	9		271	1607	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:	16	874	543		426	887	677		527	1459	9		271	1607	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:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	17	920	572		448	934	713		555	1536	9		285	1692	194	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	17	920	572		448	934	713		555	1536	9		285	1692	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	
Final Vol.:	17	920	572		448	934	713		555	1536	9		285	1692	194	
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	0.22	0.42		0.16	0.23	0.52		0.20	0.37	0.01		0.10	0.41	0.14	
Crit Vol:			572		224				277					564		
Crit Moves:			****		****				****					****		

Cumulative Plus Project AM
Placer Vineyard

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

Intersection #36 9th Ave/Baseline Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.776
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	1	0	1	1	0	1	0	1	0	1	1	0	3	0	1
Volume Module:																	
Base Vol:	90	90	45		143	159	49		22	2278	127		5	1923	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:	90	90	45		143	159	49		22	2278	127		5	1923	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:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		
PHF Volume:	95	95	47		151	167	52		23	2398	134		5	2024	42		
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0		
Reduced Vol:	95	95	47		151	167	52		23	2398	134		5	2024	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		
Final Vol.:	95	95	47		151	167	52		23	2398	134		5	2024	42		
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	0.07	0.03		0.11	0.12	0.04		0.02	0.58	0.10		0.00	0.49	0.03		
Crit Vol:	95					167				799			5				
Crit Moves:	****					****				****			****				

Cumulative Plus Project AM
Placer Vineyard

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

Intersection #37 Watt Ave/A St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.684
Loss Time (sec): 0 (Y+R=4.0 sec) 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	
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:	326	1117	108		34	1103	655		197	60	173		38	75	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:	326	1117	108		34	1103	655		197	60	173		38	75	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:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		
PHF Volume:	343	1176	114		36	1161	689		207	63	182		40	79	17		
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0		
Reduced Vol:	343	1176	114		36	1161	689		207	63	182		40	79	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		
Final Vol.:	343	1176	114		36	1161	689		207	63	182		40	79	17		
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	1.00	1.00		2.00	1.00	1.00		
Final Sat.:	2750	4125	1375		2750	4125	1375		2750	1375	1375		2750	1375	1375		
Capacity Analysis Module:																	
Vol/Sat:	0.12	0.29	0.08		0.01	0.28	0.50		0.08	0.05	0.13		0.01	0.06	0.01		
Crit Vol:	172						689		0					79			
Crit Moves:	****						****		****					****			

Cumulative Plus Project AM
Placer Vineyard

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

Intersection #38 Watt Ave/Town Center

Cycle (sec): 100 Critical Vol./Cap.(X): 0.606
Loss Time (sec): 0 (Y+R=4.0 sec) 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:	Protected				Protected				Protected				Protected			
Rights:	Include				Ovl				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0	3	0 1	2	0	3	0 1	1	0	1	0 1	1	0	1	0 1
Volume Module:																
Base Vol:	191	1257	29		5	1151	158		274	37	160		50	38	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:	191	1257	29		5	1151	158		274	37	160		50	38	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:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	201	1323	31		5	1212	166		288	39	168		53	40	21	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	201	1323	31		5	1212	166		288	39	168		53	40	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	
Final Vol.:	201	1323	31		5	1212	166		288	39	168		53	40	21	
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		1.00	1.00	1.00		1.00	1.00	1.00	
Final Sat.:	2750	4125	1375		2750	4125	1375		1375	1375	1375		1375	1375	1375	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.32	0.02		0.00	0.29	0.12		0.21	0.03	0.12		0.04	0.03	0.02	
Crit Vol:	101					404			288					40		
Crit Moves:	****					****			****					****		

Cumulative Plus Project AM
Placer Vineyard

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

Intersection #39 Watt Ave/Dyer St

Cycle (sec): 100 Critical Vol./Cap.(X): 1.075
Loss Time (sec): 0 (Y+R=4.0 sec) 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	
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:	461	1248	715		1	1292	234		181	501	587		774	428	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:	461	1248	715		1	1292	234		181	501	587		774	428	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:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	485	1314	753		1	1360	246		191	527	618		815	451	4	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	485	1314	753		1	1360	246		191	527	618		815	451	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	
Final Vol.:	485	1314	753		1	1360	246		191	527	618		815	451	4	
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:	0.18	0.32	0.55		0.00	0.33	0.18		0.07	0.13	0.45		0.30	0.11	0.00	
Crit Vol:	0					453					618		407			
Crit Moves:	****					****					****		****			

Cumulative Plus Project AM
Placer Vineyard

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

Intersection #40 Walerga/E Town Center

Cycle (sec): 100 Critical Vol./Cap.(X): 1.028
Loss Time (sec): 0 (Y+R=4.0 sec) 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				Permitted				Permitted			
Rights:	Include				Ignore				Ovl				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	2	0 0	0	0	2	0 1	2	0	0	0 1	0	0	0	0 0
Volume Module:																
Base Vol:	194	2362	0	0	1988	29	126	0	308	0	0	0				
Growth Adj:	1.00	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	2362	0	0	1988	29	126	0	308	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:	0.95	0.95	0.95	0.95	0.95	0.00	0.95	0.95	0.95	0.95	0.95	0.95				
PHF Volume:	204	2486	0	0	2093	0	133	0	324	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	204	2486	0	0	2093	0	133	0	324	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				
Final Vol.:	204	2486	0	0	2093	0	133	0	324	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	2.00	0.00	0.00	2.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00				
Final Sat.:	2850	2850	0	0	2850	1425	2850	0	1425	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.07	0.87	0.00	0.00	0.73	0.00	0.05	0.00	0.23	0.00	0.00	0.00				
Crit Vol:		1243		0					324	0						
Crit Moves:		****		****					****							

Cumulative Plus Project AM
Placer Vineyard

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

Intersection #41 Dyer/A Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.477
Loss Time (sec): 0 (Y+R=4.0 sec) 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:	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	1	1 0	1	0	1	1 0	1	0	0	1 0	1	0	0	1 0
Volume Module:																
Base Vol:	0	741	30	15	220	22	104	40	0	18	18	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	741	30	15	220	22	104	40	0	18	18	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:	0.95	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	780	32	16	232	23	109	42	0	19	19	105				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	780	32	16	232	23	109	42	0	19	19	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				
Final Vol.:	0	780	32	16	232	23	109	42	0	19	19	105				
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	1.92	0.08	1.00	1.82	0.18	1.00	1.00	0.00	1.00	0.15	0.85				
Final Sat.:	1375	2643	107	1375	2500	250	1375	1375	0	1375	210	1165				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.30	0.30	0.01	0.09	0.09	0.08	0.03	0.00	0.01	0.09	0.09				
Crit Vol:		406		16			109				124					
Crit Moves:		****		****			****				****					

Cumulative Plus Project AM
Placer Vineyard

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

Intersection #42 Palladay/ A Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.452
Loss Time (sec): 0 (Y+R=4.0 sec) 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:	136	255	27		1	24	23		53	52	89		22	66	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:	136	255	27		1	24	23		53	52	89		22	66	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:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	143	268	28		1	25	24		56	55	94		23	69	14	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	143	268	28		1	25	24		56	55	94		23	69	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	
Final Vol.:	143	268	28		1	25	24		56	55	94		23	69	14	
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	0.51	0.49		1.00	0.37	0.63		1.00	0.84	0.16	
Final Sat.:	593	594	63		536	313	300		537	231	396		523	481	95	
Capacity Analysis Module:																
Vol/Sat:	0.24	0.45	0.45		0.00	0.08	0.08		0.10	0.24	0.24		0.04	0.14	0.14	
Crit Moves:			****				****			****					****	
Delay/Veh:	10.4	12.2	12.2		9.1	8.7	8.7		9.8	9.7	9.7		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:	10.4	12.2	12.2		9.1	8.7	8.7		9.8	9.7	9.7		9.5	9.5	9.5	
LOS by Move:	B	B	B		A	A	A		A	A	A		A	A	A	
ApproachDel:	11.6				8.7				9.7				9.5			
Delay Adj:	1.00				1.00				1.00				1.00			
ApprAdjDel:	11.6				8.7				9.7				9.5			
LOS by Appr:	B				A				A				A			
AllWayAvgQ:	0.3	0.8	0.8		0.0	0.1	0.1		0.1	0.3	0.3		0.0	0.1	0.1	

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

Cumulative Plus Project AM
Placer Vineyard

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

Intersection #43 16th Ave/A Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.295
Loss Time (sec): 0 (Y+R=4.0 sec) 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:	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	317	0		26	37	19		92	49	5		16	114	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:	40	317	0		26	37	19		92	49	5		16	114	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:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	42	334	0		27	39	20		97	52	5		17	120	57	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	42	334	0		27	39	20		97	52	5		17	120	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	
Final Vol.:	42	334	0		27	39	20		97	52	5		17	120	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	2.00	0.00		1.00	1.32	0.68		1.00	0.91	0.09		1.00	0.68	0.32	
Final Sat.:	549	1193	0		489	705	382		529	522	53		532	407	193	
Capacity Analysis Module:																
Vol/Sat:	0.08	0.28	xxxx		0.06	0.06	0.05		0.18	0.10	0.10		0.03	0.29	0.29	
Crit Moves:		****			****				****					****		
Delay/Veh:	9.5	10.6	0.0		10.0	9.3	8.9		10.5	9.2	9.2		9.3	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	10.6	0.0		10.0	9.3	8.9		10.5	9.2	9.2		9.3	10.6	10.6	
LOS by Move:	A	B	*		A	A	A		B	A	A		A	B	B	
ApproachDel:	10.5				9.4				10.0				10.5			
Delay Adj:	1.00				1.00				1.00				1.00			
ApprAdjDel:	10.5				9.4				10.0				10.5			
LOS by Appr:	B				A				B				B			
AllWayAvgQ:	0.1	0.4	0.4		0.1	0.1	0.0		0.2	0.1	0.1		0.0	0.4	0.4	

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

Cumulative Plus Project AM
Placer Vineyard

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

Intersection #44 14th Ave/A Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.503
Loss Time (sec): 0 (Y+R=4.0 sec) 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:	42	117	0		10	24	29		23	48	23		0	256	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:	42	117	0		10	24	29		23	48	23		0	256	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:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	44	123	0		11	25	31		24	51	24		0	269	78	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	44	123	0		11	25	31		24	51	24		0	269	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	
Final Vol.:	44	123	0		11	25	31		24	51	24		0	269	78	
Saturation Flow Module:																
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.00	0.00		1.00	0.45	0.55		1.00	0.68	0.32		1.00	0.78	0.22	
Final Sat.:	547	594	0		528	275	333		575	442	212		608	535	155	
Capacity Analysis Module:																
Vol/Sat:	0.08	0.21	xxxx		0.02	0.09	0.09		0.04	0.11	0.11		0.00	0.50	0.50	
Crit Moves:		****					****				****			****		
Delay/Veh:	9.4	9.8	0.0		9.2	8.7	8.7		9.0	8.6	8.6		0.0	12.6	12.6	
Delay Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	9.4	9.8	0.0		9.2	8.7	8.7		9.0	8.6	8.6		0.0	12.6	12.6	
LOS by Move:	A	A	*		A	A	A		A	A	A		*	B	B	
ApproachDel:		9.7				8.8				8.7				12.6		
Delay Adj:		1.00				1.00				1.00				1.00		
ApprAdjDel:		9.7				8.8				8.7				12.6		
LOS by Appr:		A				A				A				B		
AllWayAvgQ:	0.1	0.2	0.2		0.0	0.1	0.1		0.0	0.1	0.1		0.0	0.9	0.9	

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

Cumulative Plus Project AM
Placer Vineyard

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

Intersection #45 12th Ave/A Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.450
Loss Time (sec): 0 (Y+R=4.0 sec) 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				Ovl				Include				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	0	1 0	1	0	1	0 1	1	0	0	1 0	1	0	1	0 1
Volume Module:																
Base Vol:	0	3	57		46	1	24		33	469	0		13	418	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	3	57		46	1	24		33	469	0		13	418	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:	0.95	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	3	60		48	1	25		35	494	0		14	440	71	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	3	60		48	1	25		35	494	0		14	440	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	
Final Vol.:	0	3	60		48	1	25		35	494	0		14	440	71	
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	0.05	0.95		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
Final Sat.:	1375	69	1306		1375	1375	1375		1375	1375	0		1375	1375	1375	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.05	0.05		0.04	0.00	0.02		0.03	0.36	0.00		0.01	0.32	0.05	
Crit Vol:			63				48			494			14			
Crit Moves:		****			****				****				****			

Cumulative Plus Project AM
Placer Vineyard

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

Intersection #46 11th Ave/A Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.592
Loss Time (sec): 0 (Y+R=4.0 sec) 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				Ignore			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	0	0	1	0	0	1	1	0	2	0	1	0	2	1
Volume Module:																
Base Vol:	0	0	0		56	0	69		355	257	0		0	754	0	
Growth Adj:	1.00	1.00	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		56	0	69		355	257	0		0	754	0	
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:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.00	
PHF Volume:	0	0	0		59	0	73		374	271	0		0	794	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		59	0	73		374	271	0		0	794	0	
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	
Final Vol.:	0	0	0		59	0	73		374	271	0		0	794	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:	0.00	0.00	0.00		1.00	0.00	1.00		1.00	2.00	0.00		1.00	2.00	1.00	
Final Sat.:	0	0	0		1425	0	1425		1425	2850	0		1425	2850	1425	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.04	0.00	0.05		0.26	0.09	0.00		0.00	0.28	0.00	
Crit Vol:	0						73		374					397		
Crit Moves:							****		****					****		

Cumulative Plus Project AM
Placer Vineyard

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

Intersection #47 Dyer/ W Town Center

Cycle (sec): 100 Critical Vol./Cap.(X): 0.542
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	1	0	1	0
Volume Module:																
Base Vol:	22	464	3		37	94	108		257	131	36		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:	22	464	3		37	94	108		257	131	36		8	130	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:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	23	488	3		39	99	114		271	138	38		8	137	54	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	23	488	3		39	99	114		271	138	38		8	137	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	
Final Vol.:	23	488	3		39	99	114		271	138	38		8	137	54	
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	1.99	0.01		1.00	1.00	1.00		1.00	0.78	0.22		1.00	0.72	0.28	
Final Sat.:	1375	2732	18		1375	1375	1375		1375	1079	296		1375	988	387	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.18	0.18		0.03	0.07	0.08		0.20	0.13	0.13		0.01	0.14	0.14	
Crit Vol:		246			39				271					191		
Crit Moves:		****			****				****					****		

Cumulative Plus Project AM
Placer Vineyard

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

Intersection #48 18th Ave/Dyer Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.330
Loss Time (sec): 0 (Y+R=4.0 sec) 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				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	1	0 1	1	0	1	0 1	1	0	2	0 1	1	0	1	1 0
Volume Module:																
Base Vol:	18	96	72		1	183	15		2	131	5		87	456	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:	18	96	72		1	183	15		2	131	5		87	456	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:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	19	101	76		1	193	16		2	138	5		92	480	1	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	19	101	76		1	193	16		2	138	5		92	480	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	
Final Vol.:	19	101	76		1	193	16		2	138	5		92	480	1	
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	2.00	1.00		1.00	1.99	0.01	
Final Sat.:	1375	1375	1375		1375	1375	1375		1375	2750	1375		1375	2744	6	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.07	0.06		0.00	0.14	0.01		0.00	0.05	0.00		0.07	0.17	0.17	
Crit Vol:	19					193			2					241		
Crit Moves:	****					****			****					****		

Cumulative Plus Project AM
Placer Vineyard

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

Intersection #49 16th/Dyer Ln

Cycle (sec): 100 Critical Vol./Cap.(X): 0.571
Loss Time (sec): 0 (Y+R=4.0 sec) 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:	Ovl				Ovl				Ovl				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	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:	210	238	281		21	117	48		54	479	77		475	672	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:	210	238	281		21	117	48		54	479	77		475	672	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:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	221	251	296		22	123	51		57	504	81		500	707	9	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	221	251	296		22	123	51		57	504	81		500	707	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	
Final Vol.:	221	251	296		22	123	51		57	504	81		500	707	9	
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	2.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00		2.00	1.97	0.03	
Final Sat.:	1375	2750	1375		1375	2750	1375		1375	2750	1375		2750	2714	36	
Capacity Analysis Module:																
Vol/Sat:	0.16	0.09	0.22		0.02	0.04	0.04		0.04	0.18	0.06		0.18	0.26	0.26	
Crit Vol:	221					62				252			250			
Crit Moves:	****					****				****			****			

Cumulative Plus Project AM
Placer Vineyard

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

Intersection #50 11th Ave/Baseline Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.847
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 121 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	
Lanes:	0	0	0	0 2	0	0	0	0 2	1	0	3	0 1	2	0	3	0 1
Volume Module:																
Base Vol:	0	0	286		0	0	39		31	1446	95		27	2958	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	0	286		0	0	39		31	1446	95		27	2958	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:	0.95	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	301		0	0	41		33	1522	100		28	3114	87	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	301		0	0	41		33	1522	100		28	3114	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	
Final Vol.:	0	0	301		0	0	41		33	1522	100		28	3114	87	
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	0.00	2.00		0.00	0.00	2.00		1.00	3.00	1.00		2.00	3.00	1.00	
Final Sat.:	0	0	2850		0	0	2850		1425	4275	1425		2850	4275	1425	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.11		0.00	0.00	0.01		0.02	0.36	0.07		0.01	0.73	0.06	
Crit Vol:			151			0			33					1038		
Crit Moves:			****			****			****					****		

Cumulative Plus Project AM
Placer Vineyard

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

Intersection #110 Dyer Ln/Town Center

Cycle (sec): 100 Critical Vol./Cap.(X): 0.606
Loss Time (sec): 0 (Y+R=4.0 sec) 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:	Protected				Protected				Protected				Protected			
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:	5	1248	121		20	1071	21		64	35	3		25	7	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:	5	1248	121		20	1071	21		64	35	3		25	7	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:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	5	1314	127		21	1127	22		67	37	3		26	7	17	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	5	1314	127		21	1127	22		67	37	3		26	7	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	
Final Vol.:	5	1314	127		21	1127	22		67	37	3		26	7	17	
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	1.82	0.18		1.00	1.96	0.04		1.00	0.92	0.08		1.00	0.30	0.70	
Final Sat.:	1375	2507	243		1375	2697	53		1375	1266	109		1375	418	957	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.52	0.52		0.02	0.42	0.42		0.05	0.03	0.03		0.02	0.02	0.02	
Crit Vol:		721			21				67						24	
Crit Moves:		****			****				****						****	

Cumulative Plus Project AM
Placer Vineyard

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

Intersection #111 Tanwood Ave/Dyer Ln

Cycle (sec): 100 Critical Vol./Cap.(X): 0.507
Loss Time (sec): 0 (Y+R=4.0 sec) 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				Permitted				Permitted			
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	1	1 0	1	0	1	1 0
Volume Module:																
Base Vol:	53	31	91		8	29	106		92	773	21		77	881	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:	53	31	91		8	29	106		92	773	21		77	881	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:	0.95	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	33	96		8	31	112		97	814	22		81	927	5	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	56	33	96		8	31	112		97	814	22		81	927	5	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	56	33	96		8	31	112		97	814	22		81	927	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:	1.00	0.25	0.75		1.00	0.21	0.79		1.00	1.95	0.05		1.00	1.99	0.01	
Final Sat.:	1500	381	1119		1500	322	1178		1500	2921	79		1500	2983	17	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.09	0.09		0.01	0.09	0.09		0.06	0.28	0.28		0.05	0.31	0.31	
Crit Vol:	56					142			97					466		
Crit Moves:	****					****			****					****		

Cumulative Plus Project AM
Placer Vineyard

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

Intersection #112 Watt Ave/Oak Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.524
Loss Time (sec): 0 (Y+R=4.0 sec) 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				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0	3	0 1	1	0	3	0 1	1	0	0	1 0	1	0	0	1 0
Volume Module:																
Base Vol:	56	1347	31		5	1328	28		115	11	96		104	16	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:	56	1347	31		5	1328	28		115	11	96		104	16	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:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	59	1418	33		5	1398	29		121	12	101		109	17	17	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	59	1418	33		5	1398	29		121	12	101		109	17	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:	1.10	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	65	1418	33		5	1398	29		121	12	101		109	17	17	
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	0.10	0.90		1.00	0.50	0.50	
Final Sat.:	2750	4125	1375		1375	4125	1375		1375	141	1234		1375	688	688	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.34	0.02		0.00	0.34	0.02		0.09	0.08	0.08		0.08	0.02	0.02	
Crit Vol:	32					466				113			109			
Crit Moves:	****					****				****			****			

Cumulative Plus Project

Mitigated Transportation Network

Placer County

AM Peak Hour

Existing Plus Project AM
Placer Vineyard

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

Intersection #5 Locust/Baseline

Cycle (sec): 100 Critical Vol./Cap.(X): 0.522
Loss Time (sec): 0 (Y+R=4.0 sec) 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	
Lanes:	0	1	0	0 1	0	0	1!	0 0	1	0	3	0 1	1	0	3	0 1
Volume Module:																
Base Vol:	163	3	97		13	2	3		0	885	152		77	1576	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:	163	3	97		13	2	3		0	885	152		77	1576	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:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	172	3	102		14	2	3		0	932	160		81	1659	32	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	172	3	102		14	2	3		0	932	160		81	1659	32	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	172	3	102		14	2	3		0	932	160		81	1659	32	
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:	0.98	0.02	1.00		0.72	0.11	0.17		1.00	3.00	1.00		1.00	3.00	1.00	
Final Sat.:	1399	26	1425		1029	158	237		1425	4275	1425		1425	4275	1425	
Capacity Analysis Module:																
Vol/Sat:	0.12	0.12	0.07		0.01	0.01	0.01		0.00	0.22	0.11		0.06	0.39	0.02	
Crit Vol:	172						19		0					553		
Crit Moves:	****						****		****					****		

Existing Plus Project AM
Placer Vineyard

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

Intersection #6 Brewer Rd/Baseline Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.521
Loss Time (sec): 0 (Y+R=4.0 sec) 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	
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:	366	61	203		10	15	5		11	854	219		225	1437	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:	366	61	203		10	15	5		11	854	219		225	1437	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:	385	64	214		11	16	5		12	899	231		237	1513	34	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	385	64	214		11	16	5		12	899	231		237	1513	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	
Final Vol.:	385	64	214		11	16	5		12	899	231		237	1513	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:	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.:	2750	2750	1375		1375	2750	1375		1375	4125	1375		2750	4125	1375	
Capacity Analysis Module:																
Vol/Sat:	0.14	0.02	0.16		0.01	0.01	0.00		0.01	0.22	0.17		0.09	0.37	0.02	
Crit Vol:	193					8			12					504		
Crit Moves:	****					****			****					****		

Existing Plus Project AM
Placer Vineyard

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

Intersection #7 Watt Ave/Baseline Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.954
Loss Time (sec): 0 (Y+R=4.0 sec) 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:	Ignore				Ignore				Ignore				Ignore			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	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:	48	1076	318	0	1183	805			558	1415		7	418	1648		0
Growth Adj:	1.00	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	1076	318	0	1183	805			558	1415		7	418	1648		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		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:	51	1133	0	0	1245	0			587	1489		0	440	1735		0
Reduct Vol:	0	0	0	0	0	0			0	0		0	0	0		0
Reduced Vol:	51	1133	0	0	1245	0			587	1489		0	440	1735		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
Final Vol.:	51	1133	0	0	1245	0			587	1489		0	440	1735		0
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:	0.02	0.27	0.00	0.00	0.30	0.00			0.21	0.36		0.00	0.16	0.42		0.00
Crit Vol:	25				415				294				578			
Crit Moves:	****				****				****				****			

