

## APPENDIX A: GENERALIZED PARAMETERS FOR ANALYSIS

## SIA PLAN UPDATE

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Generalized operational parameters used for the analysis are provided below.

Ideal Saturation Flow Rate	Intersections: 1,900 vehicles per hour per lane (vphpl)
Mixed Flow Freeway Segments	HCM2010 Exhibit 10-5
HOW Freeway Segments	1,650 vphpl
Freeway Free Flow Speed	70 mph
Ramp Speed	35 mph
Local Roadway Speed	As posted
Pk Hour Factor (PHF)	Existing – Field Data/Placer Ranch EIR; No Field Data – HCM default of 0.92
Pk Hour Directional (D) Factor	Caltrans Performance Measurement System (PeMS)
Pk Hour (K) Factor	Caltrans Performance Measurement System (PeMS)
Pk Hour Traffic Volumes	Existing – Field Data/SEPA Study
AADT Traffic Volumes	Existing – City Staff/Field Data
Pedestrian/Bike Signal Timing	Signal Timing Sheets/Placer Ranch EIR; No Data – Minimum Timing per California MUTCD Table 4D-109 (CA) <sup>1</sup>
Lane Width	12 ft or Consult D-3 or Placer County Staff

<p><b>Heavy Vehicles</b></p>	<p>SR-65 mainline – Caltrans Published Truck AADT Data; Ramps – 5% per Placer Ranch EIR All Other Facilities – Field Data or HCM Default of 2% or Consult D-3 or Placer County Staff</p>
<p><b>Cycle Length</b></p>	<p>Existing – Signal Timing Sheets/Placer Ranch EIR No Field Data – Optimize using SYNCHRO 8</p>
<p><b>Right Turn On Red (RTOR)</b></p>	<p>Calculated in SYNCHRO 8</p>
<p><b>Lane Utilization Factor</b></p>	<p>Field Data No Field Data – SYNCHRO 8 Default</p>
<p><b>Signal Timing Plans</b></p>	<p>Signal Timing Sheets No Signal Timing Plans – Optimized using SYNCHRO 8</p>
<p><b>Accident Rate</b></p>	<p>TASAS and SWITRS data for available last three years</p>

<sup>1</sup> California Manual on Uniform Traffic Control Devices, 2012 Edition