Existing Plus Project AM
Placer Vineyard

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

Intersection #8 Watt Ave/PFE Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.810
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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				Permitted				Permitted			
Rights:	Include				Include				Include				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	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:	5	2091	149	553	2107	3			14	8		13	173	2		289
Growth Adj:	1.00	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	2091	149	553	2107	3			14	8		13	173	2		289
User Adj:	1.00	1.00	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:	5	2201	157	582	2218	3			15	8		14	182	2		304
Reduct Vol:	0	0	0	0	0	0			0	0		0	0	0		0
Reduced Vol:	5	2201	157	582	2218	3			15	8		14	182	2		304
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00		1.00	1.00	1.00		1.00
Final Vol.:	5	2201	157	582	2218	3			15	8		14	182	2		304
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	2.00	2.99	0.01			0.40	0.23		0.37	1.98	0.02		2.00
Final Sat.:	1425	4275	1425	2850	4269	6			570	326		529	2817	33		2850
Capacity Analysis Module:																
Vol/Sat:	0.00	0.51	0.11	0.20	0.52	0.52			0.03	0.03		0.03	0.06	0.06		0.11
Crit Vol:	734			291					37				92			
Crit Moves:	****			****					****				****			

Existing Plus Project AM
Placer Vineyard

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

Intersection #9 Walerga Rd/PFE Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.134
Loss Time (sec): 0 (Y+R=4.0 sec) 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	
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:	276	1820	409		61	1572	165		134	254	507		165	106	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:	276	1820	409		61	1572	165		134	254	507		165	106	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:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	291	1916	431		64	1655	174		141	267	534		174	112	49	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	291	1916	431		64	1655	174		141	267	534		174	112	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	
Final Vol.:	291	1916	431		64	1655	174		141	267	534		174	112	49	
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	2.00	1.00		1.00	2.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Sat.:	1375	2750	1375		1375	2750	1375		1375	1375	1375		1375	1375	1375	
Capacity Analysis Module:																
Vol/Sat:	0.21	0.70	0.31		0.05	0.60	0.13		0.10	0.19	0.39		0.13	0.08	0.04	
Crit Vol:	291					827				267			174			
Crit Moves:	****					****				****			****			

Existing Plus Project AM
Placer Vineyard

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

Intersection #10 Cook Riolo/PFE Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.029
Loss Time (sec): 0 (Y+R=4.0 sec) 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				Permitted				Permitted			
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:	11	7	11		396	68	56		427	423	45		40	97	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:	11	7	11		396	68	56		427	423	45		40	97	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:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	12	7	12		417	72	59		449	445	47		42	102	299	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	12	7	12		417	72	59		449	445	47		42	102	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	
Final Vol.:	12	7	12		417	72	59		449	445	47		42	102	299	
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:	0.38	0.24	0.38		0.76	0.13	0.11		0.48	0.47	0.05		0.10	0.23	0.67	
Final Sat.:	569	362	569		1142	196	162		716	709	75		143	346	1012	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.02	0.02		0.36	0.36	0.36		0.63	0.63	0.63		0.30	0.30	0.30	
Crit Vol:	12						547				942		42			
Crit Moves:	****						****				****		****			

Existing Plus Project AM
Placer Vineyard

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

Intersection #11 Fiddyment Rd/Baseline Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.137
Loss Time (sec): 0 (Y+R=4.0 sec) 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	
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:	11	1233	541		565	1055	379		126	1987	54		213	1022	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:	11	1233	541		565	1055	379		126	1987	54		213	1022	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:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	12	1298	569		595	1111	399		133	2092	57		224	1076	339	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	12	1298	569		595	1111	399		133	2092	57		224	1076	339	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	12	1298	569		595	1111	399		133	2092	57		224	1076	339	
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	0.31	0.41	0.22	0.27	0.29	0.05	0.51	0.04	0.08	0.26	0.25				
Crit Vol:			569	297				697		0						
Crit Moves:			****	****				****		****						

Existing Plus Project AM
Placer Vineyard

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

Intersection #31 Palladay/Baseline Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.540
Loss Time (sec): 0 (Y+R=4.0 sec) 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	
Lanes:	2	0	0	0 1	0	0	0	0 0	0	0	3	0 1	2	0	3	0 0
Volume Module:																
Base Vol:	53	0	312		0	0	0		0	1005	77		341	1767	0	
Growth Adj:	1.00	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	0	312		0	0	0		0	1005	77		341	1767	0	
User Adj:	1.00	1.00	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	0	328		0	0	0		0	1058	81		359	1860	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	56	0	328		0	0	0		0	1058	81		359	1860	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	56	0	328		0	0	0		0	1058	81		359	1860	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	0.00	1.00		0.00	0.00	0.00		0.00	3.00	1.00		2.00	3.00	0.00	
Final Sat.:	2850	0	1425		0	0	0		0	4275	1425		2850	4275	0	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.00	0.23	0.00	0.00	0.00	0.00		0.00	0.25	0.06	0.13	0.44	0.00		
Crit Vol:			328	0					0				620			
Crit Moves:			****						****				****			

Existing Plus Project AM
Placer Vineyard

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

Intersection #32 16th Ave/Baseline Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.588
Loss Time (sec): 0 (Y+R=4.0 sec) 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:	Permitted				Permitted				Protected				Protected			
Rights:	Ovl				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0	0	0 1	0	0	0	0 0	0	0	3	0 1	2	0	3	0 0
Volume Module:																
Base Vol:	63	0	203		0	0	0		0	1245	73		93	2046	0	
Growth Adj:	1.00	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	0	203		0	0	0		0	1245	73		93	2046	0	
User 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 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:	63	0	203		0	0	0		0	1245	73		93	2046	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	63	0	203		0	0	0		0	1245	73		93	2046	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	63	0	203		0	0	0		0	1245	73		93	2046	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	0.00	1.00		0.00	0.00	0.00		0.00	3.00	1.00		2.00	3.00	0.00	
Final Sat.:	2850	0	1425		0	0	0		0	4275	1425		2850	4275	0	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.00	0.14		0.00	0.00	0.00		0.00	0.29	0.05		0.03	0.48	0.00	
Crit Vol:			203		0				0					682		
Crit Moves:			****						****					****		

Existing Plus Project AM
Placer Vineyard

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

Intersection #33 14th Ave/Baseline Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.725
Loss Time (sec): 0 (Y+R=4.0 sec) 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:	Permitted				Permitted				Protected				Protected			
Rights:	Ovl				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0	0	0 1	0	0	0	0 0	0	0	3	0 1	2	0	3	0 0
Volume Module:																
Base Vol:	108	0	180		0	0	0		0	1162	28		108	2568	0	
Growth Adj:	1.00	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	0	180		0	0	0		0	1162	28		108	2568	0	
User Adj:	1.00	1.00	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:	114	0	189		0	0	0		0	1223	29		114	2703	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	114	0	189		0	0	0		0	1223	29		114	2703	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	114	0	189		0	0	0		0	1223	29		114	2703	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	0.00	1.00		0.00	0.00	0.00		0.00	3.00	1.00		2.00	3.00	0.00	
Final Sat.:	2850	0	1425		0	0	0		0	4275	1425		2850	4275	0	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.00	0.13		0.00	0.00	0.00		0.00	0.29	0.02		0.04	0.63	0.00	
Crit Vol:			189		0				0					901		
Crit Moves:			****						****					****		

Existing Plus Project AM
Placer Vineyard

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

Intersection #34 12th Ave/Baseline Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.769
Loss Time (sec): 0 (Y+R=4.0 sec) 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	
Lanes:	2	0	2	0 1	1	0	2	0 1	2	0	3	0 1	2	0	3	0 1
Volume Module:																
Base Vol:	70	0	206		0	0	0		0	1272	70		66	2606	0	
Growth Adj:	1.00	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	0	206		0	0	0		0	1272	70		66	2606	0	
User Adj:	1.00	1.00	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	0	217		0	0	0		0	1339	74		69	2743	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	74	0	217		0	0	0		0	1339	74		69	2743	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	74	0	217		0	0	0		0	1339	74		69	2743	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	2.00	1.00		1.00	2.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00	
Final Sat.:	2850	2850	1425		1425	2850	1425		2850	4275	1425		2850	4275	1425	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.00	0.15		0.00	0.00	0.00		0.00	0.31	0.05		0.02	0.64	0.00	
Crit Vol:			217		0				0					914		
Crit Moves:			****						****					****		

Existing Plus Project AM
Placer Vineyard

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

Intersection #35 Dyer St/Baseline Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.061
Loss Time (sec): 0 (Y+R=4.0 sec) 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	
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:	24	819	569		400	774	629		526	1218	9		232	1408	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:	24	819	569		400	774	629		526	1218	9		232	1408	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:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	25	862	599		421	815	662		554	1282	9		244	1482	196	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	25	862	599		421	815	662		554	1282	9		244	1482	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	
Final Vol.:	25	862	599		421	815	662		554	1282	9		244	1482	196	
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	0.21	0.44		0.15	0.20	0.48		0.20	0.31	0.01		0.09	0.36	0.14	
Crit Vol:			599		211				277					494		
Crit Moves:			****		****				****					****		

Existing Plus Project AM
Placer Vineyard

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

Intersection #36 9th Ave/Baseline Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.659
Loss Time (sec): 0 (Y+R=4.0 sec) 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
Lanes:	1 0	2 0	1	2 0	2 0	1	2 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	105	83	26	130	144	48	21	2033	134	6	1673	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:	105	83	26	130	144	48	21	2033	134	6	1673	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	111	87	27	137	152	51	22	2140	141	6	1761	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	87	27	137	152	51	22	2140	141	6	1761	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	111	87	27	137	152	51	22	2140	141	6	1761	52
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	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1375	2750	1375	2750	2750	1375	2750	4125	1375	1375	4125	1375
Capacity Analysis Module:												
Vol/Sat:	0.08	0.03	0.02	0.05	0.06	0.04	0.01	0.52	0.10	0.00	0.43	0.04
Crit Vol:	111				76			713		6		
Crit Moves:	****				****			****		****		

Existing Plus Project AM
Placer Vineyard

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

Intersection #37 Watt Ave/A St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.498
Loss Time (sec): 0 (Y+R=4.0 sec) 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
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:	334	1317	108	44	1168	361	75	51	220	38	57	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:	334	1317	108	44	1168	361	75	51	220	38	57	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	352	1386	114	46	1229	380	79	54	232	40	60	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	352	1386	114	46	1229	380	79	54	232	40	60	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
Final Vol.:	352	1386	114	46	1229	380	79	54	232	40	60	37
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	1.00	1.00	2.00	1.00	1.00
Final Sat.:	2750	4125	1375	2750	4125	1375	2750	1375	1375	2750	1375	1375
Capacity Analysis Module:												
Vol/Sat:	0.13	0.34	0.08	0.02	0.30	0.28	0.03	0.04	0.17	0.01	0.04	0.03
Crit Vol:	176				410		39				60	
Crit Moves:	****				****		****				****	

Existing Plus Project AM
Placer Vineyard

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

Intersection #38 Watt Ave/Town Center

Cycle (sec): 100 Critical Vol./Cap.(X): 0.629
Loss Time (sec): 0 (Y+R=4.0 sec) 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				Ovl				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0	3	0 1	2	0	3	0 1	1	0	1	0 1	1	0	1	0 1
Volume Module:																
Base Vol:	148	1435	25		7	1258	161		294	24	148		49	34	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:	148	1435	25		7	1258	161		294	24	148		49	34	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:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	156	1511	26		7	1324	169		309	25	156		52	36	32	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	156	1511	26		7	1324	169		309	25	156		52	36	32	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	156	1511	26		7	1324	169		309	25	156		52	36	32	
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		1.00	1.00	1.00		1.00	1.00	1.00	
Final Sat.:	2750	4125	1375		2750	4125	1375		1375	1375	1375		1375	1375	1375	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.37	0.02		0.00	0.32	0.12		0.23	0.02	0.11		0.04	0.03	0.02	
Crit Vol:	78					441			309					36		
Crit Moves:	****					****			****					****		

Existing Plus Project AM
Placer Vineyard

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

Intersection #39 Watt Ave/Dyer St

Cycle (sec): 100 Critical Vol./Cap.(X): 1.081
Loss Time (sec): 0 (Y+R=4.0 sec) 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:	Include				Include				Ovl				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	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:	464	1407	639		1	1396	216		142	488	584		725	312	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:	464	1407	639		1	1396	216		142	488	584		725	312	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:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	488	1481	673		1	1469	227		149	514	615		763	328	6	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	488	1481	673		1	1469	227		149	514	615		763	328	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	
Final Vol.:	488	1481	673		1	1469	227		149	514	615		763	328	6	
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:	0.18	0.36	0.49		0.00	0.36	0.17		0.05	0.12	0.45		0.28	0.08	0.00	
Crit Vol:	0					490					615		382			
Crit Moves:	****					****					****		****			

Existing Plus Project AM
Placer Vineyard

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

Intersection #40 Walerga/E Town Center

Cycle (sec): 100 Critical Vol./Cap.(X): 0.902
Loss Time (sec): 0 (Y+R=4.0 sec) 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				Permitted				Permitted			
Rights:	Include				Ignore				Ovl				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0	2	0 0	0	0	2	0 1	1	0	0	0 2	0	0	0	0 0
Volume Module:																
Base Vol:	200	2334	0	0	1932	14	35	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:	200	2334	0	0	1932	14	35	0	307	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:	0.95	0.95	0.95	0.95	0.95	0.00	0.95	0.95	0.95	0.95	0.95	0.95				
PHF Volume:	211	2457	0	0	2034	0	37	0	323	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	211	2457	0	0	2034	0	37	0	323	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				
Final Vol.:	211	2457	0	0	2034	0	37	0	323	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	2.00	0.00	0.00	2.00	1.00	1.00	0.00	2.00	0.00	0.00	0.00				
Final Sat.:	2850	2850	0	0	2850	1425	1425	0	2850	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.07	0.86	0.00	0.00	0.71	0.00	0.03	0.00	0.11	0.00	0.00	0.00				
Crit Vol:		1228		0					162	0						
Crit Moves:		****		****					****							

Existing Plus Project AM
Placer Vineyard

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

Intersection #41 Dyer/A Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.424
Loss Time (sec): 0 (Y+R=4.0 sec) 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	
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	659	30	14	255	23	106	39	0	18	17	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	659	30	14	255	23	106	39	0	18	17	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	694	32	15	268	24	112	41	0	19	18	77				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	694	32	15	268	24	112	41	0	19	18	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				
Final Vol.:	0	694	32	15	268	24	112	41	0	19	18	77				
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	1.91	0.09	1.00	1.83	0.17	1.00	1.00	0.00	1.00	0.19	0.81				
Final Sat.:	1375	2630	120	1375	2522	228	1375	1375	0	1375	260	1115				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.26	0.26	0.01	0.11	0.11	0.08	0.03	0.00	0.01	0.07	0.07				
Crit Vol:			363	15			112					95				
Crit Moves:			****	****			****					****				

Existing Plus Project AM
Placer Vineyard

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

Intersection #42 Palladay/ A Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.477
Loss Time (sec): 0 (Y+R=4.0 sec) 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:	128	260	40		1	82	27		58	48	83		17	43	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:	128	260	40		1	82	27		58	48	83		17	43	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:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	135	274	42		1	86	28		61	51	87		18	45	9	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	135	274	42		1	86	28		61	51	87		18	45	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	
Final Vol.:	135	274	42		1	86	28		61	51	87		18	45	9	
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	0.75	0.25		1.00	0.37	0.63		1.00	0.83	0.17	
Final Sat.:	595	574	88		547	461	152		524	223	386		503	456	95	
Capacity Analysis Module:																
Vol/Sat:	0.23	0.48	0.48		0.00	0.19	0.19		0.12	0.23	0.23		0.04	0.10	0.10	
Crit Moves:		****				****					****			****		
Delay/Veh:	10.3	12.6	12.6		9.0	9.5	9.5		10.0	9.8	9.8		9.6	9.4	9.4	
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:	10.3	12.6	12.6		9.0	9.5	9.5		10.0	9.8	9.8		9.6	9.4	9.4	
LOS by Move:	B	B	B		A	A	A		B	A	A		A	A	A	
ApproachDel:	11.9				9.5				9.9				9.4			
Delay Adj:	1.00				1.00				1.00				1.00			
ApprAdjDel:	11.9				9.5				9.9				9.4			
LOS by Appr:	B				A				A				A			
AllWayAvgQ:	0.3	0.8	0.8		0.0	0.2	0.2		0.1	0.3	0.3		0.0	0.1	0.1	

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

Existing Plus Project AM
Placer Vineyard

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

Intersection #43 16th Ave/A Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.308
Loss Time (sec): 0 (Y+R=4.0 sec) 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	1	1 0	1	0	1	1 0	1	0	0	1 0	1	0	0	1 0
Volume Module:																
Base Vol:	36	361	0		25	44	21		100	42	3		14	75	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:	36	361	0		25	44	21		100	42	3		14	75	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:	38	380	0		26	46	22		105	44	3		15	79	34	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	38	380	0		26	46	22		105	44	3		15	79	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	
Final Vol.:	38	380	0		26	46	22		105	44	3		15	79	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	2.00	0.00		1.00	1.35	0.65		1.00	0.93	0.07		1.00	0.70	0.30	
Final Sat.:	567	1236	0		501	742	373		529	535	38		521	409	174	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.31	xxxx		0.05	0.06	0.06		0.20	0.08	0.08		0.03	0.19	0.19	
Crit Moves:		****				****			****						****	
Delay/Veh:	9.3	10.7	0.0		9.8	9.2	8.9		10.7	9.1	9.1		9.4	9.8	9.8	
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:	9.3	10.7	0.0		9.8	9.2	8.9		10.7	9.1	9.1		9.4	9.8	9.8	
LOS by Move:	A	B	*		A	A	A		B	A	A		A	A	A	
ApproachDel:	10.6				9.3				10.2				9.8			
Delay Adj:	1.00				1.00				1.00				1.00			
ApprAdjDel:	10.6				9.3				10.2				9.8			
LOS by Appr:	B				A				B				A			
AllWayAvgQ:	0.1	0.4	0.4		0.0	0.1	0.1		0.2	0.1	0.1		0.0	0.2	0.2	

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

Existing Plus Project AM
Placer Vineyard

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

Intersection #44 14th Ave/A Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.347
Loss Time (sec): 0 (Y+R=4.0 sec) 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				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:	40	112	0		8	24	58		24	37	22		0	174	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:	40	112	0		8	24	58		24	37	22		0	174	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:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	42	118	0		8	25	61		25	39	23		0	183	55	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	42	118	0		8	25	61		25	39	23		0	183	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	
Final Vol.:	42	118	0		8	25	61		25	39	23		0	183	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	1.00	0.00		1.00	0.29	0.71		1.00	0.63	0.37		1.00	0.77	0.23	
Final Sat.:	580	632	0		567	198	478		584	418	249		604	527	158	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.19	xxxx		0.01	0.13	0.13		0.04	0.09	0.09		0.00	0.35	0.35	
Crit Moves:		****				****					****				****	
Delay/Veh:	9.1	9.3	0.0		8.8	8.4	8.4		8.9	8.3	8.3		0.0	10.4	10.4	
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:	9.1	9.3	0.0		8.8	8.4	8.4		8.9	8.3	8.3		0.0	10.4	10.4	
LOS by Move:	A	A	*		A	A	A		A	A	A		*	B	B	
ApproachDel:		9.2				8.4				8.5				10.4		
Delay Adj:		1.00				1.00				1.00				1.00		
ApprAdjDel:		9.2				8.4				8.5				10.4		
LOS by Appr:		A				A				A				B		
AllWayAvgQ:	0.1	0.2	0.2		0.0	0.1	0.1		0.0	0.1	0.1		0.0	0.5	0.5	

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

Existing Plus Project AM
Placer Vineyard

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

Intersection #45 12th Ave/A Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.370
Loss Time (sec): 0 (Y+R=4.0 sec) 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:	Include				Ovl				Include				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	0	1 0	1	0	1	0 1	1	0	0	1 0	1	0	1	0 1
Volume Module:																
Base Vol:	0	25	38		47	1	20		153	347	0		13	220	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	25	38		47	1	20		153	347	0		13	220	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:	0.95	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	26	40		49	1	21		161	365	0		14	232	49	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	26	40		49	1	21		161	365	0		14	232	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	
Final Vol.:	0	26	40		49	1	21		161	365	0		14	232	49	
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	0.40	0.60		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
Final Sat.:	1375	546	829		1375	1375	1375		1375	1375	0		1375	1375	1375	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.05	0.05		0.04	0.00	0.02		0.12	0.27	0.00		0.01	0.17	0.04	
Crit Vol:			66		49				161					232		
Crit Moves:			****		****				****					****		

Existing Plus Project AM
Placer Vineyard

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

Intersection #46 11th Ave/A Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.555
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: 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				Ignore			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	0	0	1	0	0	1	1	0	2	0	1	0	2	1
Volume Module:																
Base Vol:	0	0	0		100	0	170		361	126	0		0	441	0	
Growth Adj:	1.00	1.00	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		100	0	170		361	126	0		0	441	0	
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:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.00	
PHF Volume:	0	0	0		105	0	179		380	133	0		0	464	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		105	0	179		380	133	0		0	464	0	
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	
Final Vol.:	0	0	0		105	0	179		380	133	0		0	464	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:	0.00	0.00	0.00		1.00	0.00	1.00		1.00	2.00	0.00		1.00	2.00	1.00	
Final Sat.:	0	0	0		1425	0	1425		1425	2850	0		1425	2850	1425	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.07	0.00	0.13		0.27	0.05	0.00		0.00	0.16	0.00	
Crit Vol:	0						179		380					232		
Crit Moves:							****		****					****		

Existing Plus Project AM
Placer Vineyard

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

Intersection #47 Dyer/ W Town Center

Cycle (sec): 100 Critical Vol./Cap.(X): 0.467
Loss Time (sec): 0 (Y+R=4.0 sec) 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	
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	1	0	1	0
Volume Module:																
Base Vol:	19	418	3		36	104	134		228	119	38		9	92	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:	19	418	3		36	104	134		228	119	38		9	92	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:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	20	440	3		38	109	141		240	125	40		9	97	45	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	20	440	3		38	109	141		240	125	40		9	97	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	
Final Vol.:	20	440	3		38	109	141		240	125	40		9	97	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:	1.00	1.99	0.01		1.00	1.00	1.00		1.00	0.76	0.24		1.00	0.68	0.32	
Final Sat.:	1375	2730	20		1375	1375	1375		1375	1042	333		1375	937	438	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.16	0.16		0.03	0.08	0.10		0.17	0.12	0.12		0.01	0.10	0.10	
Crit Vol:			222		38				240						142	
Crit Moves:			****		****				****						****	

Existing Plus Project AM
Placer Vineyard

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

Intersection #48 18th Ave/Dyer Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.274
Loss Time (sec): 0 (Y+R=4.0 sec) 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				Protected				Protected			
Rights:	Ovl				Ovl				Ovl				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	1	0 1	1	0	1	0 1	1	0	2	0 1	1	0	1	1 0
Volume Module:																
Base Vol:	16	86	71		1	134	12		2	143	5		75	412	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:	16	86	71		1	134	12		2	143	5		75	412	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:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	17	91	75		1	141	13		2	151	5		79	434	1	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	17	91	75		1	141	13		2	151	5		79	434	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	
Final Vol.:	17	91	75		1	141	13		2	151	5		79	434	1	
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	2.00	1.00		1.00	1.99	0.01	
Final Sat.:	1375	1375	1375		1375	1375	1375		1375	2750	1375		1375	2743	7	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.07	0.05		0.00	0.10	0.01		0.00	0.05	0.00		0.06	0.16	0.16	
Crit Vol:	17					141			2					217		
Crit Moves:	****					****			****					****		

Existing Plus Project AM
Placer Vineyard

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

Intersection #49 16th/Dyer Ln

Cycle (sec): 100 Critical Vol./Cap.(X): 0.563
Loss Time (sec): 0 (Y+R=4.0 sec) 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:	Ovl				Ovl				Ovl				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	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:	234	258	253		20	134	50		62	437	94		432	611	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:	234	258	253		20	134	50		62	437	94		432	611	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:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	246	272	266		21	141	53		65	460	99		455	643	11	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	246	272	266		21	141	53		65	460	99		455	643	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	
Final Vol.:	246	272	266		21	141	53		65	460	99		455	643	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	2.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00		2.00	1.97	0.03	
Final Sat.:	1375	2750	1375		1375	2750	1375		1375	2750	1375		2750	2706	44	
Capacity Analysis Module:																
Vol/Sat:	0.18	0.10	0.19		0.02	0.05	0.04		0.05	0.17	0.07		0.17	0.24	0.24	
Crit Vol:	246					71				230			227			
Crit Moves:	****					****				****			****			

Existing Plus Project AM
Placer Vineyard

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

Intersection #50 11th Ave/Baseline Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.733
Loss Time (sec): 0 (Y+R=4.0 sec) 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:	Permitted				Permitted				Protected				Protected			
Rights:	Ovl				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	0	0 2	0	0	0	0 2	1	0	3	0 1	2	0	3	0 1
Volume Module:																
Base Vol:	0	0	294		0	0	39		30	1311	137		125	2634	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	0	294		0	0	39		30	1311	137		125	2634	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:	0.95	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	309		0	0	41		32	1380	144		132	2773	88	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	309		0	0	41		32	1380	144		132	2773	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	
Final Vol.:	0	0	309		0	0	41		32	1380	144		132	2773	88	
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	0.00	2.00		0.00	0.00	2.00		1.00	3.00	1.00		2.00	3.00	1.00	
Final Sat.:	0	0	2850		0	0	2850		1425	4275	1425		2850	4275	1425	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.11		0.00	0.00	0.01		0.02	0.32	0.10		0.05	0.65	0.06	
Crit Vol:			155			0			32					924		
Crit Moves:			****			****			****					****		

Existing Plus Project AM
Placer Vineyard

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

Intersection #110 Dyer Ln/Town Center

Cycle (sec): 100 Critical Vol./Cap.(X): 0.562
Loss Time (sec): 0 (Y+R=4.0 sec) 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				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:	5	1238	33		23	921	18		58	17	3		11	6	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:	5	1238	33		23	921	18		58	17	3		11	6	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:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	5	1303	35		24	969	19		61	18	3		12	6	13	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	5	1303	35		24	969	19		61	18	3		12	6	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	
Final Vol.:	5	1303	35		24	969	19		61	18	3		12	6	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:	1.00	1.95	0.05		1.00	1.96	0.04		1.00	0.85	0.15		1.00	0.33	0.67	
Final Sat.:	1375	2679	71		1375	2697	53		1375	1169	206		1375	458	917	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.49	0.49		0.02	0.36	0.36		0.04	0.02	0.02		0.01	0.01	0.01	
Crit Vol:		669			24				61					19		
Crit Moves:		****			****				****					****		

Existing Plus Project AM
Placer Vineyard

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

Intersection #111 Tanwood Ave/Dyer Ln

Cycle (sec): 100 Critical Vol./Cap.(X): 0.475
Loss Time (sec): 0 (Y+R=4.0 sec) 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:	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	1	1 0	1	0	1	1 0
Volume Module:																
Base Vol:	49	26	110		9	28	98		80	716	21		101	772	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:	49	26	110		9	28	98		80	716	21		101	772	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:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	52	27	116		9	29	103		84	754	22		106	813	5	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	52	27	116		9	29	103		84	754	22		106	813	5	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	52	27	116		9	29	103		84	754	22		106	813	5	
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	0.19	0.81		1.00	0.22	0.78		1.00	1.94	0.06		1.00	1.99	0.01	
Final Sat.:	1425	272	1153		1425	317	1108		1425	2769	81		1425	2832	18	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.10	0.10		0.01	0.09	0.09		0.06	0.27	0.27		0.07	0.29	0.29	
Crit Vol:	52					133			84					409		
Crit Moves:	****					****			****					****		

Existing Plus Project AM
Placer Vineyard

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

Intersection #112 Watt Ave/Oak Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.530
Loss Time (sec): 0 (Y+R=4.0 sec) 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				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0	3	0 1	1	0	3	0 1	1	0	0	1 0	1	0	0	1 0
Volume Module:																
Base Vol:	56	1459	31		5	1356	27		117	11	88		102	15	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:	56	1459	31		5	1356	27		117	11	88		102	15	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:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	59	1536	33		5	1427	28		123	12	93		107	16	24	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	59	1536	33		5	1427	28		123	12	93		107	16	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:	1.10	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	65	1536	33		5	1427	28		123	12	93		107	16	24	
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	0.11	0.89		1.00	0.39	0.61	
Final Sat.:	2750	4125	1375		1375	4125	1375		1375	153	1222		1375	543	832	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.37	0.02		0.00	0.35	0.02		0.09	0.08	0.08		0.08	0.03	0.03	
Crit Vol:		512			5						104		107			
Crit Moves:		****			****						****		****			

Cumulative Plus Project

Mitigated Transportation Network

Mitigated

Placer County

AM Peak Hour

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

Intersection #35 Dyer St/Baseline Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.923
Loss Time (sec): 0 (Y+R=4.0 sec) 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:	Ignore				Ovl				Ovl				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	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:	24	819	569		400	774	629		526	1218	9		232	1408	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:	24	819	569		400	774	629		526	1218	9		232	1408	186	
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:	0.95	0.95	0.00		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	25	862	0		421	815	662		554	1282	9		244	1482	196	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	25	862	0		421	815	662		554	1282	9		244	1482	196	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	25	862	0		421	815	662		554	1282	9		244	1482	196	
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	0.21	0.00		0.15	0.20	0.48		0.20	0.31	0.01		0.09	0.36	0.14	
Crit Vol:		287			211				277					494		
Crit Moves:		****			****				****					****		

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

Intersection #39 Watt Ave/Dyer St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.936
Loss Time (sec): 0 (Y+R=4.0 sec) 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				Ignore				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	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:	464	1407	639		1	1396	216		142	488	584		725	312	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:	464	1407	639		1	1396	216		142	488	584		725	312	6	
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:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.00		0.95	0.95	0.95	
PHF Volume:	488	1481	673		1	1469	227		149	514	0		763	328	6	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	488	1481	673		1	1469	227		149	514	0		763	328	6	
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	
Final Vol.:	488	1481	673		1	1469	227		149	514	0		763	328	6	
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:	0.18	0.36	0.49		0.00	0.36	0.17		0.05	0.12	0.00		0.28	0.08	0.00	
Crit Vol:	244					490				171			382			
Crit Moves:	****					****				****			****			

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

Intersection #40 Walerga/E Town Center

Cycle (sec): 100 Critical Vol./Cap.(X): 0.614
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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				Permitted				Permitted			
Rights:	Include				Ignore				Ovl				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0 3	0	0	0	0 3	0	1	1	0 0	0	2	0	0 0	0	0
Volume Module:																
Base Vol:	200	2334	0	0	1932	14	35	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:	200	2334	0	0	1932	14	35	0	307	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:	0.95	0.95	0.95	0.95	0.95	0.00	0.95	0.95	0.95	0.95	0.95	0.95				
PHF Volume:	211	2457	0	0	2034	0	37	0	323	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	211	2457	0	0	2034	0	37	0	323	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				
Final Vol.:	211	2457	0	0	2034	0	37	0	323	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	1.00	0.00	2.00	0.00	0.00	0.00				
Final Sat.:	2850	4275	0	0	4275	1425	1425	0	2850	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.07	0.57	0.00	0.00	0.48	0.00	0.03	0.00	0.11	0.00	0.00	0.00				
Crit Vol:	819			0					162	0						
Crit Moves:	****			****					****							

Cumulative Plus Project

Sutter County

AM Peak Hour

Cumulative Plus Project AM
Placer Vineyard

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

Intersection #3 Pleasent Grove N/Riego

Cycle (sec): 100 Critical Vol./Cap.(X): 0.952
Loss Time (sec): 0 (Y+R=4.0 sec) 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				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	0	0	1	0	0	1	1	0	3	0	0	3	0	1
Volume Module:																
Base Vol:	0	0	0		344	0	31		155	1279	0		0	2370	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		344	0	31		155	1279	0		0	2370	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:	0.95	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		362	0	33		163	1346	0		0	2495	651	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		362	0	33		163	1346	0		0	2495	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	
Final Vol.:	0	0	0		362	0	33		163	1346	0		0	2495	651	
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	0.00	0.00		1.00	0.00	1.00		1.00	3.00	0.00		0.00	3.00	1.00	
Final Sat.:	0	0	0		1425	0	1425		1425	4275	0		0	4275	1425	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.25	0.00	0.02		0.11	0.31	0.00		0.00	0.58	0.46	
Crit Vol:	0				362				163					832		
Crit Moves:					****				****					****		

Cumulative Plus Project AM
Placer Vineyard

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

Intersection #4 Pleasent Grove S/Riego

Cycle (sec): 100 Critical Vol./Cap.(X): 1.025
Loss Time (sec): 0 (Y+R=4.0 sec) 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				Permitted				Permitted			
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	0	0	0	0	0	3	0	1	0	3	0
Volume Module:																
Base Vol:	699	0	62		0	0	0		0	1253	429		30	2286	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	699	0	62		0	0	0		0	1253	429		30	2286	0	
User Adj:	1.00	1.00	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:	736	0	65		0	0	0		0	1319	452		32	2406	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	736	0	65		0	0	0		0	1319	452		32	2406	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	736	0	65		0	0	0		0	1319	452		32	2406	0	
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	0.00	1.00		0.00	0.00	0.00		0.00	3.00	1.00		1.00	3.00	0.00	
Final Sat.:	1500	0	1500		0	0	0		0	4500	1500		1500	4500	0	
Capacity Analysis Module:																
Vol/Sat:	0.49	0.00	0.04		0.00	0.00	0.00		0.00	0.29	0.30		0.02	0.53	0.00	
Crit Vol:	736						0		0					802		
Crit Moves:	****								****					****		

Cumulative Plus Project AM
Placer Vineyard

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

Intersection #101 I-5 SB off/Riego Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.304
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 6.3
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:	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	1	0	0	1	0	0	2	1	0	0	2	0
Volume Module:																
Base Vol:	0	0	0	4	0	87	0	308	0	0	786	0				
Growth Adj:	1.00	1.00	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	4	0	87	0	308	0	0	786	0				
User Adj:	1.00	1.00	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	4	0	92	0	324	0	0	827	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	0	0	4	0	92	0	324	0	0	827	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	0	0	0	4	0	92	0	324	0	0	827	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	0.91	1.00	0.85	1.00	0.95	1.00	1.00	0.95	1.00				
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	2.00	1.00	0.00	2.00	0.00				
Final Sat.:	0	0	0	1735	0	1615	0	3610	1900	0	3610	0				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.06	0.00	0.09	0.00	0.00	0.23	0.00				
Crit Moves:						****					****					
Green/Cycle:	0.00	0.00	0.00	0.19	0.00	0.19	0.00	0.75	0.00	0.00	0.75	0.00				
Volume/Cap:	0.00	0.00	0.00	0.01	0.00	0.30	0.00	0.12	0.00	0.00	0.30	0.00				
Delay/Veh:	0.0	0.0	0.0	33.2	0.0	35.7	0.0	3.4	0.0	0.0	4.0	0.0				
User DelAdj:	1.00	1.00	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	35.7	0.0	3.4	0.0	0.0	4.0	0.0				
LOS by Move:	A	A	A	C	A	D	A	A	A	A	A	A				
HCM2kAvgQ:	0	0	0	0	0	3	0	1	0	0	4	0				

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

Cumulative Plus Project AM
Placer Vineyard

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

Intersection #102 I-5 NB off/Riego Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.599
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 6.0
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				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
Lanes:	1	0	0	2	0	0	0	0	0	0	2	0	0	0	3	1
Volume Module:																
Base Vol:	120	0	983	0	0	0	0	143	0	0	2348	0				
Growth Adj:	1.00	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	0	983	0	0	0	0	143	0	0	2348	0				
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:	0.95	0.95	0.00	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95				
PHF Volume:	126	0	0	0	0	0	0	151	0	0	2472	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	126	0	0	0	0	0	0	151	0	0	2472	0				
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	126	0	0	0	0	0	0	151	0	0	2472	0				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.77	1.00	0.88	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.91	1.00				
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	3.00	1.00				
Final Sat.:	1461	0	3344	0	0	0	0	3610	0	0	5187	1900				
Capacity Analysis Module:																
Vol/Sat:	0.09	0.00	0.00	0.00	0.00	0.00	0.00	0.04	0.00	0.00	0.48	0.00				
Crit Moves:	****										****					
Green/Cycle:	0.14	0.00	0.00	0.00	0.00	0.00	0.00	0.80	0.00	0.00	0.80	0.00				
Volume/Cap:	0.60	0.00	0.00	0.00	0.00	0.00	0.00	0.05	0.00	0.00	0.60	0.00				
Delay/Veh:	44.8	0.0	0.0	0.0	0.0	0.0	0.0	2.2	0.0	0.0	4.2	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:	44.8	0.0	0.0	0.0	0.0	0.0	0.0	2.2	0.0	0.0	4.2	0.0				
LOS by Move:	D	A	A	A	A	A	A	A	A	A	A	A				
HCM2kAvgQ:	5	0	0	0	0	0	0	1	0	0	11	0				

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

Cumulative Plus Project

Mitigated

Sutter County

AM Peak Hour

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

Intersection #3 Pleasent Grove N/Riego

Cycle (sec): 100 Critical Vol./Cap.(X): 0.825
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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				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
Lanes:	0	0	0	0	2	0	0	0	1	1	0	3	0	0	0	3	0	1
Volume Module:																		
Base Vol:	0	0	0	344	0	31	155	1279	0	0	2370	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	344	0	31	155	1279	0	0	2370	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:	0.95	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	362	0	33	163	1346	0	0	2495	651						
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0						
Reduced Vol:	0	0	0	362	0	33	163	1346	0	0	2495	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						
Final Vol.:	0	0	0	362	0	33	163	1346	0	0	2495	651						
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	0.00	0.00	2.00	0.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00						
Final Sat.:	0	0	0	2850	0	1425	1425	4275	0	0	4275	1425						
Capacity Analysis Module:																		
Vol/Sat:	0.00	0.00	0.00	0.13	0.00	0.02	0.11	0.31	0.00	0.00	0.58	0.46						
Crit Vol:	0			181			163				832							
Crit Moves:				****			****				****							

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

Intersection #4 Pleasent Grove S/Riego

Cycle (sec): 100 Critical Vol./Cap.(X): 0.780
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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	0	0	0	0
Lanes:	2	0	0	0	1	0	0	0	0	0	0	3	0	1	1	0	3	0	0
Volume Module:																		
Base Vol:	699	0	62	0	0	0	0	1253	429	30	2286	0						
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
Initial Bse:	699	0	62	0	0	0	0	1253	429	30	2286	0						
User Adj:	1.00	1.00	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:	736	0	65	0	0	0	0	1319	452	32	2406	0						
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0						
Reduced Vol:	736	0	65	0	0	0	0	1319	452	32	2406	0						
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
Final Vol.:	736	0	65	0	0	0	0	1319	452	32	2406	0						
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	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	1.00	3.00	0.00						
Final Sat.:	3000	0	1500	0	0	0	0	4500	1500	1500	4500	0						
Capacity Analysis Module:																		
Vol/Sat:	0.25	0.00	0.04	0.00	0.00	0.00	0.00	0.29	0.30	0.02	0.53	0.00						
Crit Vol:	368				0		0				802							
Crit Moves:	****						****				****							

Existing Plus Blueprint

Placer County

AM Peak Hour

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

Intersection #5 Locust/Baseline

Cycle (sec): 100 Critical Vol./Cap.(X): 0.374
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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:	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	1	0	3	0 1	1	0	3	0 1
Volume Module:																
Base Vol:	44		3	46	13		2	3	0	428		16	77	1281		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:	44		3	46	13		2	3	0	428		16	77	1281		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:	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95
PHF Volume:	46		3	48	14		2	3	0	451		17	81	1348		32
Reduct Vol:	0		0	0	0		0	0	0	0		0	0	0		0
Reduced Vol:	46		3	48	14		2	3	0	451		17	81	1348		32
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Final Vol.:	46		3	48	14		2	3	0	451		17	81	1348		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:	0.47	0.03		0.50	0.72	0.11		0.17	1.00	3.00		1.00	1.00	3.00		1.00
Final Sat.:	710		48	742	1083	167		250	1500	4500		1500	1500	4500		1500
Capacity Analysis Module:																
Vol/Sat:	0.07	0.07		0.07	0.01	0.01		0.01	0.00	0.10		0.01	0.05	0.30		0.02
Crit Vol:				98	14				0					449		
Crit Moves:				****	****				****					****		

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

Intersection #6 Brewer Rd/Baseline Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.460
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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:	Ovl				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	1	0	0 1	0	0	1!	0 0	1	0	3	0 1	2	0	3	0 1
Volume Module:																
Base Vol:	380		28	217	7		17	6	13	361		111	198	1063		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:	380		28	217	7		17	6	13	361		111	198	1063		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:	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95
PHF Volume:	400		29	228	7		18	6	14	380		117	208	1119		21
Reduct Vol:	0		0	0	0		0	0	0	0		0	0	0		0
Reduced Vol:	400		29	228	7		18	6	14	380		117	208	1119		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
Final Vol.:	400		29	228	7		18	6	14	380		117	208	1119		21
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:	1.86	0.14		1.00	0.23	0.57		0.20	1.00	3.00		1.00	2.00	3.00		1.00
Final Sat.:	2561		189	1375	321		779	275	1375	4125		1375	2750	4125		1375
Capacity Analysis Module:																
Vol/Sat:	0.16	0.16		0.17	0.02	0.02		0.02	0.01	0.09		0.08	0.08	0.27		0.02
Crit Vol:	215							32	14					373		
Crit Moves:	****							****	****					****		

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

Intersection #7 Watt Ave/Baseline Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.503
Loss Time (sec): 0 (Y+R=4.0 sec) 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:	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
Lanes:	2	0	0	0 2	0	0	0	0 0	0	0	3	0 1	2	0	3	0 0
Volume Module:																
Base Vol:	324	0	404		0	0	0		0	1148	44		273	1463	0	
Growth Adj:	1.00	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	404		0	0	0		0	1148	44		273	1463	0	
User Adj:	1.00	1.00	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:	341	0	425		0	0	0		0	1208	46		287	1540	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	341	0	425		0	0	0		0	1208	46		287	1540	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	341	0	425		0	0	0		0	1208	46		287	1540	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	0.00	2.00		0.00	0.00	0.00		0.00	3.00	1.00		2.00	3.00	0.00	
Final Sat.:	2850	0	2850		0	0	0		0	4275	1425		2850	4275	0	
Capacity Analysis Module:																
Vol/Sat:	0.12	0.00	0.15		0.00	0.00	0.00		0.00	0.28	0.03		0.10	0.36	0.00	
Crit Vol:	171					0				403			144			
Crit Moves:	****									****			****			

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

Intersection #8 Watt Ave/PFE Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.775
Loss Time (sec): 0 (Y+R=4.0 sec) 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				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
Lanes:	1	0	3	0 1	1	0	3	0 1	1	0	0	0 0	0	0	1!	0 0
Volume Module:																
Base Vol:	0	1314	207		363	1706	0		1	0	0		174	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:	0	1314	207		363	1706	0		1	0	0		174	0	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:	0	1383	218		382	1796	0		1	0	0		183	0	135	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1383	218		382	1796	0		1	0	0		183	0	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	
Final Vol.:	0	1383	218		382	1796	0		1	0	0		183	0	135	
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	1.00		1.00	3.00	1.00		1.00	0.00	0.00		0.58	0.00	0.42	
Final Sat.:	1500	4500	1500		1500	4500	1500		1500	0	0		864	0	636	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.31	0.15		0.25	0.40	0.00		0.00	0.00	0.00		0.21	0.00	0.21	
Crit Vol:		461			382				1						318	
Crit Moves:		****			****				****						****	

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

Intersection #9 Walerga Rd/PFE Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.278
Loss Time (sec): 0 (Y+R=4.0 sec) 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:	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:	129	575	433		31	604	111		49	254	274		102	52	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:	129	575	433		31	604	111		49	254	274		102	52	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:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	136	605	456		33	636	117		52	267	288		107	55	25	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	136	605	456		33	636	117		52	267	288		107	55	25	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	136	605	456		33	636	117		52	267	288		107	55	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:	1.00	0.57	0.43		1.00	0.84	0.16		1.00	0.48	0.52		1.00	0.68	0.32	
Final Sat.:	1375	784	591		1375	1162	213		1375	661	714		1375	941	434	
Capacity Analysis Module:																
Vol/Sat:	0.10	0.77	0.77		0.02	0.55	0.55		0.04	0.40	0.40		0.08	0.06	0.06	
Crit Vol:		1061				33					556		107			
Crit Moves:		****				****					****		****			

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

Intersection #10 Cook Riolo/PFE Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.925
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 28.2
Optimal Cycle: 0 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:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 1!	0	0	0	0 1!	0	0	0	0 1!	0	0	0	0 1!	0	0
Volume Module:																
Base Vol:	10	7	11		137	27	61		248	353	26		40	61	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:	10	7	11		137	27	61		248	353	26		40	61	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:	11	7	12		144	28	64		261	372	27		42	64	63	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	11	7	12		144	28	64		261	372	27		42	64	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	
Final Vol.:	11	7	12		144	28	64		261	372	27		42	64	63	
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	0.21	0.79		0.61	0.12	0.27		0.40	0.56	0.04		0.25	0.38	0.37	
Final Sat.:	940	-383	383		350	69	156		282	402	30		158	240	237	
Capacity Analysis Module:																
Vol/Sat:	0.01	-0.02	0.03		0.41	0.41	0.41		0.93	0.93	0.93		0.27	0.27	0.27	
Crit Moves:			****		****					****				****		
Delay/Veh:	10.1	9.9	9.9		13.0	13.0	13.0		39.1	39.1	39.1		10.3	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:	10.1	9.9	9.9		13.0	13.0	13.0		39.1	39.1	39.1		10.3	10.3	10.3	
LOS by Move:	B	A	A		B	B	B		E	E	E		B	B	B	
ApproachDel:	10.1				13.0				39.1				10.3			
Delay Adj:	1.00				1.00				1.00				1.00			
ApprAdjDel:	10.1				13.0				39.1				10.3			
LOS by Appr:	B				B				E				B			
AllWayAvgQ:	0.0	0.0	0.0		0.6	0.6	0.6		6.2	6.2	6.2		0.3	0.3	0.3	

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

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

Intersection #11 Fiddyment Rd/Baseline Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.252
Loss Time (sec): 0 (Y+R=4.0 sec) 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:	Include				Ovl				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	0	1	1	0 1	1	0	1	0 2	0	1
Volume Module:																
Base Vol:	6	433	323		13	419	748		681	988	32		253	1059	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:	6	433	323		13	419	748		681	988	32		253	1059	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:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	6	456	340		14	441	787		717	1040	34		266	1115	53	
Reduct Vol:	0	0	0		0	0	227		0	0	0		0	0	0	
Reduced Vol:	6	456	340		14	441	560		717	1040	34		266	1115	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	
Final Vol.:	6	456	340		14	441	560		717	1040	34		266	1115	53	
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	1.15	0.85		1.00	1.00	1.00		1.00	1.94	0.06		1.00	2.00	1.00	
Final Sat.:	1375	1575	1175		1375	1375	1375		1375	2664	86		1375	2750	1375	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.29	0.29		0.01	0.32	0.41		0.52	0.39	0.39		0.19	0.41	0.04	
Crit Vol:	6					441			717					557		
Crit Moves:	****					****			****					****		

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

Intersection #31 Palladay/Baseline Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.378
Loss Time (sec): 0 (Y+R=4.0 sec) 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				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 0	0	1	0	0 0	0	0	0	0 3	0	1	1	0 3	0	0
Volume Module:																
Base Vol:	23	0	131		0	0	0		0	523	61		314	1284	0	
Growth Adj:	1.00	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	0	131		0	0	0		0	523	61		314	1284	0	
User Adj:	1.00	1.00	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:	24	0	138		0	0	0		0	551	64		331	1352	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	24	0	138		0	0	0		0	551	64		331	1352	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	24	0	138		0	0	0		0	551	64		331	1352	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	3.00	1.00		1.00	3.00	0.00	
Final Sat.:	1425	0	1425		0	0	0		0	4275	1425		1425	4275	0	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.00	0.10		0.00	0.00	0.00		0.00	0.13	0.05		0.23	0.32	0.00	
Crit Vol:	24					0				184			331			
Crit Moves:	****									****			****			

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

Intersection #32 16th Ave/Baseline Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.450
Loss Time (sec): 0 (Y+R=4.0 sec) 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:	Permitted				Permitted				Protected				Protected			
Rights:	Ovl				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 0	0	1	0	0 0	0	0	0	0 3	0	1	1	0 3	0	0
Volume Module:																
Base Vol:	51	0	255		0	0	0		0	561	93		162	1547	0	
Growth Adj:	1.00	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	0	255		0	0	0		0	561	93		162	1547	0	
User Adj:	1.00	1.00	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:	54	0	268		0	0	0		0	591	98		171	1628	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	54	0	268		0	0	0		0	591	98		171	1628	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	54	0	268		0	0	0		0	591	98		171	1628	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	3.00	1.00		1.00	3.00	0.00	
Final Sat.:	1425	0	1425		0	0	0		0	4275	1425		1425	4275	0	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.00	0.19		0.00	0.00	0.00		0.00	0.14	0.07		0.12	0.38	0.00	
Crit Vol:			268		0				0					543		
Crit Moves:			****						****					****		

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

Intersection #33 14th Ave/Baseline Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.539
Loss Time (sec): 0 (Y+R=4.0 sec) 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	
Lanes:	1	0 0	0	1	0	0 0	0	0	0	0 3	0	1	1	0 3	0	0
Volume Module:																
Base Vol:	192	0	211		0	0	0		0	837	12		109	1613	0	
Growth Adj:	1.00	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	0	211		0	0	0		0	837	12		109	1613	0	
User Adj:	1.00	1.00	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:	202	0	222		0	0	0		0	881	13		115	1698	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	202	0	222		0	0	0		0	881	13		115	1698	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	202	0	222		0	0	0		0	881	13		115	1698	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	3.00	1.00		1.00	3.00	0.00	
Final Sat.:	1425	0	1425		0	0	0		0	4275	1425		1425	4275	0	
Capacity Analysis Module:																
Vol/Sat:	0.14	0.00	0.16		0.00	0.00	0.00		0.00	0.21	0.01		0.08	0.40	0.00	
Crit Vol:	202						0		0					566		
Crit Moves:	****								****					****		

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

Intersection #34 12th Ave/Baseline Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.438
Loss Time (sec): 0 (Y+R=4.0 sec) 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:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0 0	0	1	0	0 0	0	0	0	0 3	0	1	2	0 3	0	0
Volume Module:																
Base Vol:	115	0	45		0	0	0		0	952	96		34	1607	0	
Growth Adj:	1.00	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	0	45		0	0	0		0	952	96		34	1607	0	
User Adj:	1.00	1.00	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:	121	0	47		0	0	0		0	1002	101		36	1692	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	121	0	47		0	0	0		0	1002	101		36	1692	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	121	0	47		0	0	0		0	1002	101		36	1692	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	0.00	1.00		0.00	0.00	0.00		0.00	3.00	1.00		2.00	3.00	0.00	
Final Sat.:	2850	0	1425		0	0	0		0	4275	1425		2850	4275	0	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.00	0.03		0.00	0.00	0.00		0.00	0.23	0.07		0.01	0.40	0.00	
Crit Vol:	61						0			0				564		
Crit Moves:	****									****				****		

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

Intersection #35 Dyer St/Baseline Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.495
Loss Time (sec): 0 (Y+R=4.0 sec) 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:	Permitted				Permitted				Protected				Protected			
Rights:	Ovl				Include				Ovl				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0 0	0	1	0	0 0	0	0	0	0 3	0	1	2	0 3	0	0
Volume Module:																
Base Vol:	61	0	154		0	0	0		0	1548	25		149	1670	0	
Growth Adj:	1.00	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	154		0	0	0		0	1548	25		149	1670	0	
User Adj:	1.00	1.00	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:	64	0	162		0	0	0		0	1629	26		157	1758	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	64	0	162		0	0	0		0	1629	26		157	1758	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	64	0	162		0	0	0		0	1629	26		157	1758	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	0.00	1.00		0.00	0.00	0.00		0.00	3.00	1.00		2.00	3.00	0.00	
Final Sat.:	2850	0	1425		0	0	0		0	4275	1425		2850	4275	0	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.00	0.11		0.00	0.00	0.00		0.00	0.38	0.02		0.06	0.41	0.00	
Crit Vol:			162		0					543				0		
Crit Moves:			****							****				****		

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

Intersection #36 9th Ave/Baseline Rd

Average Delay (sec/veh): 0.8 Worst Case Level Of Service: F[109.8]

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:	1	0	0	0 1	0	0	0	0 0	0	0	3	0 1	1	0	3	0 0
Volume Module:																
Base Vol:	12	0	13		0	0	0		0	1675	26		5	1806	0	
Growth Adj:	1.00	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	0	13		0	0	0		0	1675	26		5	1806	0	
User Adj:	1.00	1.00	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:	13	0	14		0	0	0		0	1763	27		5	1901	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	13	0	14		0	0	0		0	1763	27		5	1901	0	
Critical Gap Module:																
Critical Gp:	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		4.1	xxxx	xxxxx			
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		2.2	xxxx	xxxxx			
Capacity Module:																
Cnflict Vol:	2407	xxxx	588	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		1791	xxxx	xxxxx			
Potent Cap.:	28	xxxx	457	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		350	xxxx	xxxxx			
Move Cap.:	28	xxxx	457	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		350	xxxx	xxxxx			
Volume/Cap:	0.45	xxxx	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx		0.02	xxxx	xxxx			
Level Of Service Module:																
2Way95thQ:	1.4	xxxx	0.1	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		0.0	xxxx	xxxxx			
Control Del:	214.5	xxxx	13.1	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		15.4	xxxx	xxxxx			
LOS by Move:	F	*	B	*	*	*	*	*	*		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	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*	*	*	*	*	*	*		*	*	*			
ApproachDel:	109.8			xxxxxx			xxxxxx				xxxxxx					
ApproachLOS:	F			*			*				*					

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

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

Intersection #37 Watt Ave/A St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.331
Loss Time (sec): 0 (Y+R=4.0 sec) 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				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0	3	0 1	1	0	3	0 1	1	0	1	0 1	1	0	0	1 0
Volume Module:																
Base Vol:	395	634	170		32	195	74		23	110	195		106	108	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:	395	634	170		32	195	74		23	110	195		106	108	56	
User 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 Adj:	1.00	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	602	162		30	185	70		22	104	185		101	103	53	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	375	602	162		30	185	70		22	104	185		101	103	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	
Final Vol.:	375	602	162		30	185	70		22	104	185		101	103	53	
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	1.00	1.00		1.00	0.66	0.34	
Final Sat.:	2750	4125	1375		1375	4125	1375		1375	1375	1375		1375	905	470	
Capacity Analysis Module:																
Vol/Sat:	0.14	0.15	0.12		0.02	0.04	0.05		0.02	0.08	0.13		0.07	0.11	0.11	
Crit Vol:	188					62				104			101			
Crit Moves:	****					****				****			****			

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

Intersection #38 Watt Ave/Town Center

Cycle (sec): 100 Critical Vol./Cap.(X): 0.499
Loss Time (sec): 0 (Y+R=4.0 sec) 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				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	3	0	1	1	0	3	0	1	1	0	0	1	0	
Volume Module:																
Base Vol:	162	920	106		16	395	86		209	90	201		109	86	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:	162	920	106		16	395	86		209	90	201		109	86	70	
User 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 Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	154	874	101		15	375	82		199	86	191		104	82	67	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	154	874	101		15	375	82		199	86	191		104	82	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	
Final Vol.:	154	874	101		15	375	82		199	86	191		104	82	67	
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	0.31	0.69		1.00	0.55	0.45	
Final Sat.:	1375	4125	1375		1375	4125	1375		1375	425	950		1375	758	617	
Capacity Analysis Module:																
Vol/Sat:	0.11	0.21	0.07		0.01	0.09	0.06		0.14	0.20	0.20		0.08	0.11	0.11	
Crit Vol:		291				15				276			104			
Crit Moves:		****				****				****			****			

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

Intersection #39 Watt Ave/Dyer St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.876
Loss Time (sec): 0 (Y+R=4.0 sec) 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	
Lanes:	2	0	3	0	1	2	0	3	0	1	2	0	3	0	1	
Volume Module:																
Base Vol:	203	1231	15		5	1301	14		79	6	642		137	9	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:	203	1231	15		5	1301	14		79	6	642		137	9	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:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	214	1296	16		5	1369	15		83	6	676		144	9	14	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	214	1296	16		5	1369	15		83	6	676		144	9	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	
Final Vol.:	214	1296	16		5	1369	15		83	6	676		144	9	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	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:	0.08	0.31	0.01		0.00	0.33	0.01		0.03	0.00	0.49		0.05	0.00	0.01	
Crit Vol:		0				456					676		72			
Crit Moves:		****				****					****		****			

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                     Level Of Service Computation Report
            Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #40 Walerga/E Town Center
********************************************************************************
Cycle (sec):          100                 Critical Vol./Cap.(X):          0.621
Loss Time (sec):        0 (Y+R=4.0 sec)   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          Include          Include
Min. Green:     0    0    0     0    0    0     0    0    0     0    0    0
Lanes:        1  0  0  1  0    1  0  1  0  1    1  0  0  0  1    0  0  0  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      48  504    0     0  626   78   257    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:   48  504    0     0  626   78   257    0  123     0    0    0
User 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 Adj:     1.00 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  479    0     0  595   74   244    0  117     0    0    0
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:   46  479    0     0  595   74   244    0  117     0    0    0
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Final Vol.:    46  479    0     0  595   74   244    0  117     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 1.00 0.00  1.00 1.00 1.00  1.00 0.00 1.00  0.00 0.00 0.00
Final Sat.:  1425 1425    0  1425 1425 1425  1425    0 1425     0    0    0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.03 0.34 0.00  0.00 0.42 0.05  0.17 0.00 0.08  0.00 0.00 0.00
Crit Vol:      46                 595        244                     0
Crit Moves:  ****               ****       ****
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                     Level Of Service Computation Report
          2000 HCM Unsignalized Method (Base Volume Alternative)
********************************************************************************
Intersection #41 Dyer/A Street
********************************************************************************
Average Delay (sec/veh):      9.2       Worst Case Level Of Service: B[ 12.8]
********************************************************************************
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:     103    8   55     0   16   33    47  128   47    17   91    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:  103    8   55     0   16   33    47  128   47    17   91    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:     0.95 0.95 0.95  0.95 0.95 0.95  0.95 0.95 0.95  0.95 0.95 0.95
PHF Volume:   108    8   58     0   17   35    49  135   49    18   96    7
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Final Vol.:   108    8   58     0   17   35    49  135   49    18   96    7
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx xxxxx xxxx xxxxx   7.5  6.5   6.9   7.5  6.5   6.9
FollowUpTim:  2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5  4.0   3.3   3.5  4.0   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:   52 xxxx xxxxx  xxxx xxxx xxxxx   303  317    26   330  306    33
Potent Cap.: 1567 xxxx xxxxx  xxxx xxxx xxxxx   632  602  1051   605  611  1039
Move Cap.:   1567 xxxx xxxxx  xxxx xxxx xxxxx   518  561  1051   446  569  1039
Volume/Cap:  0.07 xxxx  xxxx  xxxx xxxx  xxxx  0.10 0.24  0.05  0.04 0.17  0.01
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.2 xxxx xxxxx  xxxx xxxx xxxxx   0.3 xxxx xxxxx   0.1 xxxx xxxxx
Control Del:  7.5 xxxx xxxxx xxxxx xxxx xxxxx  12.7 xxxx xxxxx  13.4 xxxx xxxxx
LOS by Move:    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   588
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx   1.2 xxxxx xxxx   0.6
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx  12.9 xxxxx xxxx  12.4
Shared LOS:     *    *     *     *    *     *     *    *     B     *    *     B
ApproachDel:    xxxxxx           xxxxxx             12.8             12.6
ApproachLOS:        *                *                B                B
********************************************************************************
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 #42 Palladay/ A Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.673
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 14.1
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:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	27	352	46	26	84	21	92	76	3	45	136	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:	27	352	46	26	84	21	92	76	3	45	136	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	28	371	48	27	88	22	97	80	3	47	143	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	371	48	27	88	22	97	80	3	47	143	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
Final Vol.:	28	371	48	27	88	22	97	80	3	47	143	47
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:	0.06	0.83	0.11	0.20	0.64	0.16	0.54	0.44	0.02	0.20	0.60	0.20
Final Sat.:	42	551	72	113	366	91	297	246	10	117	353	117
Capacity Analysis Module:												
Vol/Sat:	0.67	0.67	0.67	0.24	0.24	0.24	0.33	0.33	0.33	0.41	0.41	0.41
Crit Moves:		****		****				****		****		
Delay/Veh:	17.5	17.5	17.5	10.3	10.3	10.3	11.4	11.4	11.4	12.0	12.0	12.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.5	17.5	17.5	10.3	10.3	10.3	11.4	11.4	11.4	12.0	12.0	12.0
LOS by Move:	C	C	C	B	B	B	B	B	B	B	B	B
ApproachDel:	17.5			10.3			11.4			12.0		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	17.5			10.3			11.4			12.0		
LOS by Appr:	C			B			B			B		
AllWayAvgQ:	1.7	1.7	1.7	0.3	0.3	0.3	0.4	0.4	0.4	0.5	0.5	0.5

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 #43 16th Ave/A Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.475
Loss Time (sec): 0 (Y+R=4.0 sec) 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:	70	215	1	16	29	37	13	64	16	3	160	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:	70	215	1	16	29	37	13	64	16	3	160	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:	74	226	1	17	31	39	14	67	17	3	168	139
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	226	1	17	31	39	14	67	17	3	168	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
Final Vol.:	74	226	1	17	31	39	14	67	17	3	168	139
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	0.99	0.01	1.00	0.44	0.56	1.00	0.80	0.20	1.00	0.55	0.45
Final Sat.:	555	602	3	518	262	334	529	468	117	560	355	293
Capacity Analysis Module:												
Vol/Sat:	0.13	0.38	0.38	0.03	0.12	0.12	0.03	0.14	0.14	0.01	0.47	0.47
Crit Moves:		****				****			****		****	
Delay/Veh:	9.8	11.6	11.6	9.4	9.0	9.0	9.3	9.4	9.4	8.9	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	11.6	11.6	9.4	9.0	9.0	9.3	9.4	9.4	8.9	12.5	12.5
LOS by Move:	A	B	B	A	A	A	A	A	A	A	B	B
ApproachDel:		11.1			9.1			9.4			12.5	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.1			9.1			9.4			12.5	
LOS by Appr:		B			A			A			B	
AllWayAvgQ:	0.1	0.5	0.5	0.0	0.1	0.1	0.0	0.1	0.1	0.0	0.8	0.8

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 #44 14th Ave/A Street
********************************************************************************
Cycle (sec):          100                 Critical Vol./Cap.(X):          0.007
Loss Time (sec):        0 (Y+R=4.0 sec)   Average Delay (sec/veh):          6.8
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  0  0    0  0  1! 0  0    0  0  0  0  1    0  0  1! 0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       6    0     0     0    0     0     0    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:    6    0     0     0    0     0     0    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:     0.95 0.95  0.95  0.95 0.95  0.95  0.95 0.95  0.95  0.95 0.95  0.95
PHF Volume:     6    0     0     0    0     0     0    0     5     0    0     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    6    0     0     0    0     0     0    0     5     0    0     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:     6    0     0     0    0     0     0    0     5     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:       1.00 0.00  0.00  0.00 1.00  0.00  0.00 0.00  1.00  0.00 1.00  0.00
Final Sat.:   874    0     0     0  918     0     0    0  1084     0  917     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.01 xxxx  xxxx  xxxx 0.00  xxxx  xxxx xxxx  0.00  xxxx 0.00  xxxx
Crit Moves:  ****                 ****                    ****        ****
Delay/Veh:    7.1  0.0   0.0   0.0  0.0   0.0   0.0  0.0   6.3   0.0  0.0   0.0
Delay Adj:   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:   7.1  0.0   0.0   0.0  0.0   0.0   0.0  0.0   6.3   0.0  0.0   0.0
LOS by Move:   A    *     *     *    *     *     *    *     A     *    *     *
ApproachDel:       7.1           xxxxxx              6.3           xxxxxx
Delay Adj:        1.00            xxxxx             1.00            xxxxx
ApprAdjDel:        7.1           xxxxxx              6.3           xxxxxx
LOS by Appr:        A                *                A                *
AllWayAvgQ:   0.0  0.0   0.0   0.0  0.0   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 Unsignalized Method (Base Volume Alternative)
********************************************************************************
Intersection #45 12th Ave/A Street
********************************************************************************
Average Delay (sec/veh):      1.8       Worst Case Level Of Service: C[ 20.2]
********************************************************************************
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:        1  0  0  1  0    1  0  1  0  1    1  0  0  1  0    1  0  1  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0    61    0    36    42  551     0     0  229    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    61    0    36    42  551     0     0  229    92
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:     0.95 0.95  0.95  0.95 0.95  0.00  0.95 0.95  0.95  0.95 0.95  0.00
PHF Volume:     0    0     0    64    0     0    44  580     0     0  241     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Final Vol.:     0    0     0    64    0     0    44  580     0     0  241     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   6.4 xxxx xxxxx   4.1 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx   3.5 xxxx xxxxx   2.2 xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx   909 xxxx xxxxx   241 xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx   308 xxxx xxxxx  1337 xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx   300 xxxx xxxxx  1337 xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  xxxx xxxx  xxxx  0.21 xxxx  xxxx  0.03 xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx   0.8 xxxx xxxxx   0.1 xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx  20.2 xxxx xxxxx   7.8 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     0  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             20.2           xxxxxx           xxxxxx
ApproachLOS:        *                C                *                *
********************************************************************************
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 #46 11th Ave/A Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.478
Loss Time (sec): 0 (Y+R=4.0 sec) 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:	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	1	0	0	0	1	1	0	2	0	0	0	0	1	1	0
Volume Module:																
Base Vol:	0	0	0	0	0	215	348	238	0	0	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:	0	0	0	0	0	215	348	238	0	0	308	0				
User 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 Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	0	0	0	0	204	331	226	0	0	293	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	0	0	0	0	204	331	226	0	0	293	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	0	0	0	0	0	204	331	226	0	0	293	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:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	0.00				
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	2850	0				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.14	0.23	0.08	0.00	0.00	0.10	0.00				
Crit Vol:	0					204	331				146					
Crit Moves:						****	****				****					

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

Intersection #47 Dyer/ W Town Center

Average Delay (sec/veh): 8.8 Worst Case Level Of Service: C[22.8]

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	1	0	0	1	0	1	0
Volume Module:																
Base Vol:	14	359	10	39	93	74	147	63	16	25	70	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:	14	359	10	39	93	74	147	63	16	25	70	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95				
PHF Volume:	15	378	11	41	98	78	155	66	17	26	74	157				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Final Vol.:	15	378	11	41	98	78	155	66	17	26	74	157				
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:	176	xxxx	xxxxx	388	xxxx	xxxxx	474	637	88	577	671	194				
Potent Cap.:	1413	xxxx	xxxxx	1181	xxxx	xxxxx	478	398	959	404	380	821				
Move Cap.:	1413	xxxx	xxxxx	1181	xxxx	xxxxx	316	380	959	332	363	821				
Volume/Cap:	0.01	xxxx	xxxx	0.03	xxxx	xxxx	0.49	0.17	0.02	0.08	0.20	0.19				
Level of Service Module:																
2Way95thQ:	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx	2.6	xxxx	xxxxx	0.3	xxxx	xxxxx				
Control Del:	7.6	xxxx	xxxxx	8.2	xxxx	xxxxx	26.9	xxxx	xxxxx	16.8	xxxx	xxxxx				
LOS by Move:	A	*	*	A	*	*	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	433	xxxx	xxxx	585				
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	0.7	xxxxx	xxxx	1.9				
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	15.3	xxxxx	xxxx	15.1				
Shared LOS:	*	*	*	*	*	*	*	*	C	*	*	C				
ApproachDel:	xxxxxx			xxxxxx			22.8			15.3						
ApproachLOS:	*			*			C			C						

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

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

Intersection #48 18th Ave/Dyer Street

Average Delay (sec/veh): 9.9 Worst Case Level Of Service: C[23.3]

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:	1	0	0	1 0	1	0	0	1 0	1	0	1	1 0	1	0	1	1 0
Volume Module:																
Base Vol:	62	64	116		43	112	45		19	106	8		131	276	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:	62	64	116		43	112	45		19	106	8		131	276	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:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	65	67	122		45	118	47		20	112	8		138	291	61	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Final Vol.:	65	67	122		45	118	47		20	112	8		138	291	61	
Critical Gap Module:																
Critical Gp:	7.5	6.5	6.9		7.5	6.5	6.9		4.1	xxxx	xxxxx		4.1	xxxx	xxxxx	
FollowUpTim:	3.5	4.0	3.3		3.5	4.0	3.3		2.2	xxxx	xxxxx		2.2	xxxx	xxxxx	
Capacity Module:																
Cnflict Vol:	636	783	60		726	757	176		352	xxxx	xxxxx		120	xxxx	xxxxx	
Potent Cap.:	367	328	999		316	339	843		1218	xxxx	xxxxx		1480	xxxx	xxxxx	
Move Cap.:	223	292	999		210	303	843		1218	xxxx	xxxxx		1480	xxxx	xxxxx	
Volume/Cap:	0.29	0.23	0.12		0.22	0.39	0.06		0.02	xxxx	xxxx		0.09	xxxx	xxxx	
Level Of Service Module:																
2Way95thQ:	1.2	xxxx	xxxxx		0.8	xxxx	xxxxx		0.1	xxxx	xxxxx		0.3	xxxx	xxxxx	
Control Del:	27.7	xxxx	xxxxx		26.8	xxxx	xxxxx		8.0	xxxx	xxxxx		7.7	xxxx	xxxxx	
LOS by Move:	D	*	*		D	*	*		A	*	*		A	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	537		xxxx	xxxx	371		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	1.6		xxxxx	xxxx	2.2		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	15.3		xxxxx	xxxx	22.3		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	C		*	*	C		*	*	*		*	*	*	
ApproachDel:	18.5				23.3				xxxxxx				xxxxxx			
ApproachLOS:	C				C				*				*			

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

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

Intersection #49 16th Ave/Dyer Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.580
Loss Time (sec): 0 (Y+R=4.0 sec) 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				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	1	1 0	1	0	1	1 0	1	0	1	1 0	1	0	1	1 0
Volume Module:																
Base Vol:	202	130	45		7	263	185		198	138	251		131	423	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:	202	130	45		7	263	185		198	138	251		131	423	7	
User 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 Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	192	124	43		7	250	176		188	131	238		124	402	7	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	192	124	43		7	250	176		188	131	238		124	402	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	
Final Vol.:	192	124	43		7	250	176		188	131	238		124	402	7	
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	1.49	0.51		1.00	1.17	0.83		1.00	1.00	1.00		1.00	1.97	0.03	
Final Sat.:	1375	2043	707		1375	1614	1136		1375	1375	1375		1375	2705	45	
Capacity Analysis Module:																
Vol/Sat:	0.14	0.06	0.06		0.00	0.15	0.15		0.14	0.10	0.17		0.09	0.15	0.15	
Crit Vol:	192					213			188						204	
Crit Moves:	****					****			****						****	

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                      Level Of Service Computation Report
             Circular 212 Planning Method (Base Volume Alternative)
********************************************************************************
Intersection #50 11th Ave/Baseline Rd
********************************************************************************
Cycle (sec):          100                 Critical Vol./Cap.(X):          0.527
Loss Time (sec):        0 (Y+R=4.0 sec)   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:           Include          Include          Include          Include
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  0  0  1    0  0  0  0  0    0  0  3  0  1    1  0  3  0  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      31    0   256     0    0     0     0  852    70   174 1290     0
Growth Adj:  1.00 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    0   256     0    0     0     0  852    70   174 1290     0
User Adj:    1.00 1.00  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:    33    0   269     0    0     0     0  897    74   183 1358     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   33    0   269     0    0     0     0  897    74   183 1358     0
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:    33    0   269     0    0     0     0  897    74   183 1358     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 3.00  1.00  1.00 3.00  0.00
Final Sat.:  1425    0  1425     0    0     0     0 4275  1425  1425 4275     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.02 0.00  0.19  0.00 0.00  0.00  0.00 0.21  0.05  0.13 0.32  0.00
Crit Vol:                 269     0                   299         183
Crit Moves:              ****                        ****        ****
********************************************************************************
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                      Level Of Service Computation Report
             2000 HCM Unsignalized Method (Base Volume Alternative)
********************************************************************************
Intersection #110 Dyer/TownCenter
********************************************************************************
Average Delay (sec/veh):      6.0       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:        1  0  1  1  0    1  0  1  1  0    1  0  1  1  0    1  0  1  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      24   64   188    24   18     4     9  115    16    60   48    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   64   188    24   18     4     9  115    16    60   48    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   64   188    24   18     4     9  115    16    60   48    26
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Final Vol.:    24   64   188    24   18     4     9  115    16    60   48    26
------------|---------------||---------------||---------------||---------------|
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:   22 xxxx xxxxx   252 xxxx xxxxx   172  368    11   321  276   126
Potent Cap.: 1607 xxxx xxxxx  1325 xxxx xxxxx   781  564  1074   614  635   907
Move Cap.:   1607 xxxx xxxxx  1325 xxxx xxxxx   695  546  1074   495  614   907
Volume/Cap:  0.01 xxxx  xxxx  0.02 xxxx  xxxx  0.01 0.21  0.01  0.12 0.08  0.03
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.0 xxxx xxxxx   0.1 xxxx xxxxx   0.0  0.4 xxxxx   0.4  0.1 xxxxx
Control Del:  7.3 xxxx xxxxx   7.8 xxxx xxxxx  10.2 12.4 xxxxx  13.3 11.1 xxxxx
LOS by Move:   A    *     *     A    *     *     B    B     *     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   611  xxxx xxxx   738
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx   0.4 xxxxx xxxx   0.2
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx  11.7 xxxxx xxxx  10.2
Shared LOS:    *    *     *     *    *     *     *    *     B     *    *     B
ApproachDel:    xxxxxx           xxxxxx             11.9             11.8
ApproachLOS:        *                *                B                B
********************************************************************************
Note: Queue reported is the number of cars per lane.
********************************************************************************
```

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

Intersection #111 Tanwood/Dyer

Average Delay (sec/veh): 6.3 Worst Case Level Of Service: C[15.9]

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:	1	0	0	1 0	1	0	0	1 0	1	0	1	1 0	1	0	1	1 0
Volume Module:																
Base Vol:	117	82		0	58	27		70	49	182		25	0	240		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:	117	82		0	58	27		70	49	182		25	0	240		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:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	117	82		0	58	27		70	49	182		25	0	240		28
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Final Vol.:	117	82		0	58	27		70	49	182		25	0	240		28
Critical Gap Module:																
Critical Gp:	7.5	6.5	xxxxx		7.5	6.5		6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
FollowUpTim:	3.5	4.0	xxxxx		3.5	4.0		3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
Capacity Module:																
Cnflict Vol:	426	561	xxxxx		484	559		134	268	xxxx	xxxxx	xxxx	xxxx	xxxxx		
Potent Cap.:	517	440	xxxxx		470	440		897	1307	xxxx	xxxxx	xxxx	xxxx	xxxxx		
Move Cap.:	441	423	xxxxx		389	424		897	1307	xxxx	xxxxx	xxxx	xxxx	xxxxx		
Volume/Cap:	0.27	0.19	xxxx		0.15	0.06		0.08	0.04	xxxx	xxxx	xxxx	xxxx	xxxx		
Level Of Service Module:																
2Way95thQ:	1.1	xxxx	xxxxx		0.5	xxxx	xxxxx		0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx		
Control Del:	16.1	xxxx	xxxxx		15.9	xxxx	xxxxx		7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
LOS by Move:	C	*	*		C	*	*		A	*	*	*	*	*		
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	423		xxxx	xxxx	684		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	
SharedQueue:	xxxxx	xxxx	0.7		xxxxx	xxxx	0.5		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	15.5		xxxxx	xxxx	11.1		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	
Shared LOS:	*	*	C		*	*	B		*	*	*		*	*	*	
ApproachDel:	15.9				12.9				xxxxxx				xxxxxx			
ApproachLOS:	C				B				*				*			

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

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

Intersection #112 Watt Ave/Oak St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.801
Loss Time (sec): 0 (Y+R=4.0 sec) 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				Include				Include			
Min. Green:	0	0		0	0	0		0	0	0		0	0	0		0
Lanes:	2	0	3	0 1	1	0	3	0 1	1	0	0	1 0	1	0	0	1 0
Volume Module:																
Base Vol:	192	1126		84	10	570		35	109		56	366	294		74	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:	192	1126		84	10	570		35	109		56	366	294		74	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:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	192	1126		84	10	570		35	109		56	366	294		74	33
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
Reduced Vol:	192	1126		84	10	570		35	109		56	366	294		74	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:	1.10	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Final Vol.:	211	1126		84	10	570		35	109		56	366	294		74	33
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	0.13		0.87	1.00	0.69		0.31
Final Sat.:	2750	4125		1375	1375	4125		1375	1375	182		1193	1375	951		424
Capacity Analysis Module:																
Vol/Sat:	0.08	0.27		0.06	0.01	0.14		0.03	0.08	0.31		0.31	0.21	0.08		0.08
Crit Vol:		375			10					422			294			
Crit Moves:		****			****					****			****			

Existing Plus Blueprint

Mitigated

Placer County

AM Peak Hour

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

Intersection #9 Walerga Rd/PFE Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.838
Loss Time (sec): 0 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx
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:	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
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:	129	575	433		31	604	111		49	254	274		102	52	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:	129	575	433		31	604	111		49	254	274		102	52	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:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	136	605	456		33	636	117		52	267	288		107	55	25	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	136	605	456		33	636	117		52	267	288		107	55	25	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	136	605	456		33	636	117		52	267	288		107	55	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:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	0.48	0.52		1.00	0.68	0.32	
Final Sat.:	1375	2750	1375		1375	2750	1375		1375	661	714		1375	941	434	
Capacity Analysis Module:																
Vol/Sat:	0.10	0.22	0.33		0.02	0.23	0.08		0.04	0.40	0.40		0.08	0.06	0.06	
Crit Vol:			456		33						556		107			
Crit Moves:			****		****						****		****			

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

Intersection #11 Fiddyment Rd/Baseline Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.842
Loss Time (sec): 0 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 144 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				Ovl			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0 1	1	0	2	0 1	2	0	2	0 1	2	0	2	0 1
Volume Module:																
Base Vol:	6	433	323		13	419	748		681	988	32		253	1059	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:	6	433	323		13	419	748		681	988	32		253	1059	50	
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:	0.95	0.95	0.95		0.95	0.95	0.00		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	6	456	340		14	441	0		717	1040	34		266	1115	53	
Reduct Vol:	0	0	0		0	0	227		0	0	0		0	0	0	
Reduced Vol:	6	456	340		14	441	0		717	1040	34		266	1115	53	
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	
Final Vol.:	6	456	340		14	441	0		717	1040	34		266	1115	53	
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	2.00	1.00		1.00	2.00	1.00		2.00	2.00	1.00		2.00	2.00	1.00	
Final Sat.:	1375	2750	1375		1375	2750	1375		2750	2750	1375		2750	2750	1375	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.17	0.25		0.01	0.16	0.00		0.26	0.38	0.02		0.10	0.41	0.04	
Crit Vol:			228		14				358					557		
Crit Moves:			****		****				****					****		

Existing Plus Blueprint

Sutter County

AM Peak Hour

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

Intersection #1 El Centro/Riego Rd

Cycle (sec): 120 Critical Vol./Cap.(X): 1.351
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 157.8
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				Ignore				Ignore				Ignore			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	2	0 1	1	0	2	0 1	0	1	0	0 1	1	1	0	0 1
Volume Module:																
Base Vol:	9	839	352	136	1979	18	66	7	0	1076	20	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:	9	839	352	136	1979	18	66	7	0	1076	20	68				
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:	9	883	0	143	2083	0	69	7	0	1133	21	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	9	883	0	143	2083	0	69	7	0	1133	21	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				
Final Vol.:	9	883	0	143	2083	0	69	7	0	1133	21	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	0.95	0.95	1.00	0.76	0.76	1.00	0.46	0.46	1.00				
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.90	0.10	1.00	1.96	0.04	1.00				
Final Sat.:	1805	3610	1900	1805	3610	1900	1307	139	1900	1697	32	1900				
Capacity Analysis Module:																
Vol/Sat:	0.01	0.24	0.00	0.08	0.58	0.00	0.05	0.05	0.00	0.67	0.67	0.00				
Crit Moves:	****				****						****					
Green/Cycle:	0.00	0.33	0.00	0.11	0.43	0.00	0.49	0.49	0.00	0.49	0.49	0.00				
Volume/Cap:	1.35	0.75	0.00	0.75	1.35	0.00	0.11	0.11	0.00	1.35	1.35	0.00				
Uniform Del:	59.8	36.1	0.0	52.1	34.4	0.0	16.2	16.2	0.0	30.4	30.4	0.0				
IncremntDel:	481.8	2.8	0.0	15.4	162	0.0	0.1	0.1	0.0	165.6	166	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:	541.5	38.9	0.0	67.5	197	0.0	16.3	16.3	0.0	196.0	196	0.0				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	541.5	38.9	0.0	67.5	197	0.0	16.3	16.3	0.0	196.0	196	0.0				
LOS by Move:	F	D	A	E	F	A	B	B	A	F	F	A				
HCM2kAvgQ:	2	16	0	7	76	0	1	1	0	41	41	0				

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 #2 Natomas/Riego

Cycle (sec): 100 Critical Vol./Cap.(X): 1.534
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 191.8
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	1!	0 0	0	0	1!	0 0	0	0	0	1 0	0	0	1!	0 0
Volume Module:																
Base Vol:	6	4	12	3	9	1	0	365	47	164	998	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:	6	4	12	3	9	1	0	365	47	164	998	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95				
PHF Volume:	6	4	13	3	9	1	0	384	49	173	1051	1				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	6	4	13	3	9	1	0	384	49	173	1051	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				
Final Vol.:	6	4	13	3	9	1	0	384	49	173	1051	1				
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	0.18	0.55	0.23	0.69	0.08	0.00	0.89	0.11	0.14	0.85	0.01				
Final Sat.:	152	101	304	123	368	41	0	669	86	113	685	1				
Capacity Analysis Module:																
Vol/Sat:	0.04	0.04	0.04	0.03	0.03	0.03	xxxx	0.57	0.57	1.53	1.53	1.53				
Crit Moves:	****			****			****			****						
Delay/Veh:	9.4	9.4	9.4	9.6	9.6	9.6	0.0	14.0	14.0	260.2	260	260.2				
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:	9.4	9.4	9.4	9.6	9.6	9.6	0.0	14.0	14.0	260.2	260	260.2				
LOS by Move:	A	A	A	A	A	A	*	B	B	F	F	F				
ApproachDel:	9.4			9.6			14.0			260.2						
Delay Adj:	1.00			1.00			1.00			1.00						
ApprAdjDel:	9.4			9.6			14.0			260.2						
LOS by Appr:	A			A			B			F						
AllWayAvgQ:	0.0	0.0	0.0	0.0	0.0	0.0	1.3	1.3	1.3	56.0	56.0	56.0				

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 #3 Pleasent Grove N/Riego

Cycle (sec): 100 Critical Vol./Cap.(X): 1.703
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 225.7
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	0	1	0	0	0	1	0 1
Volume Module:																
Base Vol:	0	0	0	10	0	101	13	377	0	0	1118	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:	0	0	0	10	0	101	13	377	0	0	1118	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:	0.95	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	11	0	106	14	397	0	0	1177	86				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	0	0	11	0	106	14	397	0	0	1177	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				
Final Vol.:	0	0	0	11	0	106	14	397	0	0	1177	86				
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	0.09	0.00	0.91	0.03	0.97	0.00	0.00	1.00	1.00				
Final Sat.:	0	0	0	54	0	544	23	664	0	0	691	798				
Capacity Analysis Module:																
Vol/Sat:	xxxx	xxxx	xxxx	0.20	xxxx	0.20	0.60	0.60	xxxx	xxxx	1.70	0.11				
Crit Moves:				****				****			****					
Delay/Veh:	0.0	0.0	0.0	10.2	0.0	10.2	15.5	15.5	0.0	0.0	336	7.8				
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	10.2	0.0	10.2	15.5	15.5	0.0	0.0	336	7.8				
LOS by Move:	*	*	*	B	*	B	C	C	*	*	F	A				
ApproachDel:	xxxxxx			10.2			15.5			313.9						
Delay Adj:	xxxxx			1.00			1.00			1.00						
ApprAdjDel:	xxxxxx			10.2			15.5			313.9						
LOS by Appr:	*			B			C			F						
AllWayAvgQ:	0.0	0.0	0.0	0.2	0.2	0.2	1.4	1.4	1.4	0.0	63.1	0.1				

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 #4 Pleasent Grove S/Riego

Cycle (sec): 100 Critical Vol./Cap.(X): 1.962
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 325.7
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	1!	0	0	0	0	0	0	0	1	0	1	0	1	0
Volume Module:																
Base Vol:	90	0	35	0	0	0	0	398	17	226	1108	0				
Growth Adj:	1.00	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	0	35	0	0	0	0	398	17	226	1108	0				
User Adj:	1.00	1.00	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:	95	0	37	0	0	0	0	419	18	238	1166	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	95	0	37	0	0	0	0	419	18	238	1166	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	95	0	37	0	0	0	0	419	18	238	1166	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:	0.72	0.00	0.28	0.00	0.00	0.00	0.00	1.00	1.00	0.17	0.83	0.00				
Final Sat.:	393	0	153	0	0	0	0	643	736	121	594	0				
Capacity Analysis Module:																
Vol/Sat:	0.24	xxxx	0.24	xxxx	xxxx	xxxx	xxxx	0.65	0.02	1.96	1.96	xxxx				
Crit Moves:			****					****			****					
Delay/Veh:	11.3	0.0	11.3	0.0	0.0	0.0	0.0	17.9	7.7	451.1	451	0.0				
Delay Adj:	1.00	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	0.0	11.3	0.0	0.0	0.0	0.0	17.9	7.7	451.1	451	0.0				
LOS by Move:	B	*	B	*	*	*	*	C	A	F	F	*				
ApproachDel:	11.3			xxxxxx				17.5			451.1					
Delay Adj:	1.00			xxxxx				1.00			1.00					
ApprAdjDel:	11.3			xxxxxx				17.5			451.1					
LOS by Appr:	B			*				C			F					
AllWayAvgQ:	0.3	0.3	0.3	0.0	0.0	0.0	0.0	1.7	0.0	88.1	88.1	88.1				

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 #113 Riego/Pacific
********************************************************************************
Average Delay (sec/veh):      0.7       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          Include          Include          Include
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     3    0    18    54  400     0     0 1100    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:    0    0     0     3    0    18    54  400     0     0 1100    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:     1.00 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     3    0    18    54  400     0     0 1100    27
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Final Vol.:     0    0     0     3    0    18    54  400     0     0 1100    27
------------|---------------||---------------||---------------||---------------|
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  1622 xxxx  1114  1127 xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx   114 xxxx   256   627 xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx   107 xxxx   256   627 xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  xxxx xxxx  xxxx  0.03 xxxx  0.07  0.09 xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.3 xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx  11.3 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  213 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx  0.3 xxxxx   0.3 xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx 23.7 xxxxx  11.3 xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:    *    *     *     *    C     *     B    *     *     *    *     *
ApproachDel:    xxxxxx             23.7            xxxxxx            xxxxxx
ApproachLOS:        *                C                 *                 *
********************************************************************************
Note: Queue reported is the number of cars per lane.
********************************************************************************
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Existing Plus Blueprint

Mitigated

Sutter County

AM Peak Hour

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

Intersection #1 El Centro/Riego Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 1.100
Loss Time (sec): 0 (Y+R = 0 sec) 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				Permitted				Permitted			
Rights:	Ignore				Ignore				Ignore				Ignore			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1	0	3	0 1	1	0	3	0 1	0	1	0	0 1	1	1	0	0 1
Volume Module:																
Base Vol:	9	839	352	136	1979	18	66	7	0	1076	20	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:	9	839	352	136	1979	18	66	7	0	1076	20	68				
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:	9	883	0	143	2083	0	69	7	0	1133	21	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	9	883	0	143	2083	0	69	7	0	1133	21	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				
Final Vol.:	9	883	0	143	2083	0	69	7	0	1133	21	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	0.95	0.91	1.00	0.79	0.79	1.00	0.44	0.44	1.00				
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	0.90	0.10	1.00	1.96	0.04	1.00				
Final Sat.:	1805	5187	1900	1805	5187	1900	1354	144	1900	1634	30	1900				
Capacity Analysis Module:																
Vol/Sat:	0.01	0.17	0.00	0.08	0.40	0.00	0.05	0.05	0.00	0.69	0.69	0.00				
Crit Moves:	****				****						****					
Green/Cycle:	0.00	0.25	0.00	0.12	0.37	0.00	0.63	0.63	0.00	0.63	0.63	0.00				
Volume/Cap:	1.10	0.67	0.00	0.67	1.10	0.00	0.08	0.08	0.00	1.10	1.10	0.00				
Uniform Del:	49.8	33.7	0.0	42.3	31.7	0.0	7.2	7.2	0.0	18.5	18.5	0.0				
IncremntDel:	344.9	1.4	0.0	8.3	53.8	0.0	0.0	0.0	0.0	59.3	59.3	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	0.00	1.00	1.00	0.00				
Delay/Veh:	394.7	35.1	0.0	50.6	85.5	0.0	7.2	7.2	0.0	77.8	77.8	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:	394.7	35.1	0.0	50.6	85.5	0.0	7.2	7.2	0.0	77.8	77.8	0.0				
HCM2kAvg:	1	9	0	6	33	0	1	1	0	59	59	0				

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

Intersection #2 Natomas/Riego

Cycle (sec): 100 Critical Vol./Cap. (X): 0.719
Loss Time (sec): 0 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx
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:	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	1	0	0	1 0	1	0	0	1 0
Volume Module:																
Base Vol:	6	4	12	3	9	1	0	365	47	164	998	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:	6	4	12	3	9	1	0	365	47	164	998	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95				
PHF Volume:	6	4	13	3	9	1	0	384	49	173	1051	1				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	6	4	13	3	9	1	0	384	49	173	1051	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				
Final Vol.:	6	4	13	3	9	1	0	384	49	173	1051	1				
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:	0.27	0.18	0.55	0.23	0.69	0.08	1.00	0.89	0.11	1.00	0.99	0.01				
Final Sat.:	409	273	818	346	1038	115	1500	1329	171	1500	1498	2				
Capacity Analysis Module:																
Vol/Sat:	0.02	0.02	0.02	0.01	0.01	0.01	0.00	0.29	0.29	0.12	0.70	0.70				
Crit Vol:			23	3			0				1052					
Crit Moves:			****	****			****				****					

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

Intersection #3 Pleasent Grove N/Riego

Cycle (sec): 100 Critical Vol./Cap. (X): 0.872
Loss Time (sec): 0 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx
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:	Permitted				Permitted				Permitted				Permitted			
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	1	0	0	0	1	0	1
Volume Module:																	
Base Vol:	0	0	0		10	0	101		13	377	0		0	1118	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:	0	0	0		10	0	101		13	377	0		0	1118	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:	0.95	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		11	0	106		14	397	0		0	1177	86	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		11	0	106		14	397	0		0	1177	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	
Final Vol.:	0	0	0		11	0	106		14	397	0		0	1177	86	
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:	0.00	0.00	0.00		0.09	0.00	0.91		1.00	1.00	0.00		0.00	1.00	1.00	
Final Sat.:	0	0	0		135	0	1365		1500	1500	0		0	1500	1500	
Capacity Analysis Module:																	
Vol/Sat:	0.00	0.00	0.00		0.08	0.00	0.08		0.01	0.26	0.00		0.00	0.78	0.06	
Crit Vol:	0						117		14					1177		
Crit Moves:							****		****					****		

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

Intersection #4 Pleasent Grove S/Riego

Cycle (sec): 100 Critical Vol./Cap. (X): 0.865
Loss Time (sec): 0 (Y+R = 0 sec) Average Delay (sec/veh): xxxxxx
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:	Permitted				Permitted				Permitted				Permitted			
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	0	0	0	1	0	1	1	0	1	0	0
Volume Module:																	
Base Vol:	90	0	35		0	0	0		0	398	17		226	1108	0	
Growth Adj:	1.00	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	0	35		0	0	0		0	398	17		226	1108	0	
User Adj:	1.00	1.00	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:	95	0	37		0	0	0		0	419	18		238	1166	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	95	0	37		0	0	0		0	419	18		238	1166	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	95	0	37		0	0	0		0	419	18		238	1166	0	
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:	0.72	0.00	0.28		0.00	0.00	0.00		0.00	1.00	1.00		1.00	1.00	0.00	
Final Sat.:	1080	0	420		0	0	0		0	1500	1500		1500	1500	0	
Capacity Analysis Module:																	
Vol/Sat:	0.09	0.00	0.09		0.00	0.00	0.00		0.00	0.28	0.01		0.16	0.78	0.00	
Crit Vol:			132		0				0					1166		
Crit Moves:			****						****					****		

Cumulative Plus Blueprint

Placer County

AM Peak Hour

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

Intersection #5 Locust/Baseline

Cycle (sec): 100 Critical Vol./Cap.(X): 0.675
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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:	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
Lanes:	0	1	0	0 1	0	0	1!	0 0	1	0	3	0 1	1	0	3	0 1
Volume Module:																
Base Vol:	111	3	151	13	2	3	0	1194	89	77	2355	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:	111	3	151	13	2	3	0	1194	89	77	2355	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95				
PHF Volume:	117	3	159	14	2	3	0	1257	94	81	2479	32				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	117	3	159	14	2	3	0	1257	94	81	2479	32				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	117	3	159	14	2	3	0	1257	94	81	2479	32				
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:	0.97	0.03	1.00	0.72	0.11	0.17	1.00	3.00	1.00	1.00	3.00	1.00				
Final Sat.:	1388	37	1425	1029	158	237	1425	4275	1425	1425	4275	1425				
Capacity Analysis Module:																
Vol/Sat:	0.08	0.08	0.11	0.01	0.01	0.01	0.00	0.29	0.07	0.06	0.58	0.02				
Crit Vol:	117					19	0				826					
Crit Moves:	****					****	****				****					

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

Intersection #6 Brewer Rd/Baseline Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.795
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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:	Ovl				Ovl				Ovl				Ovl			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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:	498	279	207	20	27	6	49	1220	227	153	2182	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:	498	279	207	20	27	6	49	1220	227	153	2182	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95				
PHF Volume:	524	294	218	21	28	6	52	1284	239	161	2297	83				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	524	294	218	21	28	6	52	1284	239	161	2297	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				
Final Vol.:	524	294	218	21	28	6	52	1284	239	161	2297	83				
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	2.00	3.00	1.00				
Final Sat.:	2750	2750	1375	1375	2750	1375	1375	4125	1375	2750	4125	1375				
Capacity Analysis Module:																
Vol/Sat:	0.19	0.11	0.16	0.02	0.01	0.00	0.04	0.31	0.17	0.06	0.56	0.06				
Crit Vol:	262				14		52				766					
Crit Moves:	****				****		****				****					

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

Intersection #7 Watt Ave/Baseline Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.050
Loss Time (sec): 0 (Y+R=4.0 sec) 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:	Ignore				Ignore				Ignore				Ignore			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	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:	23	933	513		1	1119	1069		768	1747	12		485	1811	0	
Growth Adj:	1.00	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	933	513		1	1119	1069		768	1747	12		485	1811	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	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:	24	982	0		1	1178	0		808	1839	0		511	1906	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	24	982	0		1	1178	0		808	1839	0		511	1906	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	
Final Vol.:	24	982	0		1	1178	0		808	1839	0		511	1906	0	
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	0.24	0.00		0.00	0.29	0.00		0.29	0.45	0.00		0.19	0.46	0.00	
Crit Vol:	12					393			404					635		
Crit Moves:	****					****			****					****		

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

Intersection #8 Watt Ave/PFE Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.792
Loss Time (sec): 0 (Y+R=4.0 sec) 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				Permitted				Permitted			
Rights:	Include				Include				Include				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 3	0 1		2	0 3	0 1		0	0 1!	0 0		1	1 0	0 2	
Volume Module:																
Base Vol:	5	2088	125		513	2261	3		14	8	13		167	1	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:	5	2088	125		513	2261	3		14	8	13		167	1	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:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	5	2198	132		540	2380	3		15	8	14		176	1	216	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	5	2198	132		540	2380	3		15	8	14		176	1	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	
Final Vol.:	5	2198	132		540	2380	3		15	8	14		176	1	216	
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		2.00	3.00	1.00		0.40	0.23	0.37		1.99	0.01	2.00	
Final Sat.:	1425	4275	1425		2850	4275	1425		570	326	529		2833	17	2850	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.51	0.09		0.19	0.56	0.00		0.03	0.03	0.03		0.06	0.06	0.08	
Crit Vol:		733			270					37			88			
Crit Moves:		****			****					****			****			

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

Intersection #9 Walerga Rd/PFE Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.189
Loss Time (sec): 0 (Y+R=4.0 sec) 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	
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:	184	1796	498		88	1767	154		127	256	510		159	116	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:	184	1796	498		88	1767	154		127	256	510		159	116	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:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	194	1891	524		93	1860	162		134	269	537		167	122	55	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	194	1891	524		93	1860	162		134	269	537		167	122	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	
Final Vol.:	194	1891	524		93	1860	162		134	269	537		167	122	55	
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	2.00	1.00		1.00	2.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Sat.:	1375	2750	1375		1375	2750	1375		1375	1375	1375		1375	1375	1375	
Capacity Analysis Module:																
Vol/Sat:	0.14	0.69	0.38		0.07	0.68	0.12		0.10	0.20	0.39		0.12	0.09	0.04	
Crit Vol:	0					930					537		167			
Crit Moves:	****					****					****		****			

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

Intersection #10 Cook Riolo/PFE Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.135
Loss Time (sec): 0 (Y+R=4.0 sec) 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				Permitted				Permitted			
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:	10	8	11		436	67	65		516	439	45		40	85	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:	10	8	11		436	67	65		516	439	45		40	85	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:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	11	8	12		459	71	68		543	462	47		42	89	287	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	11	8	12		459	71	68		543	462	47		42	89	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	
Final Vol.:	11	8	12		459	71	68		543	462	47		42	89	287	
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:	0.34	0.28	0.38		0.77	0.12	0.11		0.52	0.44	0.04		0.10	0.21	0.69	
Final Sat.:	517	414	569		1151	177	172		774	659	68		151	320	1029	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.02	0.02		0.40	0.40	0.40		0.70	0.70	0.70		0.28	0.28	0.28	
Crit Vol:	11						598			1053			42			
Crit Moves:	****						****			****			****			

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

Intersection #11 Fiddyment Rd/Baseline Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.386
Loss Time (sec): 0 (Y+R=4.0 sec) 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	
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:	11	1218	718		622	1142	384		176	2343	54		218	1196	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:	11	1218	718		622	1142	384		176	2343	54		218	1196	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:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	12	1282	756		655	1202	404		185	2466	57		229	1259	288	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	12	1282	756		655	1202	404		185	2466	57		229	1259	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	
Final Vol.:	12	1282	756		655	1202	404		185	2466	57		229	1259	288	
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	0.31	0.55		0.24	0.29	0.29		0.07	0.60	0.04		0.08	0.31	0.21	
Crit Vol:			756		327					822			0			
Crit Moves:			****		****					****			****			

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

Intersection #31 Palladay/Baseline Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.723
Loss Time (sec): 0 (Y+R=4.0 sec) 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:	Permitted				Permitted				Protected				Protected			
Rights:	Ovl				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0	0	0	1	0	0	0	0	0	0	0	1	2	0	3	0	0
Volume Module:																
Base Vol:	148	0	311		0	0	0		0	1375	104		252	2381	0	
Growth Adj:	1.00	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	0	311		0	0	0		0	1375	104		252	2381	0	
User Adj:	1.00	1.00	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:	156	0	327		0	0	0		0	1447	109		265	2506	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	156	0	327		0	0	0		0	1447	109		265	2506	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	156	0	327		0	0	0		0	1447	109		265	2506	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	0.00	1.00		0.00	0.00	0.00		0.00	3.00	1.00		2.00	3.00	0.00	
Final Sat.:	2850	0	1425		0	0	0		0	4275	1425		2850	4275	0	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.00	0.23		0.00	0.00	0.00		0.00	0.34	0.08		0.09	0.59	0.00	
Crit Vol:			327		0				0					835		
Crit Moves:			****						****					****		

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

Intersection #32 16th Ave/Baseline Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.793
Loss Time (sec): 0 (Y+R=4.0 sec) 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:	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
Lanes:	2	0	0	0 1	0	0	0	0 0	0	0	3	0 1	2	0	3	0 0
Volume Module:																
Base Vol:	111	0	284		0	0	0		0	1610	75		101	2522	0	
Growth Adj:	1.00	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	0	284		0	0	0		0	1610	75		101	2522	0	
User Adj:	1.00	1.00	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:	117	0	299		0	0	0		0	1695	79		106	2655	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	117	0	299		0	0	0		0	1695	79		106	2655	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	117	0	299		0	0	0		0	1695	79		106	2655	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	0.00	1.00		0.00	0.00	0.00		0.00	3.00	1.00		2.00	3.00	0.00	
Final Sat.:	2850	0	1425		0	0	0		0	4275	1425		2850	4275	0	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.00	0.21		0.00	0.00	0.00		0.00	0.40	0.06		0.04	0.62	0.00	
Crit Vol:			299		0				0					885		
Crit Moves:			****						****					****		

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

Intersection #33 14th Ave/Baseline Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.853
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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:	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
Lanes:	2	0	0	0 1	0	0	0	0 0	0	0	3	0 1	2	0	3	0 0
Volume Module:																
Base Vol:	96	0	221		0	0	0		0	1604	32		120	2982	0	
Growth Adj:	1.00	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	0	221		0	0	0		0	1604	32		120	2982	0	
User Adj:	1.00	1.00	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:	101	0	233		0	0	0		0	1688	34		126	3139	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	101	0	233		0	0	0		0	1688	34		126	3139	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	101	0	233		0	0	0		0	1688	34		126	3139	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	0.00	1.00		0.00	0.00	0.00		0.00	3.00	1.00		2.00	3.00	0.00	
Final Sat.:	2850	0	1425		0	0	0		0	4275	1425		2850	4275	0	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.00	0.16		0.00	0.00	0.00		0.00	0.39	0.02		0.04	0.73	0.00	
Crit Vol:			233		0				0					1046		
Crit Moves:			****						****					****		

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

Intersection #34 12th Ave/Baseline Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.781
Loss Time (sec): 0 (Y+R=4.0 sec) 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:	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
Lanes:	2	0	0	0 1	0	0	0	0 0	0	0	3	0 1	2	0	3	0 0
Volume Module:																
Base Vol:	142	0	94		0	0	0		0	1758	68		81	2960	0	
Growth Adj:	1.00	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	0	94		0	0	0		0	1758	68		81	2960	0	
User Adj:	1.00	1.00	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:	149	0	99		0	0	0		0	1851	72		85	3116	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	149	0	99		0	0	0		0	1851	72		85	3116	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	149	0	99		0	0	0		0	1851	72		85	3116	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	0.00	1.00		0.00	0.00	0.00		0.00	3.00	1.00		2.00	3.00	0.00	
Final Sat.:	2850	0	1425		0	0	0		0	4275	1425		2850	4275	0	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.00	0.07		0.00	0.00	0.00		0.00	0.43	0.05		0.03	0.73	0.00	
Crit Vol:	75						0		0					1039		
Crit Moves:	****								****					****		

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

Intersection #35 Dyer St/Baseline Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.049
Loss Time (sec): 0 (Y+R=4.0 sec) 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
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:	33	953	524		366	868	704		556	1707	19		265	1554	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:	33	953	524		366	868	704		556	1707	19		265	1554	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:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	35	1003	552		385	914	741		585	1797	20		279	1636	216	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	35	1003	552		385	914	741		585	1797	20		279	1636	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	
Final Vol.:	35	1003	552		385	914	741		585	1797	20		279	1636	216	
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	0.24	0.40		0.14	0.22	0.54		0.21	0.44	0.01		0.10	0.40	0.16	
Crit Vol:			552		193				293					545		
Crit Moves:			****		****				****					****		

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

Intersection #36 9th Ave/Baseline Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.825
Loss Time (sec): 0 (Y+R=4.0 sec) 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:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 1	0 1		1	0 1	0 1		1	0 3	0 1		1	0 3	0 1	
Volume Module:																
Base Vol:	117	96	95		138	137	49		23	2445	129		9	1858	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:	117	96	95		138	137	49		23	2445	129		9	1858	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:	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:	123	101	100		145	144	52		24	2574	136		9	1956	48	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	123	101	100		145	144	52		24	2574	136		9	1956	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	
Final Vol.:	123	101	100		145	144	52		24	2574	136		9	1956	48	
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:	0.09	0.07	0.07		0.11	0.10	0.04		0.02	0.62	0.10		0.01	0.47	0.04	
Crit Vol:	123					144				858			9			
Crit Moves:	****					****				****			****			

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

Intersection #37 Watt Ave/A St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.583
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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				Ovl				Ovl				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	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:	308	1218	108		41	1043	500		217	74	174		36	107	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:	308	1218	108		41	1043	500		217	74	174		36	107	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:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	324	1282	114		43	1098	526		228	78	183		38	113	20	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	324	1282	114		43	1098	526		228	78	183		38	113	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	
Final Vol.:	324	1282	114		43	1098	526		228	78	183		38	113	20	
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	1.00	1.00		2.00	1.00	1.00	
Final Sat.:	2750	4125	1375		2750	4125	1375		2750	1375	1375		2750	1375	1375	
Capacity Analysis Module:																
Vol/Sat:	0.12	0.31	0.08		0.02	0.27	0.38		0.08	0.06	0.13		0.01	0.08	0.01	
Crit Vol:	162						526		0					113		
Crit Moves:	****						****		****					****		

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

Intersection #38 Watt Ave/Town Center

Cycle (sec): 100 Critical Vol./Cap.(X): 0.645
Loss Time (sec): 0 (Y+R=4.0 sec) 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:	Include				Ovl				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2	0	3	0 1	2	0	3	0 1	1	0	1	0 1	1	0	1	0 1
Volume Module:																
Base Vol:	170	1261	78		12	1101	140		332	58	208		75	58	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:	170	1261	78		12	1101	140		332	58	208		75	58	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:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	179	1327	82		13	1159	147		349	61	219		79	61	43	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	179	1327	82		13	1159	147		349	61	219		79	61	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	
Final Vol.:	179	1327	82		13	1159	147		349	61	219		79	61	43	
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		1.00	1.00	1.00		1.00	1.00	1.00	
Final Sat.:	2750	4125	1375		2750	4125	1375		1375	1375	1375		1375	1375	1375	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.32	0.06		0.00	0.28	0.11		0.25	0.04	0.16		0.06	0.04	0.03	
Crit Vol:	89					386			349					61		
Crit Moves:	****					****			****					****		

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

Intersection #39 Watt Ave/Dyer St

Cycle (sec): 100 Critical Vol./Cap.(X): 1.245
Loss Time (sec): 0 (Y+R=4.0 sec) 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
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:	541	1235	640		2	1507	208		187	559	749		750	365	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:	541	1235	640		2	1507	208		187	559	749		750	365	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:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	569	1300	674		2	1586	219		197	588	788		789	384	5	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	569	1300	674		2	1586	219		197	588	788		789	384	5	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	569	1300	674		2	1586	219		197	588	788		789	384	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:	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:	0.21	0.32	0.49		0.00	0.38	0.16		0.07	0.14	0.57		0.29	0.09	0.00	
Crit Vol:	0					529					788		395			
Crit Moves:	****					****					****		****			

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

Intersection #40 Walerga/E Town Center

Cycle (sec): 100 Critical Vol./Cap.(X): 0.985
Loss Time (sec): 0 (Y+R=4.0 sec) 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				Permitted				Permitted			
Rights:	Include				Ignore				Ovl				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0 2	0	0	0	0 2	0	1	2	0 0	0	1	0	0 0	0	0
Volume Module:																
Base Vol:	232	2278	0	0	2017	20	256	0	311	0	0	0				
Growth Adj:	1.00	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	2278	0	0	2017	20	256	0	311	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:	0.95	0.95	0.95	0.95	0.95	0.00	0.95	0.95	0.95	0.95	0.95	0.95				
PHF Volume:	244	2398	0	0	2123	0	269	0	327	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	244	2398	0	0	2123	0	269	0	327	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				
Final Vol.:	244	2398	0	0	2123	0	269	0	327	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	2.00	0.00	0.00	2.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00				
Final Sat.:	2850	2850	0	0	2850	1425	2850	0	1425	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.09	0.84	0.00	0.00	0.74	0.00	0.09	0.00	0.23	0.00	0.00	0.00				
Crit Vol:		1199		0					327	0						
Crit Moves:		****		****					****							

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

Intersection #41 Dyer/A Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.621
Loss Time (sec): 0 (Y+R=4.0 sec) 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				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:	1	813	57	5	201	41	182	59	0	36	30	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:	1	813	57	5	201	41	182	59	0	36	30	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:	0.95	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	856	60	5	212	43	192	62	0	38	32	167				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	1	856	60	5	212	43	192	62	0	38	32	167				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Vol.:	1	856	60	5	212	43	192	62	0	38	32	167				
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	1.87	0.13	1.00	1.66	0.34	1.00	1.00	0.00	1.00	0.16	0.84				
Final Sat.:	1375	2570	180	1375	2284	466	1375	1375	0	1375	218	1157				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.33	0.33	0.00	0.09	0.09	0.14	0.05	0.00	0.03	0.14	0.14				
Crit Vol:			458	5			192				199					
Crit Moves:			****	****			****				****					

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

Intersection #42 Palladay/ A Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.565
Loss Time (sec): 0 (Y+R=4.0 sec) 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	0	1	0	1	0	0	1	0	1	0	0	1	0	1
Volume Module:																
Base Vol:	217	267	62		2	46	6		66	78	140		33	80	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:	217	267	62		2	46	6		66	78	140		33	80	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:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	228	281	65		2	48	6		69	82	147		35	84	32	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	228	281	65		2	48	6		69	82	147		35	84	32	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	228	281	65		2	48	6		69	82	147		35	84	32	
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	0.81	0.19		1.00	0.88	0.12		1.00	0.36	0.64		1.00	0.73	0.27	
Final Sat.:	552	497	115		476	458	60		501	208	373		482	388	145	
Capacity Analysis Module:																
Vol/Sat:	0.41	0.57	0.57		0.00	0.11	0.11		0.14	0.39	0.39		0.07	0.22	0.22	
Crit Moves:		****				****					****				****	
Delay/Veh:	13.3	15.3	15.3		9.8	9.9	9.9		10.6	12.2	12.2		10.3	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:	13.3	15.3	15.3		9.8	9.9	9.9		10.6	12.2	12.2		10.3	10.7	10.7	
LOS by Move:	B	C	C		A	A	A		B	B	B		B	B	B	
ApproachDel:	14.5				9.9				11.8				10.6			
Delay Adj:	1.00				1.00				1.00				1.00			
ApprAdjDel:	14.5				9.9				11.8				10.6			
LOS by Appr:	B				A				B				B			
AllWayAvgQ:	0.7	1.2	1.2		0.0	0.1	0.1		0.1	0.6	0.6		0.1	0.2	0.2	

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 #43 16th Ave/A Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.425
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 12.5
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
Volume Module:																
Base Vol:	32	404	1		25	54	29		157	66	4		24	148	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:	32	404	1		25	54	29		157	66	4		24	148	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:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	34	425	1		26	57	31		165	69	4		25	156	78	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	34	425	1		26	57	31		165	69	4		25	156	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	
Final Vol.:	34	425	1		26	57	31		165	69	4		25	156	78	
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	1.99	0.01		1.00	1.30	0.70		1.00	0.94	0.06		1.00	0.67	0.33	
Final Sat.:	496	1071	3		433	609	343		492	497	30		489	366	183	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.40	0.40		0.06	0.09	0.09		0.34	0.14	0.14		0.05	0.43	0.43	
Crit Moves:		****				****			****					****		
Delay/Veh:	10.2	13.1	13.1		10.9	10.5	10.0		13.0	10.2	10.2		10.1	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:	10.2	13.1	13.1		10.9	10.5	10.0		13.0	10.2	10.2		10.1	13.2	13.2	
LOS by Move:	B	B	B		B	B	B		B	B	B		B	B	B	
ApproachDel:	12.9				10.5				12.1				12.9			
Delay Adj:	1.00				1.00				1.00				1.00			
ApprAdjDel:	12.9				10.5				12.1				12.9			
LOS by Appr:	B				B				B				B			
AllWayAvgQ:	0.1	0.6	0.6		0.1	0.1	0.1		0.4	0.1	0.1		0.0	0.6	0.6	

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 #44 14th Ave/A Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.566
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): 12.1
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	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:	37	165	0		18	25	63		24	79	17		3	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:	37	165	0		18	25	63		24	79	17		3	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:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	39	174	0		19	26	66		25	83	18		3	278	88	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	39	174	0		19	26	66		25	83	18		3	278	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	
Final Vol.:	39	174	0		19	26	66		25	83	18		3	278	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	1.00	0.00		1.00	0.28	0.72		1.00	0.82	0.18		1.00	0.76	0.24	
Final Sat.:	524	569	0		504	167	421		536	489	105		572	491	156	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.31	xxxx		0.04	0.16	0.16		0.05	0.17	0.17		0.01	0.57	0.57	
Crit Moves:		****					****			****				****		
Delay/Veh:	9.7	11.1	0.0		9.6	9.3	9.3		9.4	9.5	9.5		8.8	14.5	14.5	
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	11.1	0.0		9.6	9.3	9.3		9.4	9.5	9.5		8.8	14.5	14.5	
LOS by Move:	A	B	*		A	A	A		A	A	A		A	B	B	
ApproachDel:		10.8				9.3				9.5				14.5		
Delay Adj:		1.00				1.00				1.00				1.00		
ApprAdjDel:		10.8				9.3				9.5				14.5		
LOS by Appr:		B				A				A				B		
AllWayAvgQ:	0.1	0.4	0.4		0.0	0.2	0.2		0.0	0.2	0.2		0.0	1.2	1.2	

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

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

Intersection #45 12th Ave/A Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.567
Loss Time (sec): 0 (Y+R=4.0 sec) 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				Ovl				Include				Ovl			
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	1	0 1	1	0	0	1 0	1	0	1	0 1
Volume Module:																
Base Vol:	0	0	0		81	0	36		41	687	0		0	505	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:	0	0	0		81	0	36		41	687	0		0	505	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:	0	0	0		85	0	38		43	723	0		0	532	135	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		85	0	38		43	723	0		0	532	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	
Final Vol.:	0	0	0		85	0	38		43	723	0		0	532	135	
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	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
Final Sat.:	1425	1425	0		1425	1425	1425		1425	1425	0		1425	1425	1425	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.06	0.00	0.03		0.03	0.51	0.00		0.00	0.37	0.09	
Crit Vol:			0		85					723			0			
Crit Moves:					****					****			****			

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

Intersection #46 11th Ave/A Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.734
Loss Time (sec): 0 (Y+R=4.0 sec) 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				Protected				Protected			
Rights:	Include				Include				Include				Ignore			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	1	0	0	0	1	1	0	2	0	0	1	0	2	0	1
Volume Module:																				
Base Vol:	0	0	0	34	0	213	468	350	0	0	625	0								
Growth Adj:	1.00	1.00	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	213	468	350	0	0	625	0								
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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.00								
PHF Volume:	0	0	0	36	0	224	493	368	0	0	658	0								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
Reduced Vol:	0	0	0	36	0	224	493	368	0	0	658	0								
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								
Final Vol.:	0	0	0	36	0	224	493	368	0	0	658	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:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00								
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	1425	2850	1425								
Capacity Analysis Module:																				
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.16	0.35	0.13	0.00	0.00	0.23	0.00								
Crit Vol:	0					224	493				329									
Crit Moves:						****	****				****									

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

Intersection #47 Dyer/ W Town Center

Cycle (sec): 100 Critical Vol./Cap.(X): 0.586
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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:	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	1	1	0	1	0	1	1	0	1	0	0	1	0	1	0	0	1	0
Volume Module:																				
Base Vol:	47	537	4	35	108	94	231	101	62	12	126	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:	47	537	4	35	108	94	231	101	62	12	126	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95								
PHF Volume:	49	565	4	37	114	99	243	106	65	13	133	108								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
Reduced Vol:	49	565	4	37	114	99	243	106	65	13	133	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								
Final Vol.:	49	565	4	37	114	99	243	106	65	13	133	108								
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	1.99	0.01	1.00	1.07	0.93	1.00	0.62	0.38	1.00	0.55	0.45								
Final Sat.:	1375	2730	20	1375	1470	1280	1375	852	523	1375	757	618								
Capacity Analysis Module:																				
Vol/Sat:	0.04	0.21	0.21	0.03	0.08	0.08	0.18	0.12	0.12	0.01	0.18	0.18								
Crit Vol:			285	37			243					241								
Crit Moves:			****	****			****					****								

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

Intersection #48 18th Ave/Dyer Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.407
Loss Time (sec): 0 (Y+R=4.0 sec) 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				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 1	0 1		1	0 1	0 1		1	0 2	0 1		1	0 1	1 0	
Volume Module:																
Base Vol:	33	140	109		0	220	25		13	159	9		129	530	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	33	140	109		0	220	25		13	159	9		129	530	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
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:	35	147	115		0	232	26		14	167	9		136	558	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	35	147	115		0	232	26		14	167	9		136	558	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	35	147	115		0	232	26		14	167	9		136	558	0	
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	2.00	1.00		1.00	2.00	0.00	
Final Sat.:	1375	1375	1375		1375	1375	1375		1375	2750	1375		1375	2750	0	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.11	0.08		0.00	0.17	0.02		0.01	0.06	0.01		0.10	0.20	0.00	
Crit Vol:	35					232			14					279		
Crit Moves:	****					****			****					****		

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

Intersection #49 16th/Dyer Ln

Cycle (sec): 100 Critical Vol./Cap.(X): 0.591
Loss Time (sec): 0 (Y+R=4.0 sec) 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				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	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:	201	239	269		39	150	73		62	597	125		394	808	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:	201	239	269		39	150	73		62	597	125		394	808	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:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	212	252	283		41	158	77		65	628	132		415	851	36	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	212	252	283		41	158	77		65	628	132		415	851	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	
Final Vol.:	212	252	283		41	158	77		65	628	132		415	851	36	
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	2.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00		2.00	1.92	0.08	
Final Sat.:	1375	2750	1375		1375	2750	1375		1375	2750	1375		2750	2639	111	
Capacity Analysis Module:																
Vol/Sat:	0.15	0.09	0.21		0.03	0.06	0.06		0.05	0.23	0.10		0.15	0.32	0.32	
Crit Vol:	212					79				314			207			
Crit Moves:	****					****				****			****			

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

Intersection #50 11th Ave/Baseline Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.859
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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:	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
Lanes:	0	0	0	0 2	0	0	0	0 2	1	0	3	0 1	2	0	3	0 1
Volume Module:																
Base Vol:	0	0	415		0	0	39		36	1740		76	163	3002		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	415		0	0	39		36	1740		76	163	3002		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:	0.95	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	437		0	0	41		38	1832		80	172	3160		83
Reduct Vol:	0	0	0		0	0	0		0	0		0	0	0		0
Reduced Vol:	0	0	437		0	0	41		38	1832		80	172	3160		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
Final Vol.:	0	0	437		0	0	41		38	1832		80	172	3160		83
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	0.00	2.00		0.00	0.00	2.00		1.00	3.00		1.00	2.00	3.00		1.00
Final Sat.:	0	0	2850		0	0	2850		1425	4275		1425	2850	4275		1425
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.15		0.00	0.00	0.01		0.03	0.43		0.06	0.06	0.74		0.06
Crit Vol:			218		0				38				1053			
Crit Moves:			****		****				****				****			

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

Intersection #110 Dyer Ln/Town Center

Cycle (sec): 100 Critical Vol./Cap.(X): 0.686
Loss Time (sec): 0 (Y+R=4.0 sec) 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
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	1227	261		26	1001	38		88	77		7	17	11		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:	11	1227	261		26	1001	38		88	77		7	17	11		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:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95		0.95	0.95	0.95		0.95
PHF Volume:	12	1292	275		27	1054	40		93	81		7	18	12		28
Reduct Vol:	0	0	0		0	0	0		0	0		0	0	0		0
Reduced Vol:	12	1292	275		27	1054	40		93	81		7	18	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
Final Vol.:	12	1292	275		27	1054	40		93	81		7	18	12		28
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	1.65	0.35		1.00	1.93	0.07		1.00	0.92		0.08	1.00	0.29		0.71
Final Sat.:	1375	2268	482		1375	2649	101		1375	1260		115	1375	398		977
Capacity Analysis Module:																
Vol/Sat:	0.01	0.57	0.57		0.02	0.40	0.40		0.07	0.06		0.06	0.01	0.03		0.03
Crit Vol:		783			27				93							40
Crit Moves:		****			****				****							****

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

Intersection #111 Tanwood Ave/Dyer Ln

Cycle (sec): 100 Critical Vol./Cap.(X): 0.566
Loss Time (sec): 0 (Y+R=4.0 sec) 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				Permitted				Permitted			
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 1	1	0	1	0 1	1	0
Volume Module:																
Base Vol:	64	39	88		14	44	124		101	915	25		104	908	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:	64	39	88		14	44	124		101	915	25		104	908	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:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	67	41	93		15	46	131		106	963	26		109	956	11	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	67	41	93		15	46	131		106	963	26		109	956	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	
Final Vol.:	67	41	93		15	46	131		106	963	26		109	956	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	0.31	0.69		1.00	0.26	0.74		1.00	1.95	0.05		1.00	1.98	0.02	
Final Sat.:	1500	461	1039		1500	393	1107		1500	2920	80		1500	2967	33	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.09	0.09		0.01	0.12	0.12		0.07	0.33	0.33		0.07	0.32	0.32	
Crit Vol:	67						177			495			109			
Crit Moves:	****						****			****			****			

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

Intersection #112 Watt Ave/Oak Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.680
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 71 Level Of Service: B

Approach:	North Bound				South Bound				East 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	
Lanes:	2	0 3	0	1	1	0 3	0	1	1	0 0	1	0	1	0 0	1	0
Volume Module:																
Base Vol:	66	1307	54		7	1339	37		180	27	201		177	32	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:	66	1307	54		7	1339	37		180	27	201		177	32	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:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	69	1376	57		7	1409	39		189	28	212		186	34	23	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	69	1376	57		7	1409	39		189	28	212		186	34	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:	1.10	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	76	1376	57		7	1409	39		189	28	212		186	34	23	
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	0.12	0.88		1.00	0.59	0.41	
Final Sat.:	2750	4125	1375		1375	4125	1375		1375	163	1212		1375	815	560	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.33	0.04		0.01	0.34	0.03		0.14	0.17	0.17		0.14	0.04	0.04	
Crit Vol:	38					470				240			186			
Crit Moves:	****					****				****			****			

Cumulative Plus Blueprint

Mitigated Transportation Network

Placer County

AM Peak Hour

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

Intersection #5 Locust/Baseline

Cycle (sec): 100 Critical Vol./Cap.(X): 0.628
Loss Time (sec): 0 (Y+R=4.0 sec) 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						Include						Include						Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	1	0	0	1		0	0	1!	0	0		1	0	3	0	1		1	0	3	0	1	
Volume Module:																								
Base Vol:	194		3		116		13		2		3		0		858		100		77		1920		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	1.00	1.00		1.00		1.00
Initial Bse:	194		3		116		13		2		3		0		858		100		77		1920		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	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	0.95	0.95		0.95		0.95
PHF Volume:	204		3		122		14		2		3		0		903		105		81		2021		32	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	204		3		122		14		2		3		0		903		105		81		2021		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	1.00	1.00		1.00		1.00
MLF Adj:	1.00	1.00		1.00		1.00	1.00	1.00		1.00		1.00	1.00	1.00		1.00		1.00	1.00	1.00		1.00		1.00
Final Vol.:	204		3		122		14		2		3		0		903		105		81		2021		32	
Saturation Flow Module:																								
Sat/Lane:	1425	1425		1425		1425	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	1.00	1.00		1.00		1.00
Lanes:	0.98	0.02		1.00		0.72	0.11	0.17		1.00		3.00	1.00	3.00		1.00		1.00	3.00	1.00		1.00		1.00
Final Sat.:	1403		22		1425		1029	158		237		1425	4275	1425		1425		1425	4275	1425		1425		1425
Capacity Analysis Module:																								
Vol/Sat:	0.15	0.15		0.09		0.01	0.01	0.01		0.00		0.21	0.07	0.06		0.47		0.02						
Crit Vol:		207				14				0						674								
Crit Moves:		****				****				****						****								

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

Intersection #6 Brewer Rd/Baseline Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.633
Loss Time (sec): 0 (Y+R=4.0 sec) 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	0	0	0	0	0	0	0	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:	516		95		243		10		13		6		12		873		217		191		1651		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	1.00	1.00		1.00		1.00
Initial Bse:	516		95		243		10		13		6		12		873		217		191		1651		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	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	0.95	0.95		0.95		0.95
PHF Volume:	543		100		256		11		14		6		13		919		228		201		1738		52	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	543		100		256		11		14		6		13		919		228		201		1738		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	1.00	1.00		1.00		1.00
MLF Adj:	1.00	1.00		1.00		1.00	1.00	1.00		1.00		1.00	1.00	1.00		1.00		1.00	1.00	1.00		1.00		1.00
Final Vol.:	543		100		256		11		14		6		13		919		228		201		1738		52	
Saturation Flow Module:																								
Sat/Lane:	1375	1375		1375		1375	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	1.00	1.00		1.00		1.00
Lanes:	2.00	2.00		1.00		1.00	2.00	1.00		1.00		1.00	3.00	1.00		2.00		3.00	1.00					
Final Sat.:	2750	2750		1375		1375	2750	1375		1375		1375	4125	1375		2750		4125	1375					
Capacity Analysis Module:																								
Vol/Sat:	0.20	0.04		0.19		0.01	0.00	0.00		0.01		0.22	0.17	0.07		0.42		0.04						
Crit Vol:		272						7				13				579								
Crit Moves:		****						****				****				****								

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

Intersection #7 Watt Ave/Baseline Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.060
Loss Time (sec): 0 (Y+R=4.0 sec) 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:	Ignore				Ignore				Ignore				Ignore			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	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:	41	1135	440		1	1016	943		830	1573	91		295	1773	0	
Growth Adj:	1.00	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	1135	440		1	1016	943		830	1573	91		295	1773	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	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:	43	1195	0		1	1069	0		874	1656	0		311	1866	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	43	1195	0		1	1069	0		874	1656	0		311	1866	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	
Final Vol.:	43	1195	0		1	1069	0		874	1656	0		311	1866	0	
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:	0.02	0.29	0.00		0.00	0.26	0.00		0.32	0.40	0.00		0.11	0.45	0.00	
Crit Vol:		398				1			437					622		
Crit Moves:		****				****			****					****		

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

Intersection #8 Watt Ave/PFE Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.832
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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				Permitted				Permitted			
Rights:	Include				Include				Include				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	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:	5	2081	142		628	2208	3		14	8	13		165	1	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	2081	142		628	2208	3		14	8	13		165	1	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:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	5	2191	149		661	2324	3		15	8	14		174	1	309	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	5	2191	149		661	2324	3		15	8	14		174	1	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	
Final Vol.:	5	2191	149		661	2324	3		15	8	14		174	1	309	
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		2.00	2.99	0.01		0.40	0.23	0.37		1.99	0.01	2.00	
Final Sat.:	1425	4275	1425		2850	4269	6		570	326	529		2833	17	2850	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.51	0.10		0.23	0.54	0.54		0.03	0.03	0.03		0.06	0.06	0.11	
Crit Vol:		730			331					37			87			
Crit Moves:		****			****					****			****			

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

Intersection #9 Walerga Rd/PFE Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.223
Loss Time (sec): 0 (Y+R=4.0 sec) 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	
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:	273	1805	408		71	1618	159		131	276	646		143	109	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:	273	1805	408		71	1618	159		131	276	646		143	109	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:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	287	1900	429		75	1703	167		138	291	680		151	115	56	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	287	1900	429		75	1703	167		138	291	680		151	115	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	
Final Vol.:	287	1900	429		75	1703	167		138	291	680		151	115	56	
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	2.00	1.00		1.00	2.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Sat.:	1375	2750	1375		1375	2750	1375		1375	1375	1375		1375	1375	1375	
Capacity Analysis Module:																
Vol/Sat:	0.21	0.69	0.31		0.05	0.62	0.12		0.10	0.21	0.49		0.11	0.08	0.04	
Crit Vol:	0					852					680		151			
Crit Moves:	****					****					****		****			

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

Intersection #10 Cook Riolo/PFE Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.063
Loss Time (sec): 0 (Y+R=4.0 sec) 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				Permitted				Permitted			
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:	11	7	11		420	67	55		437	440	45		40	82	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:	11	7	11		420	67	55		437	440	45		40	82	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:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	12	7	12		442	71	58		460	463	47		42	86	281	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	12	7	12		442	71	58		460	463	47		42	86	281	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	12	7	12		442	71	58		460	463	47		42	86	281	
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:	0.38	0.24	0.38		0.78	0.12	0.10		0.47	0.48	0.05		0.10	0.21	0.69	
Final Sat.:	569	362	569		1162	185	152		711	716	73		154	316	1030	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.02	0.02		0.38	0.38	0.38		0.65	0.65	0.65		0.27	0.27	0.27	
Crit Vol:	12					571					971		42			
Crit Moves:	****					****					****		****			

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

Intersection #11 Fiddyment Rd/Baseline Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.260
Loss Time (sec): 0 (Y+R=4.0 sec) 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	
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	1208	641		562	1068	378		166	2171	67		204	1010	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:	12	1208	641		562	1068	378		166	2171	67		204	1010	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:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	13	1272	675		592	1124	398		175	2285	71		215	1063	327	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	13	1272	675		592	1124	398		175	2285	71		215	1063	327	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	13	1272	675		592	1124	398		175	2285	71		215	1063	327	
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	0.31	0.49		0.22	0.27	0.29		0.06	0.55	0.05		0.08	0.26	0.24	
Crit Vol:			675		296					762			0			
Crit Moves:			****		****					****			****			

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

Intersection #31 Palladay/Baseline Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.624
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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:	Permitted				Permitted				Protected				Protected			
Rights:	Ovl				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0	0	0	1	0	0	0	0	0	0	0	1	2	0	3	0	0
Volume Module:																
Base Vol:	100	0	368		0	0	0		0	1077	90		331	1925	0	
Growth Adj:	1.00	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	0	368		0	0	0		0	1077	90		331	1925	0	
User Adj:	1.00	1.00	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:	105	0	387		0	0	0		0	1134	95		348	2026	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	105	0	387		0	0	0		0	1134	95		348	2026	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	105	0	387		0	0	0		0	1134	95		348	2026	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	0.00	1.00		0.00	0.00	0.00		0.00	3.00	1.00		2.00	3.00	0.00	
Final Sat.:	2850	0	1425		0	0	0		0	4275	1425		2850	4275	0	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.00	0.27		0.00	0.00	0.00		0.00	0.27	0.07		0.12	0.47	0.00	
Crit Vol:			387		0					0				675		
Crit Moves:			****						****					****		

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

Intersection #32 16th Ave/Baseline Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.763
Loss Time (sec): 0 (Y+R=4.0 sec) 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:	Permitted				Permitted				Protected				Protected			
Rights:	Ovl				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0	0	0 1	0	0	0	0 0	0	0	3	0 1	2	0	3	0 0
Volume Module:																
Base Vol:	84	0	370		0	0	0		0	1374	70		122	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:	84	0	370		0	0	0		0	1374	70		122	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:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	88	0	389		0	0	0		0	1446	74		128	2287	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	88	0	389		0	0	0		0	1446	74		128	2287	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	88	0	389		0	0	0		0	1446	74		128	2287	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	0.00	1.00		0.00	0.00	0.00		0.00	3.00	1.00		2.00	3.00	0.00	
Final Sat.:	2850	0	1425		0	0	0		0	4275	1425		2850	4275	0	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.00	0.27		0.00	0.00	0.00		0.00	0.34	0.05		0.05	0.54	0.00	
Crit Vol:			389			0			0					762		
Crit Moves:			****						****					****		

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

Intersection #33 14th Ave/Baseline Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.787
Loss Time (sec): 0 (Y+R=4.0 sec) 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:	Permitted				Permitted				Protected				Protected			
Rights:	Ovl				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0	0	0 1	0	0	0	0 0	0	0	3	0 1	2	0	3	0 0
Volume Module:																
Base Vol:	171	0	236		0	0	0		0	1464	33		109	2652	0	
Growth Adj:	1.00	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	0	236		0	0	0		0	1464	33		109	2652	0	
User Adj:	1.00	1.00	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:	180	0	248		0	0	0		0	1541	35		115	2792	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	180	0	248		0	0	0		0	1541	35		115	2792	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	180	0	248		0	0	0		0	1541	35		115	2792	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	0.00	1.00		0.00	0.00	0.00		0.00	3.00	1.00		2.00	3.00	0.00	
Final Sat.:	2850	0	1425		0	0	0		0	4275	1425		2850	4275	0	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.00	0.17		0.00	0.00	0.00		0.00	0.36	0.02		0.04	0.65	0.00	
Crit Vol:			248			0			0					931		
Crit Moves:			****						****					****		

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

Intersection #34 12th Ave/Baseline Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.695
Loss Time (sec): 0 (Y+R=4.0 sec) 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	
Lanes:	2	0 2	0	1	1	0 2	0	1	2	0 3	0	1	2	0 3	0	1
Volume Module:																
Base Vol:	126	0	97		0	0	0		0	1634	66		80	2635	0	
Growth Adj:	1.00	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	0	97		0	0	0		0	1634	66		80	2635	0	
User Adj:	1.00	1.00	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:	133	0	102		0	0	0		0	1720	69		84	2774	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	133	0	102		0	0	0		0	1720	69		84	2774	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	133	0	102		0	0	0		0	1720	69		84	2774	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	2.00	1.00		1.00	2.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00	
Final Sat.:	2850	2850	1425		1425	2850	1425		2850	4275	1425		2850	4275	1425	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.00	0.07		0.00	0.00	0.00		0.00	0.40	0.05		0.03	0.65	0.00	
Crit Vol:	66						0			0				925		
Crit Moves:	****								****					****		

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

Intersection #35 Dyer St/Baseline Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.024
Loss Time (sec): 0 (Y+R=4.0 sec) 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	
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:	51	962	540		390	756	638		518	1495	23		230	1374	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:	51	962	540		390	756	638		518	1495	23		230	1374	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:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	54	1013	568		411	796	672		545	1574	24		242	1446	203	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	54	1013	568		411	796	672		545	1574	24		242	1446	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	
Final Vol.:	54	1013	568		411	796	672		545	1574	24		242	1446	203	
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:	0.02	0.25	0.41		0.15	0.19	0.49		0.20	0.38	0.02		0.09	0.35	0.15	
Crit Vol:			568		205				273					482		
Crit Moves:			****		****				****					****		

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

Intersection #36 9th Ave/Baseline Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.728
Loss Time (sec): 0 (Y+R=4.0 sec) 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				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
Lanes:	1	0	2	0 1	2	0	2	0 1	2	0	3	0 1	1	0	3	0 1
Volume Module:																
Base Vol:	118	87	57		108	140	47		22	2263	139		8	1633	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:	118	87	57		108	140	47		22	2263	139		8	1633	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:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	124	92	60		114	147	49		23	2382	146		8	1719	49	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	124	92	60		114	147	49		23	2382	146		8	1719	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	
Final Vol.:	124	92	60		114	147	49		23	2382	146		8	1719	49	
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	2.00	1.00		2.00	2.00	1.00		2.00	3.00	1.00		1.00	3.00	1.00	
Final Sat.:	1375	2750	1375		2750	2750	1375		2750	4125	1375		1375	4125	1375	
Capacity Analysis Module:																
Vol/Sat:	0.09	0.03	0.04		0.04	0.05	0.04		0.01	0.58	0.11		0.01	0.42	0.04	
Crit Vol:	124					74				794			8			
Crit Moves:	****					****				****			****			

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

Intersection #37 Watt Ave/A St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.547
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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				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
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:	318	1392	108		63	1152	172		173	55	149		36	85	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:	318	1392	108		63	1152	172		173	55	149		36	85	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:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	335	1465	114		66	1213	181		182	58	157		38	89	37	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	335	1465	114		66	1213	181		182	58	157		38	89	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	
Final Vol.:	335	1465	114		66	1213	181		182	58	157		38	89	37	
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	1.00	1.00		2.00	1.00	1.00	
Final Sat.:	2750	4125	1375		2750	4125	1375		2750	1375	1375		2750	1375	1375	
Capacity Analysis Module:																
Vol/Sat:	0.12	0.36	0.08		0.02	0.29	0.13		0.07	0.04	0.11		0.01	0.07	0.03	
Crit Vol:	167					404			91					89		
Crit Moves:	****					****			****					****		

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

Intersection #38 Watt Ave/Town Center

Cycle (sec): 100 Critical Vol./Cap.(X): 0.682
Loss Time (sec): 0 (Y+R=4.0 sec) 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:	Include				Ovl				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0 3	0 1		2	0 3	0 1		1	0 1	0 1		1	0 1	0 1	
Volume Module:																
Base Vol:	148	1401	64		16	1185	137		356	48	193		74	54	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:	148	1401	64		16	1185	137		356	48	193		74	54	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:	156	1475	67		17	1247	144		375	51	203		78	57	63	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	156	1475	67		17	1247	144		375	51	203		78	57	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	
Final Vol.:	156	1475	67		17	1247	144		375	51	203		78	57	63	
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		1.00	1.00	1.00		1.00	1.00	1.00	
Final Sat.:	2750	4125	1375		2750	4125	1375		1375	1375	1375		1375	1375	1375	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.36	0.05		0.01	0.30	0.10		0.27	0.04	0.15		0.06	0.04	0.05	
Crit Vol:		492				8			375						63	
Crit Moves:		****				****			****						****	

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

Intersection #39 Watt Ave/Dyer St

Cycle (sec): 100 Critical Vol./Cap.(X): 1.244
Loss Time (sec): 0 (Y+R=4.0 sec) 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:	Include				Include				Ovl				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	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:	552	1348	602		2	1542	198		155	531	773		677	285	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:	552	1348	602		2	1542	198		155	531	773		677	285	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:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	581	1419	634		2	1623	208		163	559	814		713	300	7	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	581	1419	634		2	1623	208		163	559	814		713	300	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	
Final Vol.:	581	1419	634		2	1623	208		163	559	814		713	300	7	
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:	0.21	0.34	0.46		0.00	0.39	0.15		0.06	0.14	0.59		0.26	0.07	0.01	
Crit Vol:	0					541					814		356			
Crit Moves:	****					****					****		****			

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

Intersection #40 Walerga/E Town Center

Cycle (sec): 100 Critical Vol./Cap.(X): 0.957
Loss Time (sec): 0 (Y+R=4.0 sec) 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				Permitted				Permitted			
Rights:	Include				Ignore				Ovl				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0	2	0	0	0	0	2	0	1	1	0	0	0	2	0
Volume Module:																
Base Vol:	223	2302	0	0	1948	14	144	0	331	0	0	0				
Growth Adj:	1.00	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	2302	0	0	1948	14	144	0	331	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:	0.95	0.95	0.95	0.95	0.95	0.00	0.95	0.95	0.95	0.95	0.95	0.95				
PHF Volume:	235	2423	0	0	2051	0	152	0	348	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	235	2423	0	0	2051	0	152	0	348	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				
Final Vol.:	235	2423	0	0	2051	0	152	0	348	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	2.00	0.00	0.00	2.00	1.00	1.00	0.00	2.00	0.00	0.00	0.00				
Final Sat.:	2850	2850	0	0	2850	1425	1425	0	2850	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.08	0.85	0.00	0.00	0.72	0.00	0.11	0.00	0.12	0.00	0.00	0.00				
Crit Vol:		1212		0			152				0					
Crit Moves:		****		****			****									

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

Intersection #41 Dyer/A Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.547
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	1	0	1	0
Volume Module:																
Base Vol:	0	716	57	5	212	41	175	59	0	36	28	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	716	57	5	212	41	175	59	0	36	28	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:	0.95	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	754	60	5	223	43	184	62	0	38	29	126				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	754	60	5	223	43	184	62	0	38	29	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				
Final Vol.:	0	754	60	5	223	43	184	62	0	38	29	126				
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	1.85	0.15	1.00	1.68	0.32	1.00	1.00	0.00	1.00	0.19	0.81				
Final Sat.:	1375	2547	203	1375	2304	446	1375	1375	0	1375	260	1115				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.30	0.30	0.00	0.10	0.10	0.13	0.05	0.00	0.03	0.11	0.11				
Crit Vol:			407	5			184				156					
Crit Moves:			****	****			****				****					

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

Intersection #42 Palladay/ A Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.557
Loss Time (sec): 0 (Y+R=4.0 sec) 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	0	1	0	1	0	0	1	0	1	0	0	1	0	1
Volume Module:																
Base Vol:	199	257	71		2	82	8		71	78	130		18	61	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:	199	257	71		2	82	8		71	78	130		18	61	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:	0.95	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	271	75		2	86	8		75	82	137		19	64	32	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	209	271	75		2	86	8		75	82	137		19	64	32	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	209	271	75		2	86	8		75	82	137		19	64	32	
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	0.78	0.22		1.00	0.91	0.09		1.00	0.37	0.63		1.00	0.67	0.33	
Final Sat.:	556	486	134		490	487	48		501	217	362		475	354	174	
Capacity Analysis Module:																
Vol/Sat:	0.38	0.56	0.56		0.00	0.18	0.18		0.15	0.38	0.38		0.04	0.18	0.18	
Crit Moves:		****				****				****				****		
Delay/Veh:	12.7	14.9	14.9		9.7	10.3	10.3		10.7	11.9	11.9		10.1	10.4	10.4	
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:	12.7	14.9	14.9		9.7	10.3	10.3		10.7	11.9	11.9		10.1	10.4	10.4	
LOS by Move:	B	B	B		A	B	B		B	B	B		B	B	B	
ApproachDel:		14.1				10.3				11.6				10.4		
Delay Adj:		1.00				1.00				1.00				1.00		
ApprAdjDel:		14.1				10.3				11.6				10.4		
LOS by Appr:		B				B				B				B		
AllWayAvgQ:	0.6	1.1	1.1		0.0	0.2	0.2		0.2	0.5	0.5		0.0	0.2	0.2	

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 #43 16th Ave/A Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.454
Loss Time (sec): 0 (Y+R=4.0 sec) 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	1	1	0	1	0	1	1	0	1	0	0	1	0	1
Volume Module:																
Base Vol:	31	479	0		23	73	27		172	61	4		27	91	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:	31	479	0		23	73	27		172	61	4		27	91	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:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	33	504	0		24	77	28		181	64	4		28	96	45	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	33	504	0		24	77	28		181	64	4		28	96	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	
Final Vol.:	33	504	0		24	77	28		181	64	4		28	96	45	
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	2.00	0.00		1.00	1.46	0.54		1.00	0.94	0.06		1.00	0.68	0.32	
Final Sat.:	512	1110	0		441	698	267		489	492	32		472	356	168	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.45	xxxx		0.05	0.11	0.11		0.37	0.13	0.13		0.06	0.27	0.27	
Crit Moves:		****				****			****					****		
Delay/Veh:	9.9	13.9	0.0		10.8	10.5	10.2		13.6	10.1	10.1		10.3	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:	9.9	13.9	0.0		10.8	10.5	10.2		13.6	10.1	10.1		10.3	11.4	11.4	
LOS by Move:	A	B	*		B	B	B		B	B	B		B	B	B	
ApproachDel:		13.6				10.5				12.6				11.2		
Delay Adj:		1.00				1.00				1.00				1.00		
ApprAdjDel:		13.6				10.5				12.6				11.2		
LOS by Appr:		B				B				B				B		
AllWayAvgQ:	0.1	0.8	0.8		0.1	0.1	0.1		0.5	0.1	0.1		0.1	0.3	0.3	

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

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--------------------------------------------------------------------------------
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                      Level Of Service Computation Report
              2000 HCM 4-Way Stop Method (Base Volume Alternative)
********************************************************************************
Intersection #44 14th Ave/A Street
********************************************************************************
Cycle (sec):          100                Critical Vol./Cap.(X):          0.462
Loss Time (sec):        0 (Y+R=4.0 sec)  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:      41  183     0    18   23    53    25   66    17     0  204    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:   41  183     0    18   23    53    25   66    17     0  204    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:     0.95 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  193     0    19   24    56    26   69    18     0  215    85
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   43  193     0    19   24    56    26   69    18     0  215    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
Final Vol.:    43  193     0    19   24    56    26   69    18     0  215    85
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       1.00 1.00  0.00  1.00 0.30  0.70  1.00 0.80  0.20  1.00 0.72  0.28
Final Sat.:   550  599     0   526  186   429   544  481   124   572  465   185
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.08 0.32  xxxx  0.04 0.13  0.13  0.05 0.14  0.14  0.00 0.46  0.46
Crit Moves:       ****             ****             ****             ****
Delay/Veh:    9.4 10.9   0.0   9.3  8.9   8.9   9.3  9.2   9.2   0.0 12.3  12.3
Delay Adj:   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:   9.4 10.9   0.0   9.3  8.9   8.9   9.3  9.2   9.2   0.0 12.3  12.3
LOS by Move:   A    B     *     A    A     A     A    A     A     *    B     B
ApproachDel:      10.7             9.0              9.2             12.3
Delay Adj:        1.00             1.00             1.00             1.00
ApprAdjDel:       10.7             9.0              9.2             12.3
LOS by Appr:        B               A                A               B
AllWayAvgQ:   0.1  0.4   0.4   0.0  0.1   0.1   0.0  0.1   0.1   0.0  0.8   0.8
********************************************************************************
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 #45 12th Ave/A Street
********************************************************************************
Cycle (sec):          100                Critical Vol./Cap.(X):          0.572
Loss Time (sec):        0 (Y+R=4.0 sec)  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          Ovl            Include          Ovl
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
Lanes:        1  0  0  1  0    1  0  1  0  1    1  0  0  1  0    1  0  1  0  1
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0    76    0    29    38  698     0     0  355   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    0     0    76    0    29    38  698     0     0  355   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:     0.95 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    80    0    31    40  735     0     0  374   114
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0    0     0    80    0    31    40  735     0     0  374   114
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Final Vol.:     0    0     0    80    0    31    40  735     0     0  374   114
------------|---------------||---------------||---------------||---------------|
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  0.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00
Final Sat.:  1425 1425     0  1425 1425  1425  1425 1425     0  1425 1425  1425
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.00  0.00  0.06 0.00  0.02  0.03 0.52  0.00  0.00 0.26  0.08
Crit Vol:           0           80                  735            0
Crit Moves:                  ****                 ****         ****
********************************************************************************
```

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

Intersection #46 11th Ave/A Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.758
Loss Time (sec): 0 (Y+R=4.0 sec) 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:	Include				Include				Include				Ignore			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	0	0	0	1	0	0	0	1	1	0	2	0	0	1
Volume Module:																
Base Vol:	0	0	0		0	0	391	495	334	0	0	281	0			
Growth Adj:	1.00	1.00	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	391	495	334	0	0	281	0			
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:	0.95	0.95	0.95		0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.00			
PHF Volume:	0	0	0		0	0	412	521	352	0	0	296	0			
Reduct Vol:	0	0	0		0	0	0	0	0	0	0	0	0			
Reduced Vol:	0	0	0		0	0	412	521	352	0	0	296	0			
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			
Final Vol.:	0	0	0		0	0	412	521	352	0	0	296	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:	0.00	0.00	0.00		1.00	0.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00			
Final Sat.:	0	0	0		1425	0	1425	1425	2850	0	1425	2850	1425			
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.00	0.00	0.29	0.37	0.12	0.00	0.00	0.10	0.00			
Crit Vol:	0						412	521				148				
Crit Moves:							****	****				****				

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

Intersection #47 Dyer/ W Town Center

Cycle (sec): 100 Critical Vol./Cap.(X): 0.508
Loss Time (sec): 0 (Y+R=4.0 sec) 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:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	1	0	0	1
Volume Module:																
Base Vol:	37	503	4		33	109	106	203	102	63	12	107	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:	37	503	4		33	109	106	203	102	63	12	107	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:	0.95	0.95	0.95		0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95			
PHF Volume:	39	529	4		35	115	112	214	107	66	13	113	71			
Reduct Vol:	0	0	0		0	0	0	0	0	0	0	0	0			
Reduced Vol:	39	529	4		35	115	112	214	107	66	13	113	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			
Final Vol.:	39	529	4		35	115	112	214	107	66	13	113	71			
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	1.98	0.02		1.00	1.01	0.99	1.00	0.62	0.38	1.00	0.61	0.39			
Final Sat.:	1375	2728	22		1375	1394	1356	1375	850	525	1375	846	529			
Capacity Analysis Module:																
Vol/Sat:	0.03	0.19	0.19		0.03	0.08	0.08	0.16	0.13	0.13	0.01	0.13	0.13			
Crit Vol:			267		35			214				183				
Crit Moves:			****		****			****				****				

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

Intersection #48 18th Ave/Dyer Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.372
Loss Time (sec): 0 (Y+R=4.0 sec) 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				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0 1	0 1		1	0 1	0 1		1	0 2	0 1		1	0 1	1 0	
Volume Module:																
Base Vol:	61	99	106		0	181	22		13	162	9		105	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:	61	99	106		0	181	22		13	162	9		105	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:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	64	104	112		0	191	23		14	171	9		111	485	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	64	104	112		0	191	23		14	171	9		111	485	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	64	104	112		0	191	23		14	171	9		111	485	0	
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	2.00	1.00		1.00	2.00	0.00	
Final Sat.:	1375	1375	1375		1375	1375	1375		1375	2750	1375		1375	2750	0	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.08	0.08		0.00	0.14	0.02		0.01	0.06	0.01		0.08	0.18	0.00	
Crit Vol:	64					191			14					243		
Crit Moves:	****					****			****					****		

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

Intersection #49 16th/Dyer Ln

Cycle (sec): 100 Critical Vol./Cap.(X): 0.581
Loss Time (sec): 0 (Y+R=4.0 sec) 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:	Ovl				Ovl				Ovl				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	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:	209	281	272		38	175	65		79	545	154		380	733	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:	209	281	272		38	175	65		79	545	154		380	733	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:	0.95	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	296	286		40	184	68		83	574	162		400	772	31	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	220	296	286		40	184	68		83	574	162		400	772	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	
Final Vol.:	220	296	286		40	184	68		83	574	162		400	772	31	
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	2.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00		2.00	1.92	0.08	
Final Sat.:	1375	2750	1375		1375	2750	1375		1375	2750	1375		2750	2645	105	
Capacity Analysis Module:																
Vol/Sat:	0.16	0.11	0.21		0.03	0.07	0.05		0.06	0.21	0.12		0.15	0.29	0.29	
Crit Vol:	220					92				287			200			
Crit Moves:	****					****				****			****			

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

Intersection #50 11th Ave/Baseline Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.738
Loss Time (sec): 0 (Y+R=4.0 sec) 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:	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
Lanes:	0	0	0	0 2	0	0	0	0 2	1	0	3	0 1	2	0	3	0 1
Volume Module:																
Base Vol:	0	0	487		0	0	39		35	1652	43		343	2676	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	0	487		0	0	39		35	1652	43		343	2676	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:	0.95	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	513		0	0	41		37	1739	45		361	2817	84	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	513		0	0	41		37	1739	45		361	2817	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	
Final Vol.:	0	0	513		0	0	41		37	1739	45		361	2817	84	
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	0.00	2.00		0.00	0.00	2.00		1.00	3.00	1.00		2.00	3.00	1.00	
Final Sat.:	0	0	2850		0	0	2850		1425	4275	1425		2850	4275	1425	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.18		0.00	0.00	0.01		0.03	0.41	0.03		0.13	0.66	0.06	
Crit Vol:			256		0				37					939		
Crit Moves:			****		****				****					****		

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

Intersection #110 Dyer Ln/Town Center

Cycle (sec): 100 Critical Vol./Cap.(X): 0.650
Loss Time (sec): 0 (Y+R=4.0 sec) 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:	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	1	1 0	1	0	1	1 0	1	0	0	1 0	1	0	0	1 0
Volume Module:																
Base Vol:	11	1269	150		24	862	36		85	44	8		13	9	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:	11	1269	150		24	862	36		85	44	8		13	9	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:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	12	1336	158		25	907	38		89	46	8		14	9	23	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	12	1336	158		25	907	38		89	46	8		14	9	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	
Final Vol.:	12	1336	158		25	907	38		89	46	8		14	9	23	
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	1.79	0.21		1.00	1.92	0.08		1.00	0.85	0.15		1.00	0.29	0.71	
Final Sat.:	1375	2459	291		1375	2640	110		1375	1163	212		1375	399	976	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.54	0.54		0.02	0.34	0.34		0.07	0.04	0.04		0.01	0.02	0.02	
Crit Vol:			747		25				89					33		
Crit Moves:			****		****				****					****		

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

Intersection #111 Tanwood Ave/Dyer Ln

Cycle (sec): 100 Critical Vol./Cap.(X): 0.567
Loss Time (sec): 0 (Y+R=4.0 sec) 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:	Permitted				Permitted				Protected				Protected			
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 1	1	0	1	0 1	1	0
Volume Module:																
Base Vol:	57	32	86		14	46	108		96	870	25		109	841	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:	57	32	86		14	46	108		96	870	25		109	841	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:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	60	34	91		15	48	114		101	916	26		115	885	11	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	60	34	91		15	48	114		101	916	26		115	885	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	
Final Vol.:	60	34	91		15	48	114		101	916	26		115	885	11	
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	0.27	0.73		1.00	0.30	0.70		1.00	1.94	0.06		1.00	1.98	0.02	
Final Sat.:	1425	386	1039		1425	426	999		1425	2770	80		1425	2817	33	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.09	0.09		0.01	0.11	0.11		0.07	0.33	0.33		0.08	0.31	0.31	
Crit Vol:	60						162				471		115			
Crit Moves:	****						****				****		****			

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

Intersection #112 Watt Ave/Oak Street

Cycle (sec): 100 Critical Vol./Cap.(X): 0.644
Loss Time (sec): 0 (Y+R=4.0 sec) 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				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0 3	0	1	1	0 3	0	1	1	0 0	1	0	1	0 0	1	0
Volume Module:																
Base Vol:	59	1387	54		7	1341	36		185	27	160		175	31	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:	59	1387	54		7	1341	36		185	27	160		175	31	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:	62	1460	57		7	1412	38		195	28	168		184	33	34	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	62	1460	57		7	1412	38		195	28	168		184	33	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:	1.10	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	68	1460	57		7	1412	38		195	28	168		184	33	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:	2.00	3.00	1.00		1.00	3.00	1.00		1.00	0.14	0.86		1.00	0.49	0.51	
Final Sat.:	2750	4125	1375		1375	4125	1375		1375	199	1176		1375	677	698	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.35	0.04		0.01	0.34	0.03		0.14	0.14	0.14		0.13	0.05	0.05	
Crit Vol:	34					471					197		184			
Crit Moves:	****					****					****		****			

Cumulative Plus Blueprint

Mitigated Transportation Network

Mitigated

Placer County

AM Peak Hour

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

Intersection #11 Fiddyment Rd/Baseline Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 1.260
Loss Time (sec): 0 (Y+R=4.0 sec) 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	
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	1208	641		562	1068	378		166	2171	67		204	1010	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:	12	1208	641		562	1068	378		166	2171	67		204	1010	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:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	13	1272	675		592	1124	398		175	2285	71		215	1063	327	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	13	1272	675		592	1124	398		175	2285	71		215	1063	327	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	13	1272	675		592	1124	398		175	2285	71		215	1063	327	
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	0.31	0.49		0.22	0.27	0.29		0.06	0.55	0.05		0.08	0.26	0.24	
Crit Vol:			675		296					762			0			
Crit Moves:			****		****					****			****			

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

Intersection #35 Dyer St/Baseline Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.944
Loss Time (sec): 0 (Y+R=4.0 sec) 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:	Ignore				Ovl				Ovl				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	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:	51	962	540		390	756	638		518	1495	23		230	1374	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:	51	962	540		390	756	638		518	1495	23		230	1374	193	
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:	0.95	0.95	0.00		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	54	1013	0		411	796	672		545	1574	24		242	1446	203	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	54	1013	0		411	796	672		545	1574	24		242	1446	203	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	54	1013	0		411	796	672		545	1574	24		242	1446	203	
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:	0.02	0.25	0.00		0.15	0.19	0.49		0.20	0.38	0.02		0.09	0.35	0.15	
Crit Vol:		338			205				273					482		
Crit Moves:		****			****				****					****		

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

Intersection #39 Watt Ave/Dyer St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.999
Loss Time (sec): 0 (Y+R=4.0 sec) 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				Ignore				Ovl			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	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:	552	1348	602		2	1542	198		155	531	773		677	285		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:	552	1348	602		2	1542	198		155	531	773		677	285		7
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:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.00		0.95	0.95		0.95
PHF Volume:	581	1419	634		2	1623	208		163	559	0		713	300		7
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0		0
Reduced Vol:	581	1419	634		2	1623	208		163	559	0		713	300		7
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
Final Vol.:	581	1419	634		2	1623	208		163	559	0		713	300		7
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:	0.21	0.34	0.46		0.00	0.39	0.15		0.06	0.14	0.00		0.26	0.07		0.01
Crit Vol:	291					541				186			356			
Crit Moves:	****					****				****			****			

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

Intersection #40 Walerga/E Town Center

Cycle (sec): 100 Critical Vol./Cap.(X): 0.673
Loss Time (sec): 0 (Y+R=4.0 sec) Average Delay (sec/veh): xxxxxx
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				Ignore				Ovl				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	2	0	3	0	0	0	0	3	0	1	1	0	0	0	2	0	0	0	0	0
Volume Module:																				
Base Vol:	223	2302	0		0	1948	14		144	0	331		0	0		0
Growth Adj:	1.00	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	2302	0		0	1948	14		144	0	331		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:	0.95	0.95	0.95		0.95	0.95	0.00		0.95	0.95	0.95		0.95	0.95		0.95
PHF Volume:	235	2423	0		0	2051	0		152	0	348		0	0		0
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0		0
Reduced Vol:	235	2423	0		0	2051	0		152	0	348		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
Final Vol.:	235	2423	0		0	2051	0		152	0	348		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		1.00	0.00	2.00		0.00	0.00		0.00
Final Sat.:	2850	4275	0		0	4275	1425		1425	0	2850		0	0		0
Capacity Analysis Module:																
Vol/Sat:	0.08	0.57	0.00		0.00	0.48	0.00		0.11	0.00	0.12		0.00	0.00		0.00
Crit Vol:	808				0				152					0		
Crit Moves:	****				****				****							

Cumulative Plus Blueprint

Sutter County

AM Peak Hour

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

Intersection #3 Pleasent Grove N/Riego

Cycle (sec): 100 Critical Vol./Cap.(X): 0.897
Loss Time (sec): 0 (Y+R=4.0 sec) 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				Permitted				Protected				Protected			
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	1	0	0	0	1	1	0	3	0	0	0	0	3	0	1
Volume Module:																
Base Vol:	0	0	0		293	0	31		84	1228	0		0	2512	749	
Growth Adj:	1.00	1.00	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		293	0	31		84	1228	0		0	2512	749	
User Adj:	1.00	1.00	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		308	0	33		88	1293	0		0	2644	788	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		308	0	33		88	1293	0		0	2644	788	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	0	0		308	0	33		88	1293	0		0	2644	788	
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	0.00	0.00		1.00	0.00	1.00		1.00	3.00	0.00		0.00	3.00	1.00	
Final Sat.:	0	0	0		1425	0	1425		1425	4275	0		0	4275	1425	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.22	0.00	0.02		0.06	0.30	0.00		0.00	0.62	0.55	
Crit Vol:	0				308				88					881		
Crit Moves:					****				****					****		

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

Intersection #4 Pleasent Grove S/Riego

Cycle (sec): 100 Critical Vol./Cap.(X): 1.104
Loss Time (sec): 0 (Y+R=4.0 sec) 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				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	0	0	1	0	0	0	0	0	0	0	3	0	1	1	0	3	0	0
Volume Module:																
Base Vol:	731	0	39		0	0	0		0	1232	348		34	2528	0	
Growth Adj:	1.00	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	0	39		0	0	0		0	1232	348		34	2528	0	
User Adj:	1.00	1.00	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:	769	0	41		0	0	0		0	1297	366		36	2661	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	769	0	41		0	0	0		0	1297	366		36	2661	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	769	0	41		0	0	0		0	1297	366		36	2661	0	
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	0.00	1.00		0.00	0.00	0.00		0.00	3.00	1.00		1.00	3.00	0.00	
Final Sat.:	1500	0	1500		0	0	0		0	4500	1500		1500	4500	0	
Capacity Analysis Module:																
Vol/Sat:	0.51	0.00	0.03		0.00	0.00	0.00		0.00	0.29	0.24		0.02	0.59	0.00	
Crit Vol:	769						0		0					887		
Crit Moves:	****								****					****		

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

Intersection #101 I-5 SB off/Riego Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.361
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 7.2
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:	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	1	0	0	0	1	0	0	2	0	1	0	0	2	0	0
Volume Module:																				
Base Vol:	0	0	0	4	0	112	0	288	0	0	915	0								
Growth Adj:	1.00	1.00	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	4	0	112	0	288	0	0	915	0								
User Adj:	1.00	1.00	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	4	0	118	0	303	0	0	963	0								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
Reduced Vol:	0	0	0	4	0	118	0	303	0	0	963	0								
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
Final Vol.:	0	0	0	4	0	118	0	303	0	0	963	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	1.00	0.95	1.00	1.00	0.95	1.00								
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	2.00	1.00	0.00	2.00	0.00								
Final Sat.:	0	0	0	1740	0	1615	0	3610	1900	0	3610	0								
Capacity Analysis Module:																				
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.07	0.00	0.08	0.00	0.00	0.27	0.00								
Crit Moves:						****					****									
Green/Cycle:	0.00	0.00	0.00	0.20	0.00	0.20	0.00	0.74	0.00	0.00	0.74	0.00								
Volume/Cap:	0.00	0.00	0.00	0.01	0.00	0.36	0.00	0.11	0.00	0.00	0.36	0.00								
Uniform Del:	0.0	0.0	0.0	31.9	0.0	34.4	0.0	3.7	0.0	0.0	4.7	0.0								
IncremntDel:	0.0	0.0	0.0	0.0	0.0	0.7	0.0	0.0	0.0	0.0	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:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00								
Delay/Veh:	0.0	0.0	0.0	31.9	0.0	35.0	0.0	3.8	0.0	0.0	4.8	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	31.9	0.0	35.0	0.0	3.8	0.0	0.0	4.8	0.0								
LOS by Move:	A	A	A	C	A	D	A	A	A	A	A	A								
HCM2kAvgQ:	0	0	0	0	0	3	0	1	0	0	6	0								

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

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

Intersection #102 I-5 NB off/Riego Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.646
Loss Time (sec): 6 (Y+R=4.0 sec) Average Delay (sec/veh): 6.0
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:	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
Lanes:	1	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	0	3	0	1
Volume Module:																				
Base Vol:	119	0	964	0	0	0	0	141	0	0	2572	0								
Growth Adj:	1.00	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	0	964	0	0	0	0	141	0	0	2572	0								
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:	0.95	0.95	0.00	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95								
PHF Volume:	125	0	0	0	0	0	0	148	0	0	2707	0								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
Reduced Vol:	125	0	0	0	0	0	0	148	0	0	2707	0								
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
Final Vol.:	125	0	0	0	0	0	0	148	0	0	2707	0								
Saturation Flow Module:																				
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900								
Adjustment:	0.77	1.00	0.88	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.91	1.00								
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	3.00	1.00								
Final Sat.:	1461	0	3344	0	0	0	0	3610	0	0	5187	1900								
Capacity Analysis Module:																				
Vol/Sat:	0.09	0.00	0.00	0.00	0.00	0.00	0.00	0.04	0.00	0.00	0.52	0.00								
Crit Moves:	****										****									
Green/Cycle:	0.13	0.00	0.00	0.00	0.00	0.00	0.00	0.81	0.00	0.00	0.81	0.00								
Volume/Cap:	0.65	0.00	0.00	0.00	0.00	0.00	0.00	0.05	0.00	0.00	0.65	0.00								
Uniform Del:	41.1	0.0	0.0	0.0	0.0	0.0	0.0	1.9	0.0	0.0	3.9	0.0								
IncremntDel:	7.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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	0.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00								
Delay/Veh:	48.5	0.0	0.0	0.0	0.0	0.0	0.0	1.9	0.0	0.0	4.2	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:	48.5	0.0	0.0	0.0	0.0	0.0	0.0	1.9	0.0	0.0	4.2	0.0								
LOS by Move:	D	A	A	A	A	A	A	A	A	A	A	A								
HCM2kAvgQ:	5	0	0	0	0	0	0	0	0	0	13	0								

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

Cumulative Plus Blueprint

Mitigated

Sutter County

AM Peak Hour

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

Intersection #4 Pleasent Grove S/Riego

Cycle (sec):	100	Critical Vol./Cap.(X):	0.848
Loss Time (sec):	0 (Y+R=4.0 sec)	Average Delay (sec/veh):	xxxxxx
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:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	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:	731	0	39		0	0	0		0	1232	348		34	2528	0	
Growth Adj:	1.00	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	0	39		0	0	0		0	1232	348		34	2528	0	
User Adj:	1.00	1.00	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:	769	0	41		0	0	0		0	1297	366		36	2661	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	769	0	41		0	0	0		0	1297	366		36	2661	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	769	0	41		0	0	0		0	1297	366		36	2661	0	
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	0.00	1.00		0.00	0.00	0.00		0.00	3.00	1.00		1.00	3.00	0.00	
Final Sat.:	3000	0	1500		0	0	0		0	4500	1500		1500	4500	0	
Capacity Analysis Module:																
Vol/Sat:	0.26	0.00	0.03		0.00	0.00	0.00		0.00	0.29	0.24		0.02	0.59	0.00	
Crit Vol:	385						0			0				887		
Crit Moves:	****								****					****		